
NOTICE OF MEETING

CABINET

FRIDAY, 19 MARCH 2021 AT 3.00 PM

VIRTUAL REMOTE MEETING

Telephone enquiries to Anna Martyn - Tel 023 9283 4870

Email: Democratic@portsmouthcc.gov.uk

Membership

Councillor Gerald Vernon-Jackson CBE (Chair)

Councillor Steve Pitt (Vice-Chair)

Councillor Chris Attwell

Councillor Dave Ashmore

Councillor Suzy Horton

Councillor Lee Hunt

Councillor Darren Sanders

Councillor Lynne Stagg

Councillor Matthew Winnington

Councillor Hugh Mason

(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

Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon two working days before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

A G E N D A

1 Apologies for Absence

2 Declarations of Interests

3 Seafront Masterplan Supplementary Planning Document (Pages 5 - 390)

Purpose

To seek approval for the adoption of the Seafront Masterplan Supplementary Planning Document (SPD), following the six week public consultation on the draft document held from 18 September to 30 October 2020.

RECOMMENDED that the Cabinet

1. **Note the summary report included in Appendix 1 of representations received during the September-October 2020 public consultation on the draft Seafront Masterplan SPD; and**
 2. **Revoke the previously adopted Seafront Masterplan SPD (April 2013), and adopt the final version of the Seafront Masterplan SPD included in Appendix 2.**
- 4 Roads in the extension of food waste recycling collections (Pages 391 - 450)**
- Purpose
To update the Cabinet on the round design work for the new food waste collection rounds - Food Waste 3 and Food Waste 4.
- 5 Revenue Budget Monitoring 2020/21 Quarter 3 to end December 2020 (Pages 451 - 462)**

Purpose

The purpose of this report is to update members on the current Revenue Budget position of the Council as at the end of the third quarter for 2020/21 in accordance with the proposals set out in the "Portsmouth City Council - Budget & Council Tax 2021/22 & Medium Term Budget Forecast 2022/23 to 2024/25" report approved by the City Council on the 9th February 2021.

RECOMMENDED that the Cabinet agree that

1. **The forecast financial shortfall of between £2.0m & £8.5m across the General Fund and the Housing Revenue Account as consequence of the Covid-19 Pandemic, and which relates to multiple years, be noted**
2. **The forecast General Fund outturn position for 2020/21, excluding funding losses relating to the current year but occurring in later years, be noted:**
 - a. **The Base Case forecast of COVID-19 related surplus of £754,200 after expected government funding**
 - b. **That the Base Case forecast surplus of £754,200 remains uncertain and in a pessimistic scenario could see that rise to an overspend of £5,200,000**
 - c. **The COVID-19 forecasts do not currently make any provision for additional costs or losses of income / funding that may arise from the national restrictions effective from 5th January 2021.**
 - d. **Non COVID-19 related underspending of £3,000,300**
 - e. **Taking account of the likely range of COVID-19 forecast overspends, the combined spending for the Council is forecast to be between £3,754,500 underspending and £2,200,000 overspending.**

3. **Members note that any deficit or surplus arising as a consequence of the COVID-19 pandemic will be funded by / transferred to the COVID-19 Deficit Recovery Strategy (i.e. contingency provision) approved by Full Council at the Annual Budget Meeting in February 2021, meaning that the COVID-19 impact on the current year's Budget will be neutral**
 4. **Members note that this report was prepared during a renewed period of national restrictions. Due to the wide ranging and rapidly changing implications arising from the COVID-19 Pandemic, the overall financial impact of COVID-19 over the remainder of the 2020/21 financial year and into the medium term remains very uncertain and maintaining headroom within the Revised COVID-19 Deficit Recovery Strategy is vital in order to ensure that the financial resilience of the Council is not compromised and the council continues to remain financially resilient into the medium term.**
 5. **Members note that in accordance with approved policy as described in Section 8, any actual non COVID-19 overspend at year end will in the first instance be deducted from any Portfolio Reserve balance and once depleted then be deducted from the 2021/22 Cash Limit.**
 6. **Directors, in consultation with the appropriate Cabinet Member, consider options that seek to minimise any forecast non COVID-19 overspend presently being reported and prepare strategies outlining how any consequent reduction to the 2021/22 Portfolio cash limit will be managed to avoid further overspending during 2021/22.**
- 6 Utilisation of the additional funding for Adult Social Care (Pages 463 - 468)**
- Purpose
To provide further details regarding the demographic and other cost pressures being experienced by Adult Social Care, and how the additional financial support provided in the 2021-22 budget will be utilised.
- 7 Covid-19 Modelling (Pages 469 - 472)**
- Purpose
To inform Cabinet of the potential for future surges in Covid-19 infections.

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Agenda Item 3

| | |
|-------------------------------|---|
| Title of meeting: | Cabinet |
| Date of meeting: | 19 March 2021 |
| Subject: | Seafront Masterplan SPD |
| Report by: | Ian Maguire, Assistant Director Planning & Economic Growth, Regeneration |
| Wards affected: | All |
| Key decision: | No |
| Full Council decision: | No |

1. Purpose of report

- 1.1. To seek approval for the adoption of the Seafront Masterplan Supplementary Planning Document (SPD), following the six week public consultation on the draft document held from 18 September to 30 October 2020.

2. Recommendations

2.1. It is recommended:

- 2.1.1. **Members note the summary report included in Appendix 1 of representations received during the September-October 2020 public consultation on the draft Seafront Masterplan SPD; and**
- 2.1.2. **Members revoke the previously adopted Seafront Masterplan SPD (April 2013), and adopt the final version of the Seafront Masterplan SPD included in Appendix 2.**

3. Background

- 3.1. The revised Seafront Masterplan SPD (SM SPD) is an update to the version adopted in 2013. The revised SM SPD sets out a vision for the seafront area, provides strategic and detailed planning guidance, identifies further enhancement and development opportunities, and highlights elements of the seafront that should be conserved. Once adopted, the revised SM SPD will be a material consideration in planning decisions.
- 3.2. Public consultation previously took place on the review of the Seafront Masterplan over July/August 2018, and again in February/March 2019. The first consultation sought to identify issues relating to the seafront, and the second



consultation sought feedback on a range of 'challenges and opportunities' for the seafront.

- 3.3. The feedback and analysis of these initial rounds of public consultation informed the development of the draft SM SPD. The draft SM SPD was then subject to a round of public consultation from 18 September to 30 October 2020 (6 weeks).

4. Reasons for recommendations

Public & stakeholder engagement Sep-Oct 2020

- 4.1. A full report on the public and stakeholder engagement conducted from 18 September to 30 October 2020 for the draft SM SPD is included in Appendix 1. An accessible web version of the report will also be made available on Portsmouth City Council's website.
- 4.2. 1,268 responses to the online survey were received. Assuming a total resident population of those 16-90+ years old to be 175,205 for Portsmouth, the volume of responses ensures a 95% confidence level with a margin of error of 2.74%, well within acceptable parameters (though this does exclude the visitor population).
- 4.3. Relating to the online survey, the main headlines from the consultation report are as follows:
- Overall, the vision and objectives are met with high levels of agreement (90% and 81% of respondents respectively);
 - All areas of the thematic guidance achieve agreement amongst a majority of respondents (ranging from 79% to 90%);
 - All areas of the area guidance achieve agreement amongst a majority of respondents (ranging from 61% to 89%).
- 4.4. In terms of email responses to the consultation, these were received from the following:
- 33 residents
 - 10 landowners / organisations
 - Two statutory consultees (Environment Agency, and Historic England)
- 4.5. The public consultation was conducted in line with relevant legislation relating to the COVID-19 pandemic.

Modifications to the draft SM SPD

- 4.6. The final version of the SM SPD for adoption is included in Appendix 2. A full list of changes made to the draft SM SPD for the adopted version is included in the schedule of modifications in Appendix 3.



4.7. Generally, the content of the draft SM SPD - in terms of its main proposals and guidance - has been retained in the final version. The changes and modifications that have been made fall broadly under the following categories:

- Editorial changes (e.g. spelling/grammar, structure, etc.);
- Correction/updating of facts/figures; and
- Changes made to provide further clarification.

4.8. Changes and modifications made have been informed by the consultation responses; and various discussions and meetings held with internal colleagues of PCC, and with external stakeholders.

4.9. The SM SPD is supported and informed by technical reports, namely a Sustainability Assessment (SA) and a Habitats Regulation Assessment (HRA) - these are included in Appendix 4 and Appendix 5, respectively. The SA and HRA will be published alongside the adopted SM SPD.

5. Integrated impact assessment

5.1. An Integrated Impact Assessment (IIA) has been carried out and is included in Appendix 6.

5.2. An Equality Impact Assessment (EqIA) has also been carried out separately and is included in Appendix 7.

6. Legal implications

6.1. SPDs build upon and provide more detailed advice or guidance on policies in an adopted local plan, and are material considerations in decision-making. The Seafront Masterplan SPD updates and will supersede the current adopted Seafront Masterplan 2013, and will provide more detailed advice and guidance on Local Plan Policy PCS9 - The seafront.

6.2. Consultation with stakeholders and the wider public is a statutory requirement of SPDs before it can be adopted. The duration of the consultation period has covered the statutory minimum of 4 weeks.

7. Director of Finance's comments

7.1. There are no direct financial implications as a result of approving the recommendations within this report.

7.2. The cost of drafting the plan has been met from cash limited budgets.

.....
Signed by: Ian Maguire, Assistant Director Planning and Economic Growth

Appendices:

Appendix 1 - Consultation report - Draft Seafront Masterplan 2020

Appendix 2 - Seafront Masterplan SPD - March 2021

Appendix 3 - Schedule of modifications

Appendix 4 - Sustainability Appraisal - March 2021

Appendix 5 - Habitats Regulation Assessment - March 2021

Appendix 6 - SM SPD Integrated Impact Assessment

Appendix 7 - SM SPD Equality Impact Assessment

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 |
|--|---|
| Consultation report - Draft Seafront Masterplan 2020 | https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/seafront-masterplan/draft-seafront-masterplan-2020/ |
| Seafront Masterplan SPD (adopted April 2013) | https://www.portsmouth.gov.uk/ext/documents-external/dev-seafront-masterplan-final.pdf |

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

.....
Signed by:

Draft Seafront Masterplan

REPORT 2020



Research and Engagement Team
PORTSMOUTH CITY COUNCIL

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1.0 Purpose

The purpose of this report is to provide a comprehensive summary of the Draft Seafront Masterplan consultation. This consultation gave respondents the opportunity to provide their views on an updated masterplan for Southsea seafront.

2.0 Background

The draft Seafront Masterplan Supplementary Planning Document sets out guidelines for how the seafront could be improved and conserved. It also makes recommendations on the possible things that could happen along the seafront. Portsmouth City Council (PCC) consulted with local people in 2018 and 2019 before drafting the masterplan, and are now carrying out another survey before creating a final version. The masterplan will be used to guide developers and help PCC make future decisions on proposals for the area. The aim of this consultation was to understand the level of public support for the draft Seafront Masterplan Supplementary Planning Document and to help with creating a final version.

3.0 Research

3.1 Objectives

- To measure the level of public support for the overall proposed vision and objectives of the draft strategy.
- To gain insight into the public views of the nine areas of thematic guidance and the key objectives that underpin each approach.
- To understand public views of the eleven sections of area guidance and the key objectives that underpin each approach.

3.2 Methodology

A survey was developed which focussed questioning around the three key areas outlined in section 3.1. The survey was launched on September 18th 2020 and was open for six weeks to enable as many respondents as possible time to complete it. The survey was promoted through various channels including:

- Social media posts
- Portsmouth City Council website
- Southsea Coastal Scheme website
- Media news release
- Email bulletins
- Direct contact with the Community Stakeholder Engagement Group
- Posters along the seafront and in venues (e.g. Pyramids)
- Two unstaffed exhibitions - Central Library and Southsea Library

4.0 Response rates

Using various channels of marketing and communication the survey attracted 1,268 responses. It is difficult to calculate the statistical robustness of this consultation because it is unclear how many individuals interact with Portsmouth's seafront. However, assuming a "total population" of 175,205 people (the latest [mid-year estimate](#) from the Office for National Statistics for people aged 16-90+ in Portsmouth) this volume of responses ensures a 95% confidence level with a margin of error of 2.74%, well within acceptable parameters, although this does exclude the visitor population.

5.0 Summary of findings

A summary of the analysis undertaken on the data collected from the consultation survey is provided in this section.

Overall Summary

Response to the draft Seafront Masterplan was overall very positive - the vision, objectives, thematic guidance and area guidance were all met with strong levels of support. Very small proportions of respondents opposed, only four out of the 21 elements respondents were asked about attracted a disagreement level of over 10%. The average agreement level was very strong at 80% and the average disagreement level was very low at 8%.

Vision and objectives

- **Overall the vision and objectives are met with very high levels of agreement; 90% and 81% of respondents respectively (which is equivalent to 1,138 and 859 respondents).**
- 10% of respondents disagree with the proposed objectives; the majority of these (91%) disagree with the objective 'Ensure that the new development, including alterations to roads, seek to minimise space allocated to motor vehicles, in order to better accommodate other users'.
- The bulk of objections towards the objectives are about restrictions on parking for motor vehicles and the area not being accessible to the elderly or people with a disability.
- A number of comments are also made about the risk of congestion and traffic being displaced, as well as the area being less appealing to visitors and tourists.
- Respondents with a disability are less likely to be in agreement with the proposed objectives; 20% of them disagree compared to 9% of those with no disability.

Thematic guidance

- **All areas of the thematic guidance achieve agreement amongst a majority of respondents (ranging from 79% to 90%).**

- Three areas achieve a majority amongst respondents selecting 'strongly agree'; climate change (53%), health and wellbeing (52%) and transport and access (52%).
- Whilst support is strong for all areas, one area attracts a disagreement level of over 10%; transport and access (15% of respondents).
- The area of the proposed approach to **transport and access** facing most criticism is 'All development should seek to prioritise users in the following order: Pedestrians and cyclists; Public transport users; Private vehicle users'; 62% of those disagreeing (15%) selected it.
- A large proportion of comments made about the proposed approach to **transport and access** mention the need to prioritise cars, or at least not de-prioritise them, and the importance of retaining parking spaces at the seafront. Concerns are also raised about the impact the proposal will have on different groups of visitors to the seafront, e.g. the elderly, people with a disability and tourists.

Area guidance

- **All areas of the area guidance achieve agreement amongst a majority of respondents (ranging from 61% to 89%).**
- The proposed approach to **Canoe Lake to St George's Road** attracts the most support from respondents; 89% 'agree' or 'strongly agree'.
- Disagreement levels are low and range between 6% and 8% of respondents with the exception of Clarence Pier (13%), Speakers' Corner, South Parade Gardens and the Rock Gardens (11%) and the Pyramids Centre (24%).
- The proposed approach to the **Pyramids Centre** is least well received; 24% of respondents disagree with it and 61% are in agreement.
- Proposals to change the use of the **Pyramids Centre** are met with the most resistance; 83% of those disagreeing with the proposed approach (24%) disagree with 'Scope for an element of residential development if required as an enabling use', whilst 53% disagree with 'Opportunity to have a building or collection of buildings which could accommodate a mix of uses (e.g. high-quality hotel with spa and swimming facilities, concert and events venue, art gallery space, and food and beverage)'.
- The majority of comments objecting to the proposed approach to the **Pyramids Centre** talk about the need to retain public access to the centre, and concerns about the loss of the leisure and recreational space.
- The 'Re-provision of Clarence Pier and Clarence Esplanade car parks with increased capacity and/or integrated with any redevelopment or within landscape' is the element of **Clarence Pier** met with most resistance; it was selected by 69% of those who disagree with the proposed approach (13%).

- The majority of comments objecting to the re-provision of **Clarence Pier** and Clarence Esplanade car parks stem from concerns about cars being encouraged to the area. The need to improve public transport is also mentioned too.
- The final element of the area guidance attracting a higher level of disagreement (11%) is **Speakers' Corner, South Parade Gardens & Rock Gardens**. Both elements of the proposed approach were selected by a majority of respondents when asked which they disagree with; 'Opportunity to pedestrianise a section of Clarence Esplanade that lies south of South Parade Gardens to create a safer and attractive route for walking and cycling' (62%) and 'Enhance Speakers' Corner as a new leisure cluster with a focus on food and beverage, with potential to incorporate cycling hub and associated facilities' (54%).
- Comments reveal that respondents feel that the opportunity to pedestrianise the section of Clarence Esplanade that lies south of **South Parade Gardens** is too cyclist/ pedestrian focussed and is again anti-motorist. Some think this proposal is unnecessary and don't want any more road restrictions implemented.
- The enhancement of **Speakers' Corner** is unpopular because it is already seen as being utilised, some feel that there isn't a need for a more development and in particular a focus on food and drink.

Full breakdowns are available in the following section of this report.

6.0 Analysis of results

The following sections outline the analysis undertaken on the results from the draft Seafront Masterplan consultation. It is divided into the following five main sections of analysis:

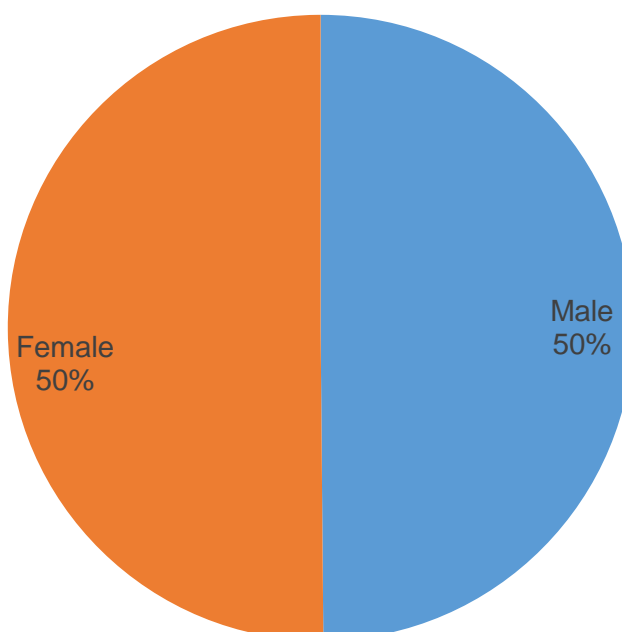
1. Respondent demographic profile
2. Vision and objectives
3. Thematic guidance
4. Area guidance
5. Email responses

Please note that any discrepancies between the figures reported in the charts and the commentary are due to rounding.

6.1 Respondent demographic profile

This section provides a demographic profile of the respondents that interacted with the consultation survey - it focuses on the information collected in the demographics section of the survey which included sex, age group, ethnic group, disability and disability type. All questions in the demographics section of the survey were voluntary and included a 'prefer not to say' option, therefore, the base sizes vary from question to question.

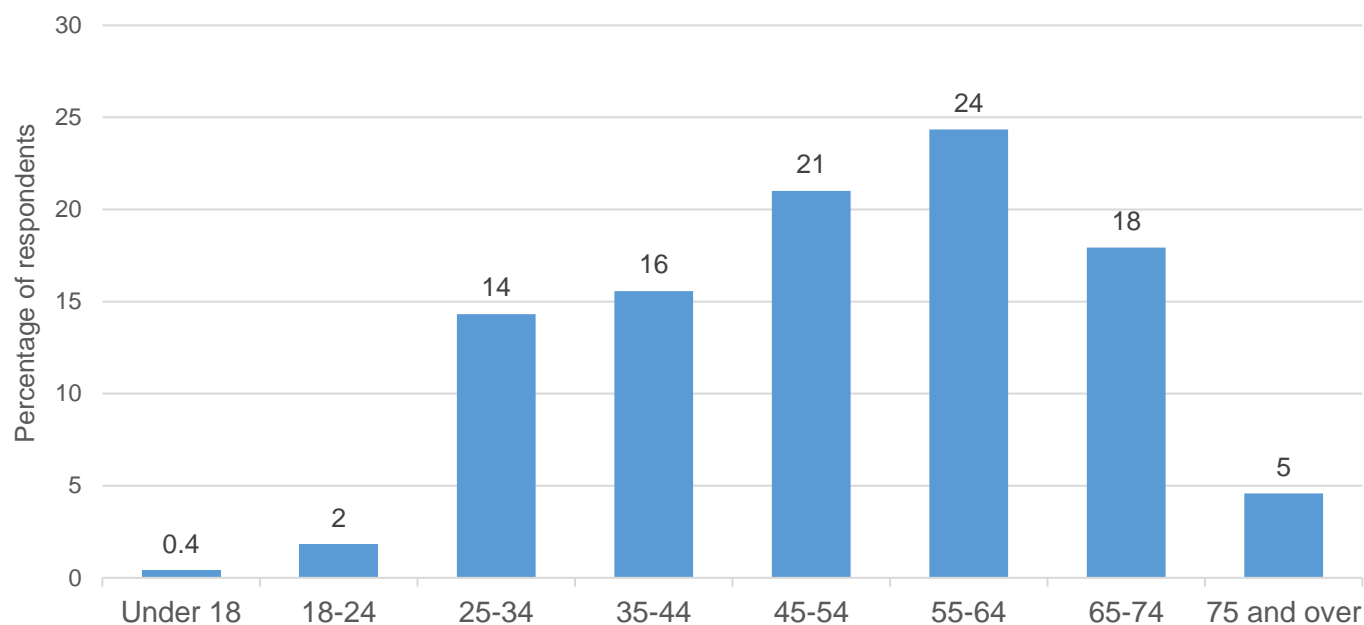
Figure 1: Sex of respondents



Base: 718

An even mix of males and females was achieved in the consultation sample - see Figure 1.

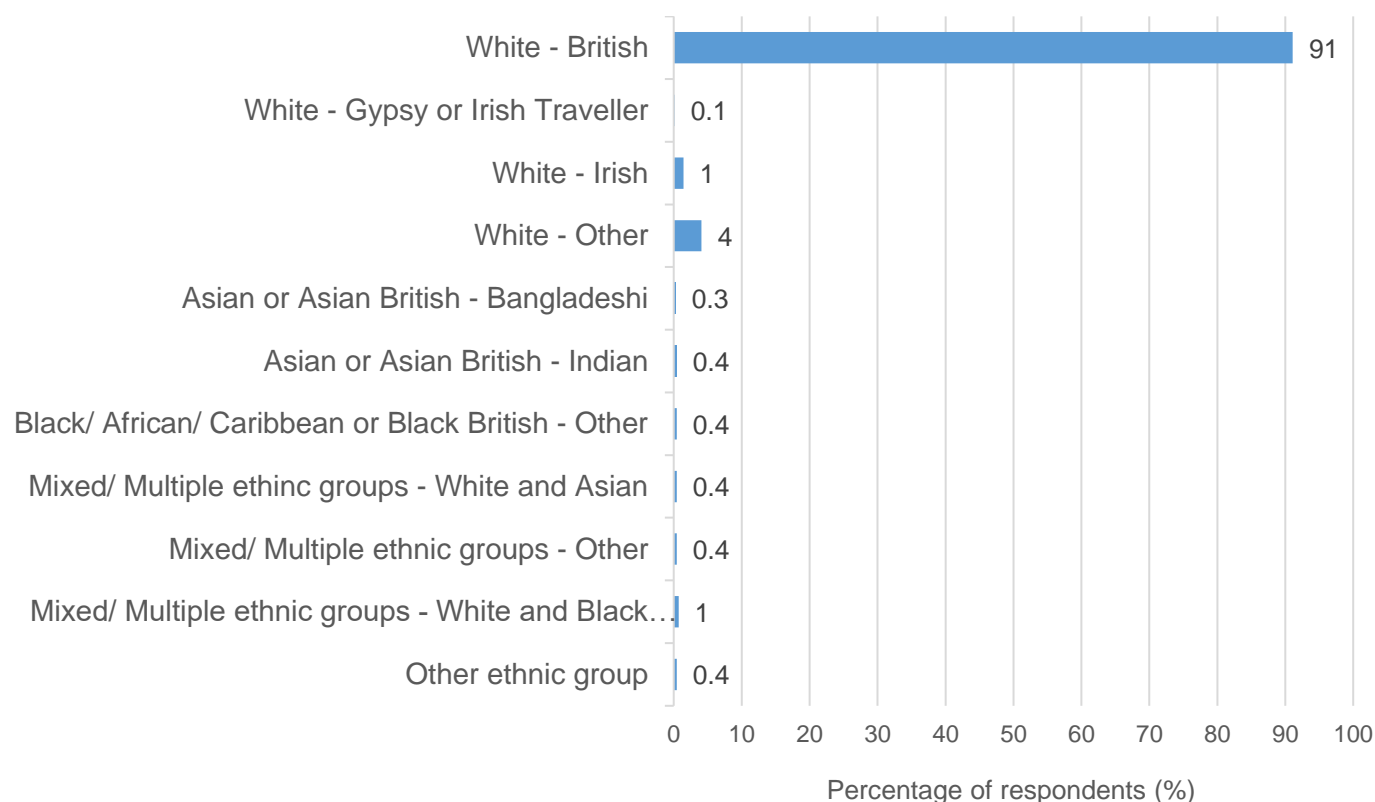
Figure 2: Age of respondents



Base: 719

Research shows that individuals aged 45 and over are more inclined to interact with public consultations. The age distribution of respondents in this sample (Figure 2) is within expected levels, over two-thirds (68%) are aged 45 and over. This could raise concern for how representative the respondents are of Portsmouth's population, however the profile of seafront users is unknown.

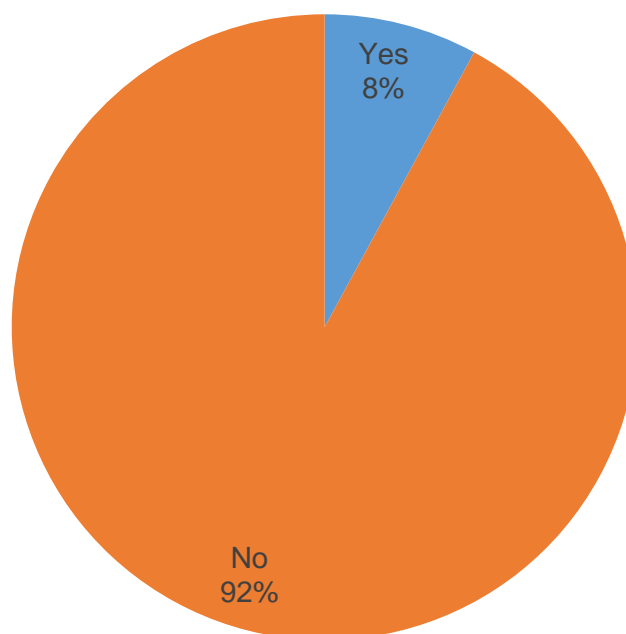
Figure 3: Ethnic group of respondents



Base: 685

The majority of respondents interacting with the consultation survey were white British, as shown in Figure 3 on the previous page. The remainder of the sample are made up from other 'white' ethnic groups (6% combined), 'Asian or Asian British' ethnic groups (1% combined), 'Black/ African/ Caribbean or Black British - other' (0.4%), 'Mixed/ Multiple ethnic groups' (2% combined) and 'other ethnic groups' (0.4%).

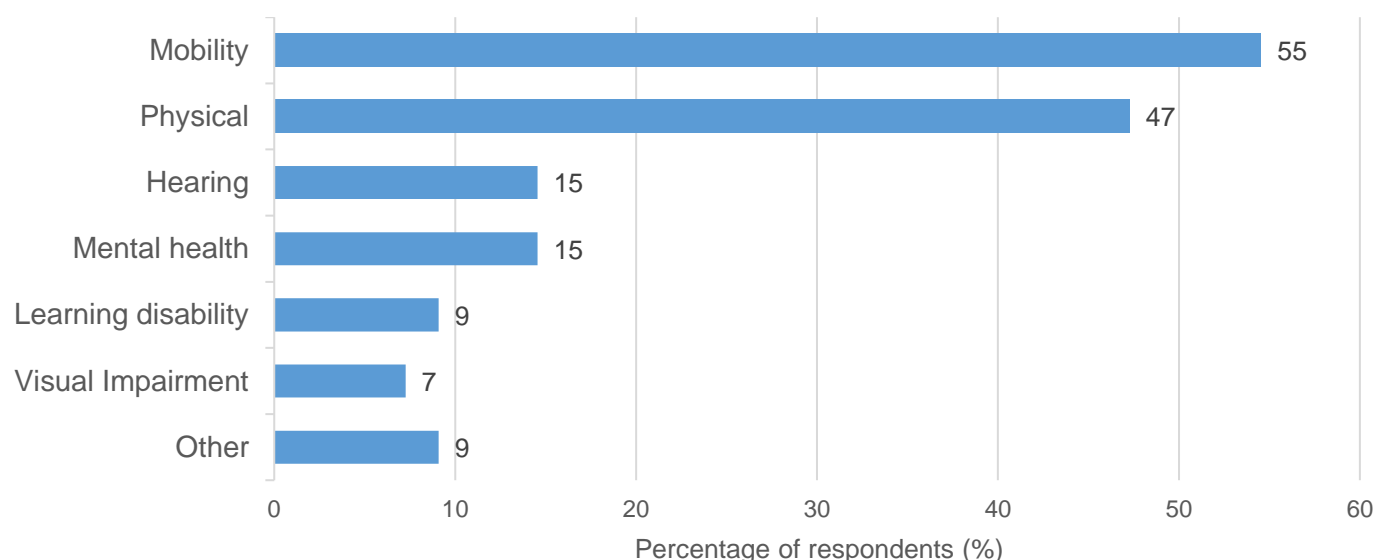
Figure 4: Whether or not respondents have a disability



Base: 706

Figure 4 shows that less than 1 in 10 people in the consultation sample have a disability (8%). The vast majority of respondents have no disability (92%). Of those respondents reporting a disability (Figure 5) over half have a mobility disability (55%) and just under half have a physical disability (47%). Other disabilities are reported at much lower levels of respondents; hearing and mental health (both 15%), learning (9%), visual (7%) and other disabilities (9%)

Figure 5: Type of disability respondents have



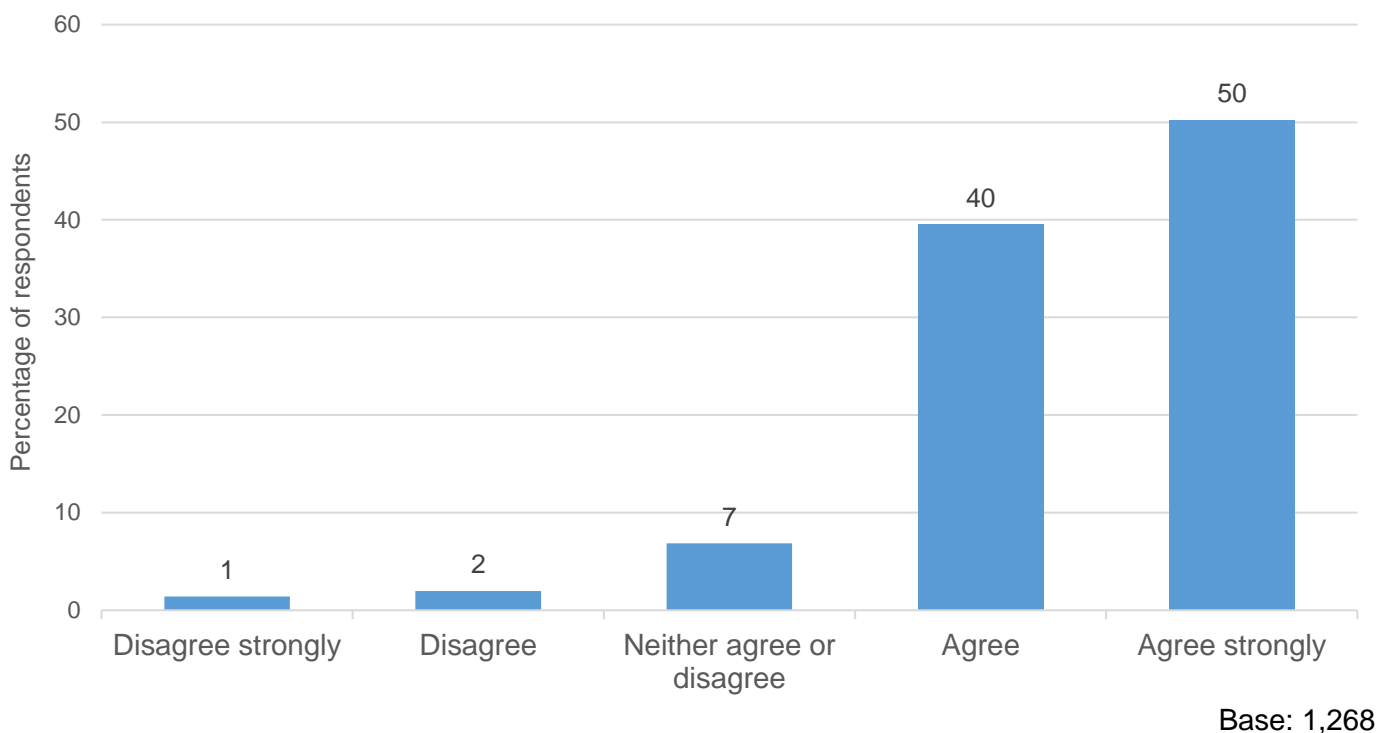
Base: 55

6.2 Vision and objectives

The following section summarises the results from the questions in the consultation survey which asked respondents for their views on the vision and objectives of the draft strategy. The proposed vision is "The seafront's natural and historic assets will be protected, conserved, and enhanced. The seafront will be a beautiful, functional, sustainable and resilient place that is healthy, safe, enjoyable, and accessible to all."

Figure 6 shows that the majority of respondents support the proposed vision of the draft strategy (90%); 50% 'strongly agree' (637 respondents) and 40% 'agree' (501 respondents). The level of respondents opposing the proposal is very low at just 3%.

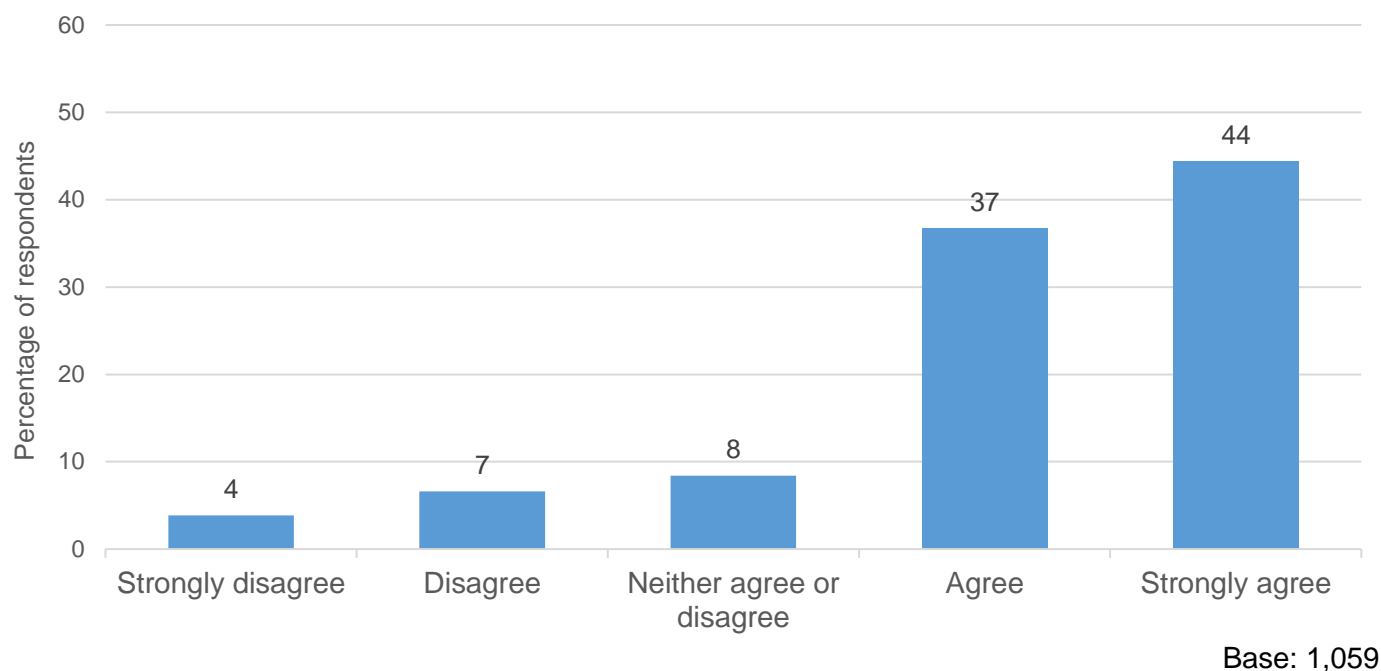
Figure 6: Agreement with the proposed vision



The 3% of respondents who do not agree with the proposed vision (3%) were next asked which elements of the proposed vision they do not agree with. 'The seafront being a beautiful, functional, sustainable, and resilient place that is healthy, safe, enjoyable and accessible to all' is the main element of the proposed vision that respondents disagree with, opposed by 56%.

All respondents were next asked whether they agree or disagree with the ten proposed objectives presented in the Draft Seafront Masterplan (Figure 7 on the following page). **The majority of respondents support the objectives (81%); 44% 'strongly agree' (470 respondents) and 37% 'agree' (389 respondents) with the proposed objectives.** Respondent disagreement levels are at a much lower level, 7% 'disagree' and 4% 'strongly disagree'.

Figure 7: Agreement with the proposed objectives



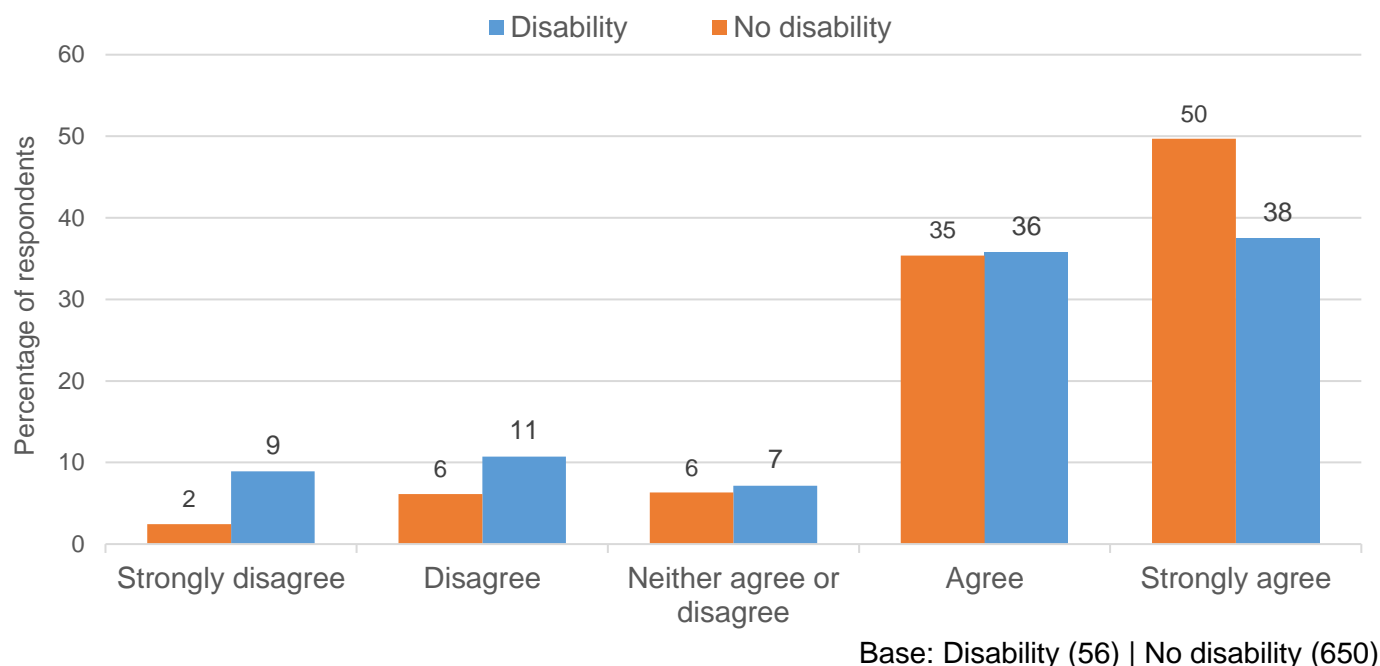
The 10%¹ of respondents who disagree with the proposed objectives were then asked to select which objectives they disagree with. The majority of this cohort disagree with the objective *'Ensure that the new development, including alterations to roads, seek to minimise space allocated to motor vehicles, in order to better accommodate other users'*. Reasons for opposing this objective include the restrictions on parking for motor vehicles, the area not being accessible to the disabled or elderly (who often rely on motor vehicles), concerns about displaced traffic/ increased congestion, making the area off-putting for visitors/ tourists and a need for measures to include cars due to the volume of people in Portsmouth who drive.

The thematic analysis of the open-ended comments amongst those disagreeing identified concerns about accessibility, therefore a cross-tabulation of agreement with the proposed objectives and whether or not respondents have a disability was undertaken (Figure 8 on the following page). Analysis shows that respondents with a disability are less likely to be in agreement with the proposed objectives; 20% of them disagree compared to 9%² of those with no disability.

¹ Discrepancies between the figures in the chart and the commentary are due to rounding

² Discrepancies between the figures in the chart and the commentary are due to rounding

Figure 8: Agreement with the proposed objectives by disability



6.3 Thematic guidance

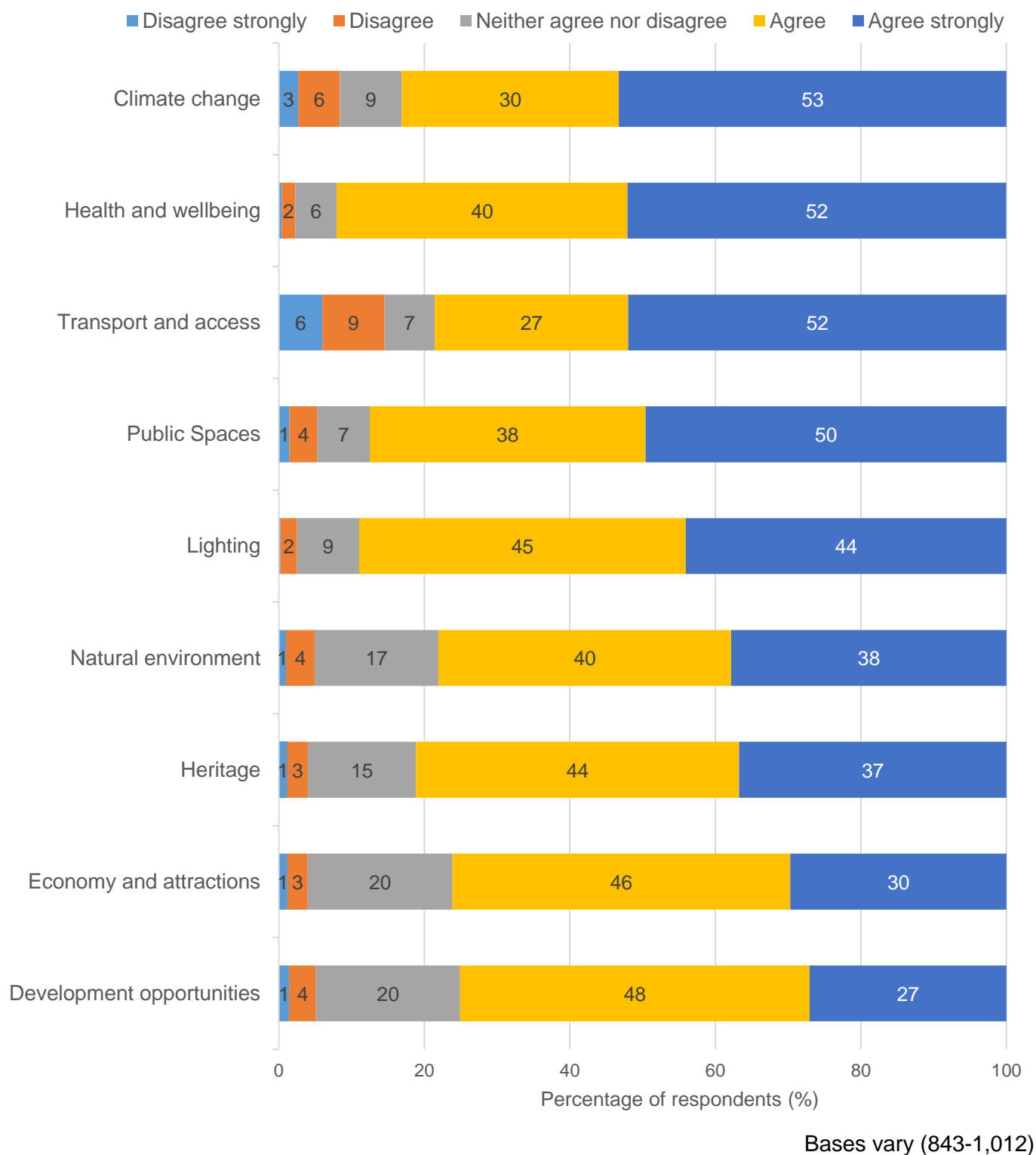
The following section provides insight into the response towards guidance for development in relation to the following nine themes included in the draft strategy:

1. Climate change
2. Health & wellbeing
3. Heritage
4. Natural environment
5. Public realm
6. Lighting
7. Transport & access
8. Economy & attractions
9. Development opportunities

These themes were shaped around the masterplan's vision and objectives, and were informed by the national and local planning policy context, and the context analysis section in the draft Seafront Masterplan.

All areas of the thematic guidance achieve strong support amongst respondents. Figure 9 on the following page shows a summary of agreement levels for all nine areas of the thematic guidance. **The majority of respondents in the consultation sample agree with all areas of thematic guidance, three areas achieve this majority amongst respondents selecting 'strongly agree', these are climate change (53%), health and wellbeing (52%) and transport and access (52%).** With strong support in all areas, only one area attracts a disagreement level of over 10%; transport and access (15% of respondents).

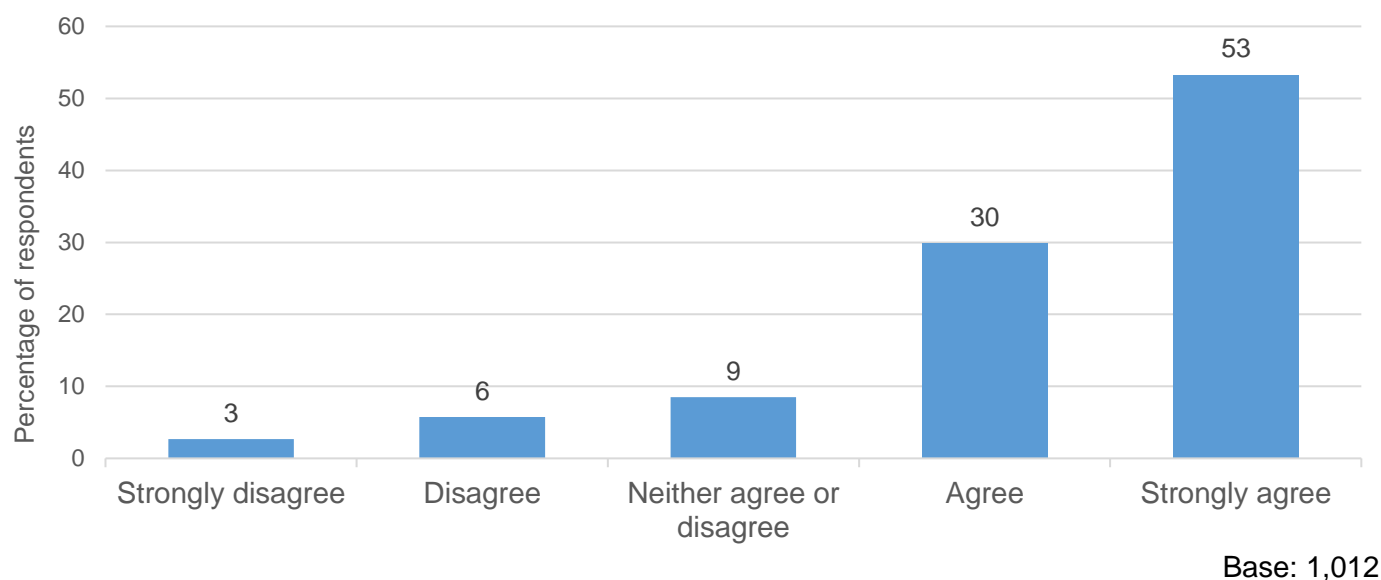
Figure 9: Summary of agreement with proposed approaches in the thematic guidance



6.3.1 Climate change

Figure 10 shows that the majority of respondents agree with the proposed approach to climate change (83%); 53% 'strongly agree' (539 respondents) and a further 30% 'agree' (302 respondents).

Figure 10: Agreement with the proposed approach to climate change



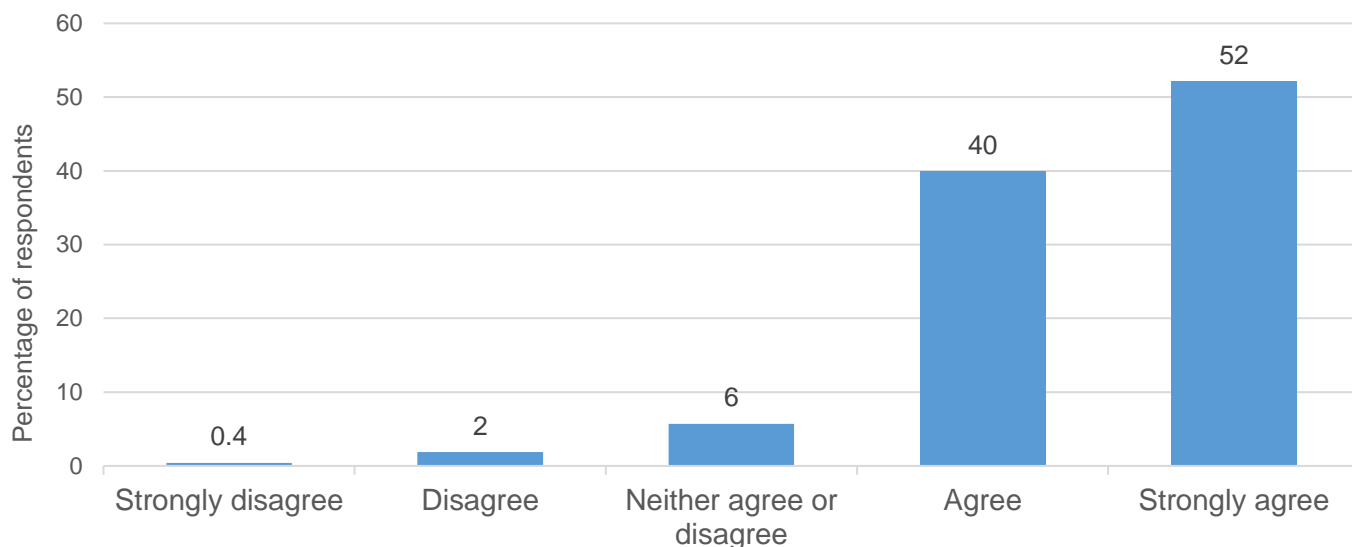
The 8%³ of respondents who disagree with the proposed approach to climate change were then asked which elements they disagree with. Just one element was selected by the majority of this cohort, 'Encourage people to use zero or low carbon forms of transport (i.e. walking, cycling, public transport)' (71%). Respondents oppose this element for a number of reasons; the need for public transport to be improved, concerns around accessibility for the elderly and people with disabilities, a reduction in visitors, a need for parking, and a general need for cars. The remaining elements of the proposed approach to climate change are all selected by less than a quarter of this small cohort (17%-23%).

6.3.2 Health and wellbeing

Nine out of ten respondents agree with the proposed approach to health and wellbeing (92%) - See Figure 11. In fact, a majority, 52%, 'strongly agree' (503 respondents) and a further 40% 'agree' (386 respondents). Just 2.4% of respondents disagree with the proposed approach to health and wellbeing, which is amongst the lowest levels seen in the thematic guidance.

³ Discrepancies between the figures in the chart and the commentary are due to rounding

Figure 11: Agreement with the proposed approach to health and wellbeing



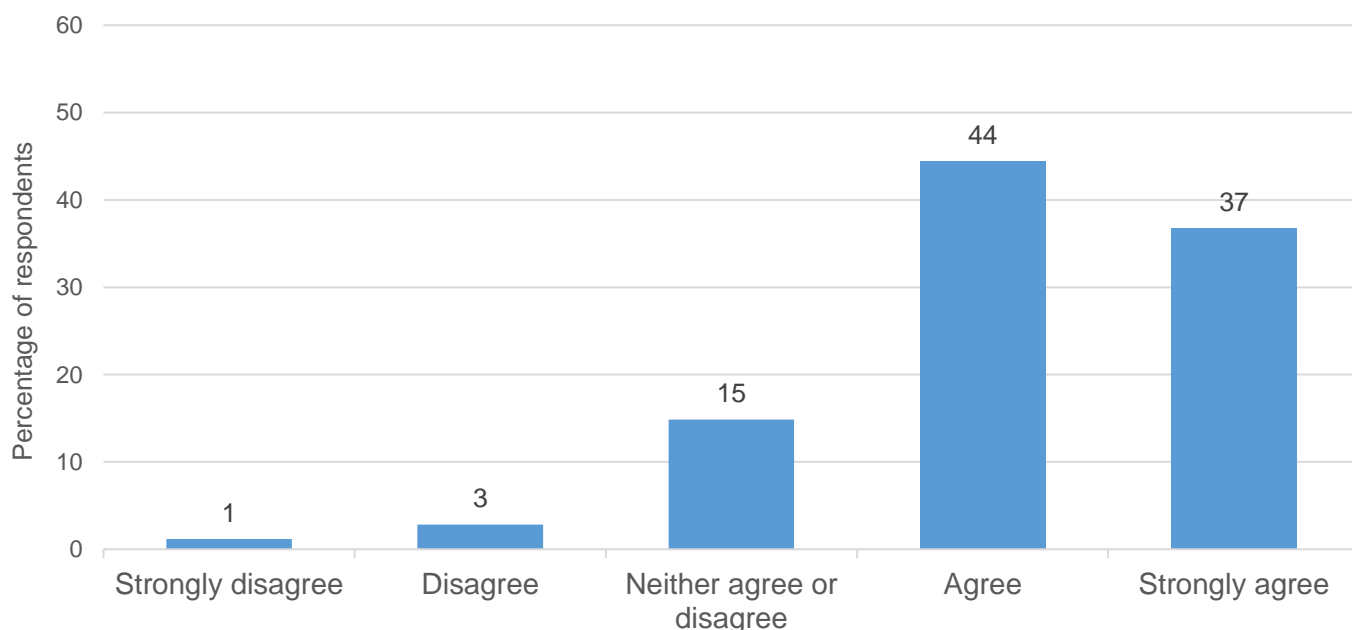
Base: 966

The 2.4% of respondents who disagree with the proposed approach to health and wellbeing were next asked which elements they disagree with, 'Consider opportunities to install public showers and changing facilities near the beaches and other well-used areas' was the main element selected (50%). The main concerns are that the facilities are unnecessary, could be costly to install and are open to vandalism.

6.3.3 Heritage

There is widespread agreement amongst respondents to the proposed approach to heritage (81%); 37% 'strongly agree (349 respondents) and 44% 'agree' (422 respondents) - Figure 12). Disagreement levels are low with just 4% of respondents selecting 'disagree' or 'strongly disagree'.

Figure 12: Agreement with the proposed approach to heritage



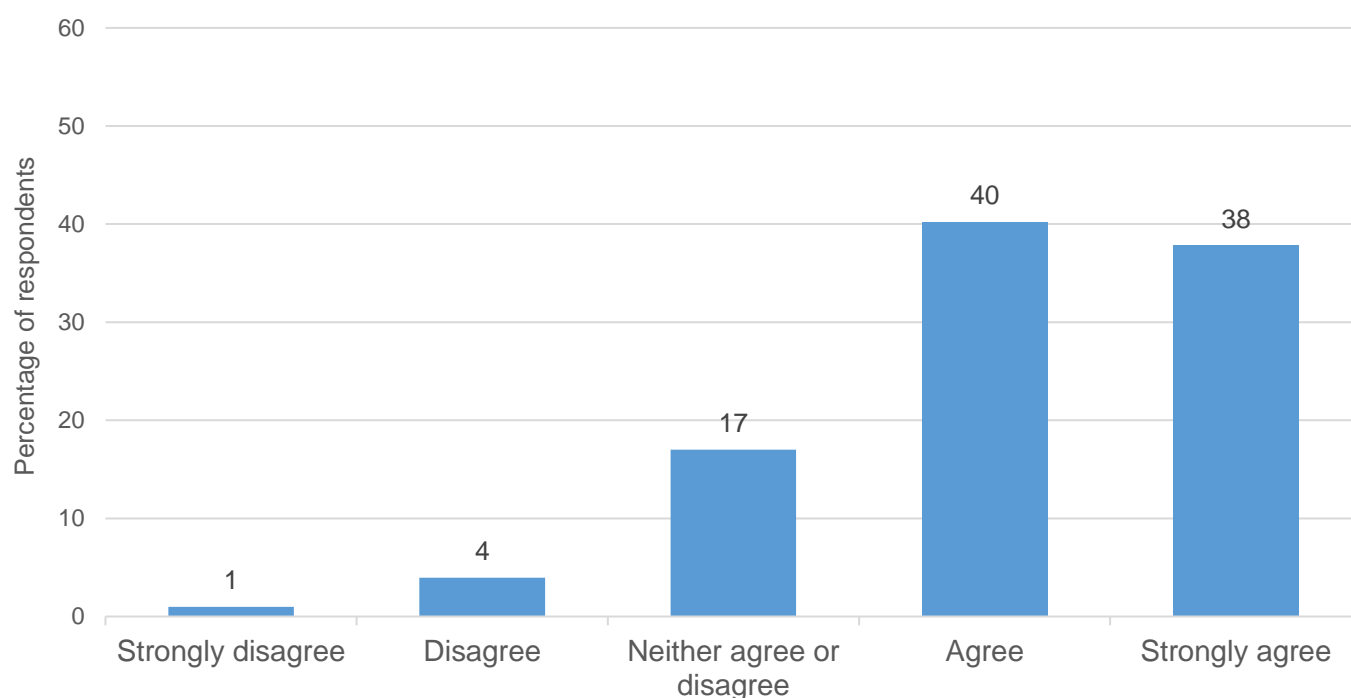
Base: 950

The 4% of respondents who disagree with the proposed approach to heritage were next asked which elements they disagree with. The majority of this small cohort selected '*A heritage centric approach to development should be taken*' (72%), respondents highlight the needs to be forward-thinking and to not make heritage the focus, they also criticised the proposal for being too vague.

6.3.4 Natural environment

Figure 13 shows that the majority of respondents agree with the proposed approach to the natural environment (78%); 38% 'strongly agree' (345 respondents) and 40% 'agree' (367 respondents). Just 5% of respondents disagree with this approach, and 17% 'neither agree nor disagree'.

Figure 13: Agreement with the proposed approach to the natural environment



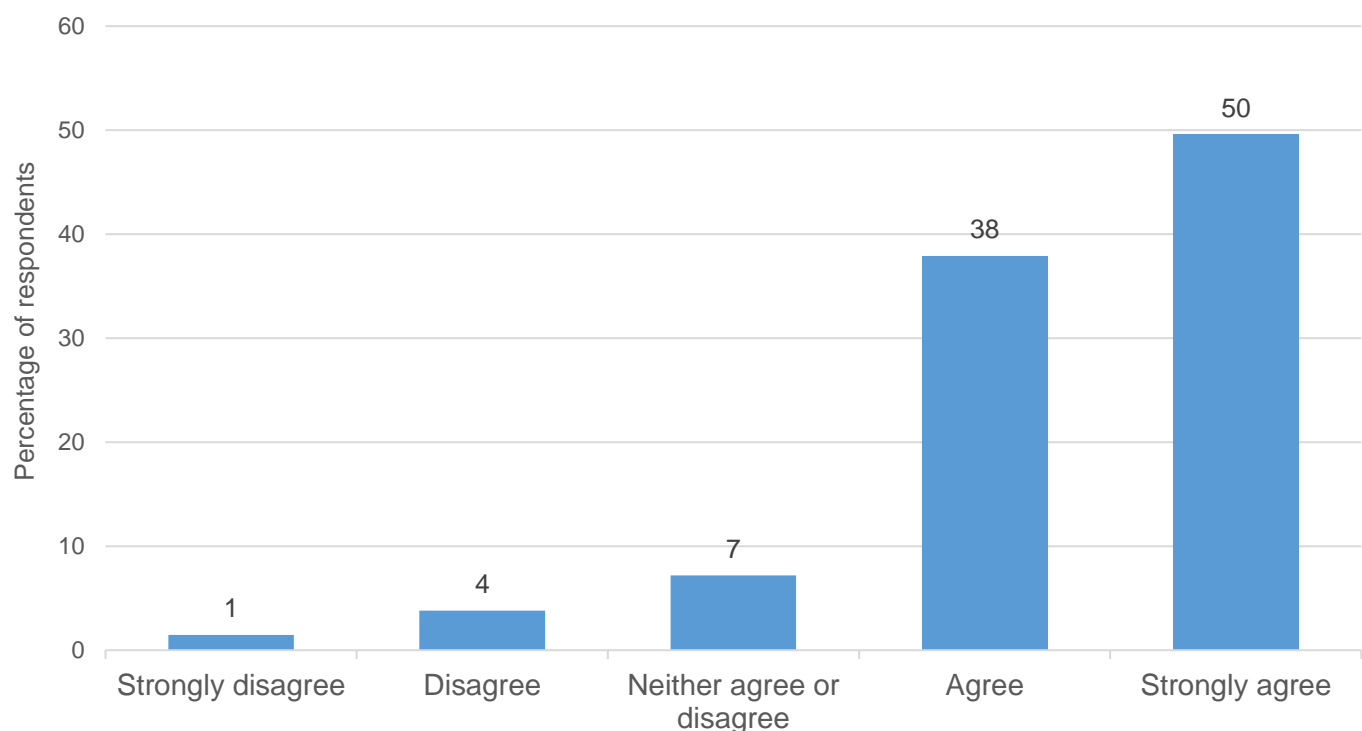
Base: 912

The 5% of respondents not in agreement with the proposed approach to the natural environment were asked which elements of the approach they do not like. The main element this small cohort disagree with is '*Major construction work avoiding the November to February period and not being permitted within set boundaries of known roost sites and feeding areas of SPA/ Ramsar bird species*' (64%). This element was opposed for a number of reasons; some have concerns about implications on timings of construction work and costs, whilst others feel that birds should not be prioritised - there are other places for them to roost/feed.

6.3.5 Public spaces

Figure 14 shows that the majority (88%) of respondents agree with the proposed approach to public spaces; 50% 'strongly agree' (441 respondents) and 38% 'agree' (337 respondents). Disagreement levels are low with only 5% of respondents selecting 'strongly disagree' or 'disagree'.

Figure 14: Agreement with the proposed approach to public spaces

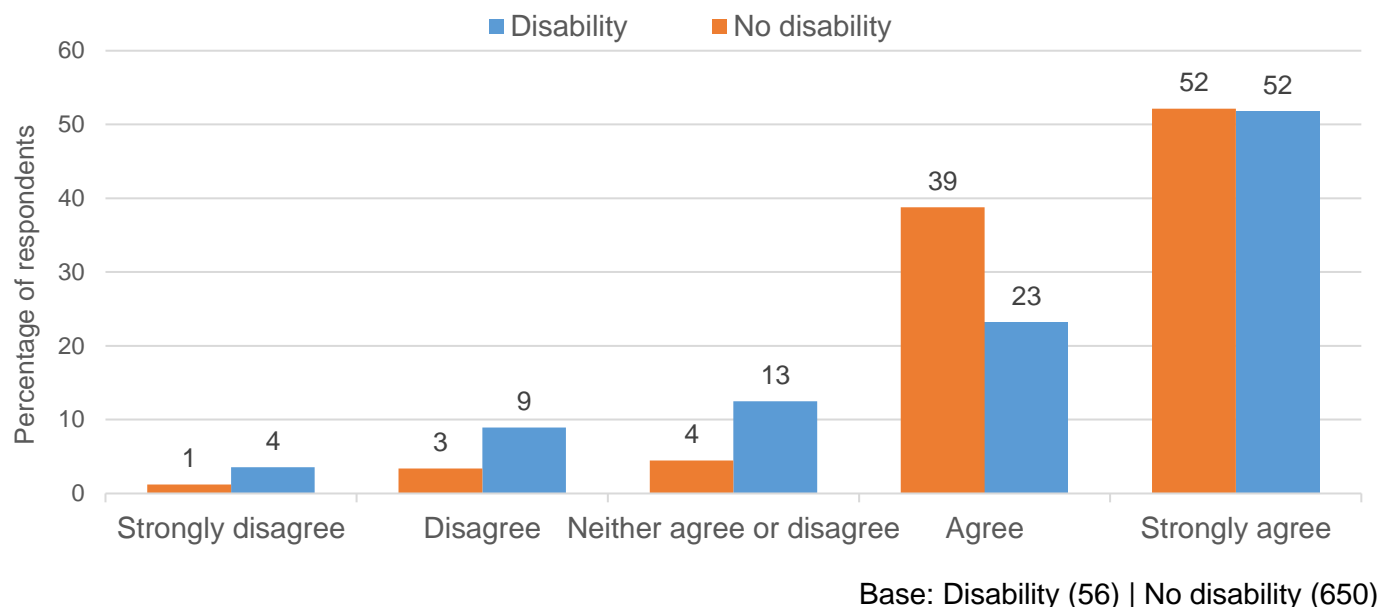


Base: 889

The 5% of respondents who disagree with the approach to public spaces were next asked which elements they disagree with. *'Creating an environment where walking, cycling and public transport use are encouraged and prioritised, to better connect key locations within the seafront as well as to enhance connections between the seafront area and the wider city'* is the option that attracts the most attention, 69% of this small cohort disagree with it. A number of concerns were raised in relation to this element of the proposal; accessibility issues (e.g. for disabled people, elderly people), the need for better public transport, the need to keep vehicle access, access for visitors, and vehicles being displaced to other areas.

Thematic analysis of the open-ended comments identified some concerns about accessibility therefore a cross-tabulation of agreement with the proposed approach to public spaces and whether respondents have a disability was undertaken (Figure 15). Analysis shows that respondents with a disability are less likely to be in agreement; 75% of them agree compared to 91% of those with no disability.

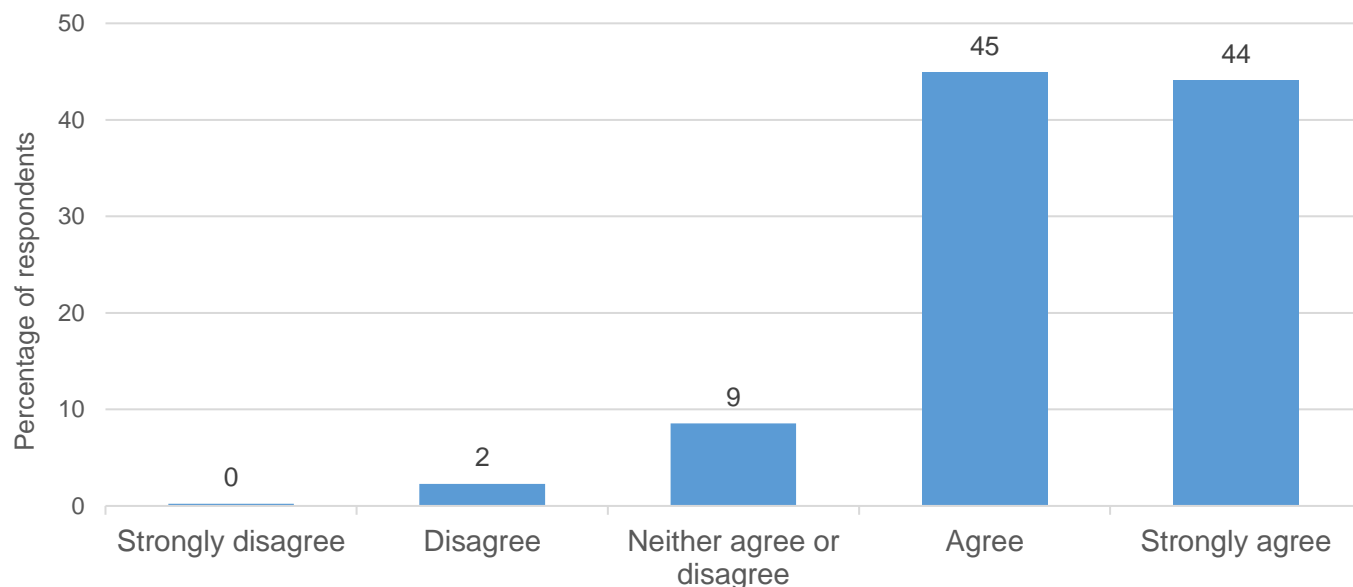
Figure 15: Agreement with the proposed approach to public spaces by disability



6.3.6 Lighting

Support for the proposed approach to lighting is widespread with 89% agreement amongst respondents (Figure 16); 44% 'strongly agree' (387 respondents) and 45% 'agree' (394 respondents). Disagreement levels are the lowest seen so far with just 2% of respondents selecting that they 'disagree' with the proposed approach to lighting.

Figure 16: Agreement with the proposed approach to lighting



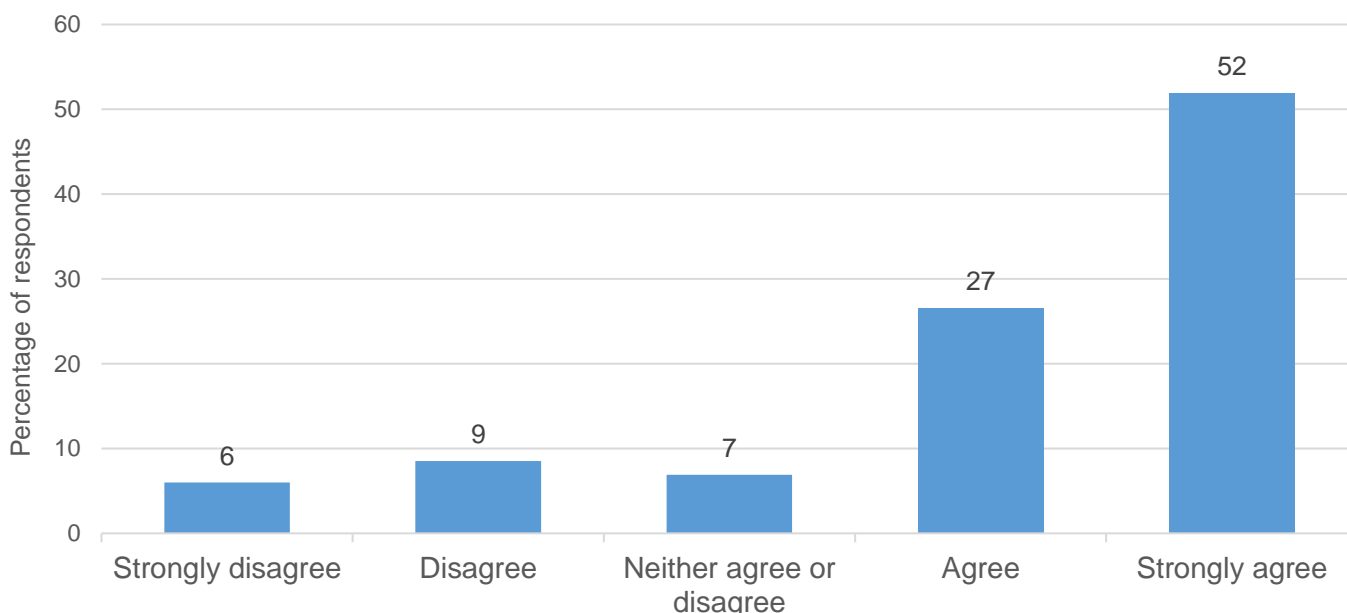
Base: 878

The 2% of respondents disagreeing with the proposed lighting (see Figure 16 on the previous page) were asked which elements they disagree with. *'If the festoon lighting is to be replaced, it is replaced with a design which is less costly to maintain, and offers an attractive, contemporary design and palette of colours to provide a backdrop to other features within the seafront'* attracts the most negativity, it is selected by 68% of this small cohort. Respondents do not want it replaced, they feel it is a popular feature, is aesthetically pleasing and has history and heritage.

6.3.7 Transport & access

Over three-quarters of respondents (79%) agree with the proposed approach to transport and access; 52% 'strongly agree' (451 respondents) and 27% 'agree' (231 respondents) - see Figure 17. Whilst disagreement levels are still at a relatively low level (15% of respondents), they are higher than seen elsewhere in the thematic guidance analysis.

Figure 17: Agreement with the proposed approach to transport and access



Base: 868

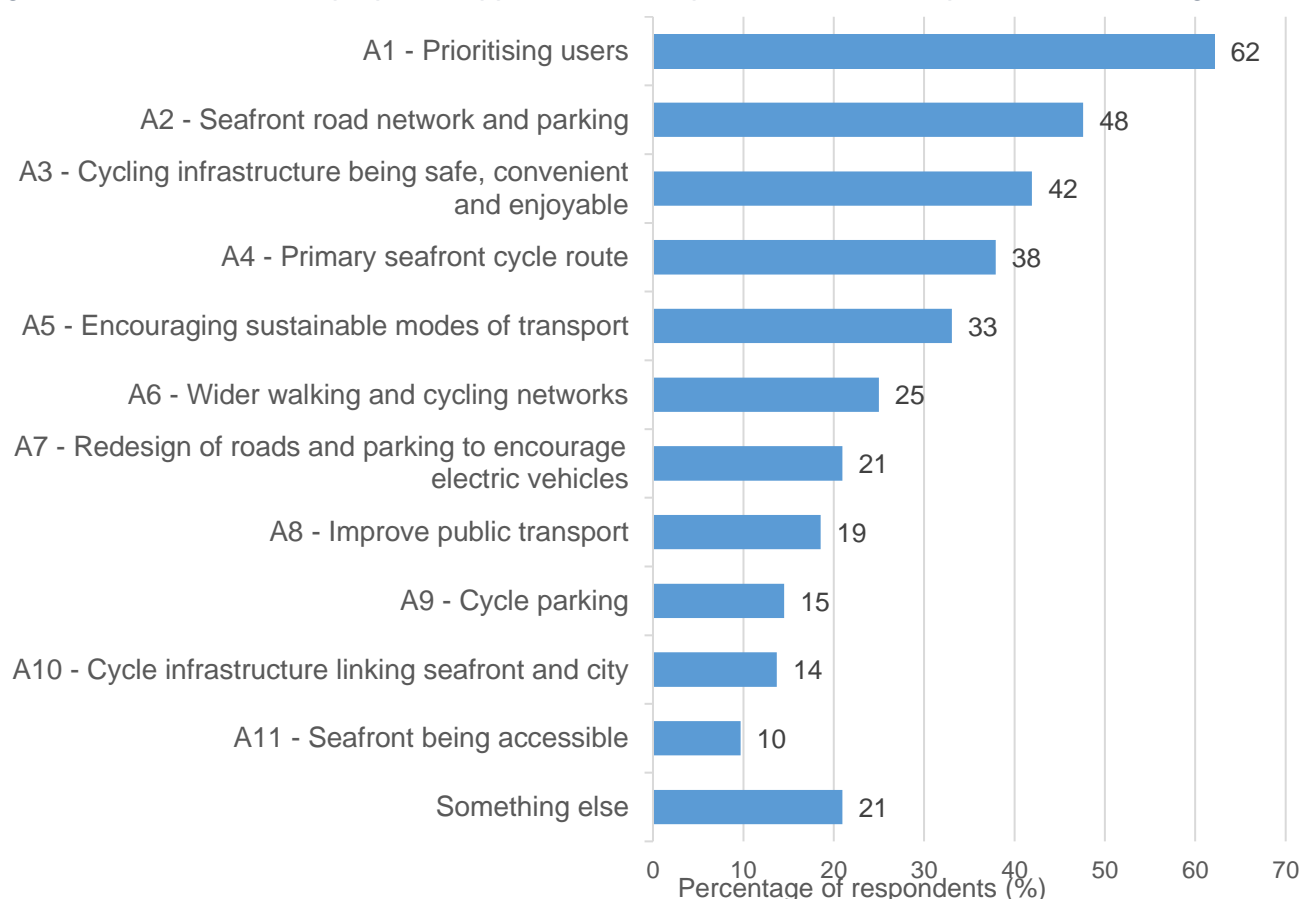
Next, respondents disagreeing with the proposed approach to transport and access (15%) were asked which elements they disagree with. This in-depth analysis has been undertaken in the interest of the council wanting to be thorough and transparent of the issues at hand. The options for transport and access are displayed in Figure 18 as codes A1-A11, the full wording of the elements they correlate to is shown in Table 1 on the following page.

Table 1: Transport and access key for Figure 26

| Code | Element |
|------|---|
| A1 | All development should seek to prioritise users in the following order: Pedestrians and cyclists; Public transport users; Private vehicle users |
| A2 | The car/vehicle road network and parking within the seafront area should be designed so as to avoid or, if unavoidable, minimise any detrimental impact on walking and cycling networks |
| A3 | Cycling infrastructure should be safe convenient and enjoyable for cyclists and safe for pedestrians and other road users. Wherever possible, the design of cycle infrastructure should not be diminished in order to accommodate motor vehicles, should be consistent across the seafront, and should be designed to avoid unnecessary crossing of the carriageway |
| A4 | For the primary cycle route across the seafront, the preferred design is a two-way segregated cycle route preferably of 1.5-2m width each way |
| A5 | To help encourage people to use sustainable modes of transport, opportunities need to be taken to redesign roads, pavements, crossings, parking and other public spaces, so that space is balanced more fairly between users and to encourage modal shift and leisure |
| A6 | Development proposals should take into account the wider walking and cycling networks across the seafront and to other parts of the city, in particular, the aspiration for a safe and convenient cycle route from Gosport Ferry to Haying Ferry |
| A7 | When roads and parking areas are redesigned, these should include appropriate infrastructure to support and encourage the take-up of electric vehicles, such as designated parking bays and both active and passive charging infrastructure |
| A8 | Measures should also be taken to improve public transport or the use of innovative solutions like water taxis or automated shuttle buses to move west-east along the seafront |
| A9 | Secure and attractive cycle parking should be provided at convenient and regular locations |
| A10 | Cycle infrastructure should seek to link the seafront with other parts of the city |
| A11 | As far as reasonably practicable, the seafront should be accessible to those with limited mobility, including ensuring adequate vehicular access and parking for people with limited mobility or disability at points along the seafront |

Figure 18 on the following page shows that option A1 'All development should seek to prioritise users in the following order: Pedestrians and cyclists; Public transport users; Private vehicle users' is the area of the proposed approach to transport and access facing most criticism; 62% of this cohort selected it. Also unpopular, but not selected by a majority of this cohort, is option 2 'The car/vehicle road network and parking within the seafront area should be designed so as to avoid or, if unavoidable, minimise any detrimental impact on walking and cycling networks' (48%).

Figure 18: Elements of the proposed approach to transport and access respondents did not agree with



Base: Respondents disagreeing with the proposed approach to transport and access (124)

A qualitative analysis of open-ended responses explaining why respondents did not agree with elements of the proposed approach to transport and access was undertaken. This in-depth approach has been undertaken in the interest of the council wanting to be thorough and transparent of the issues at hand. The main themes that emerged from these responses are shown in Table 2 below and on the following page.

Table 2: Reasons for disagreeing with the proposed approach to transport and access

| Proposed approach | Themes |
|--|---|
| A1 - Prioritising users | Should prioritise cars. Need to keep parking spaces. Balance priority between car drivers, pedestrians and cyclists. This will discourage visitors and non-Southsea residents. Do not prioritise cyclists. Improve public transport first. This will displace vehicles to other areas. Accessibility issues - need cars to access the area. |
| A2 - Seafront road network and parking | Unnecessary. Car drivers should be prioritised. Need to balance priority between car drivers, pedestrians and cyclists. Need to keep parking. This would discourage visitors. Cycle laws are not properly enforced currently, would need to change. Call to ban cars entirely. Accessibility issues. |

Table 2: Reasons for disagreeing with the proposed approach to transport and access (continued)

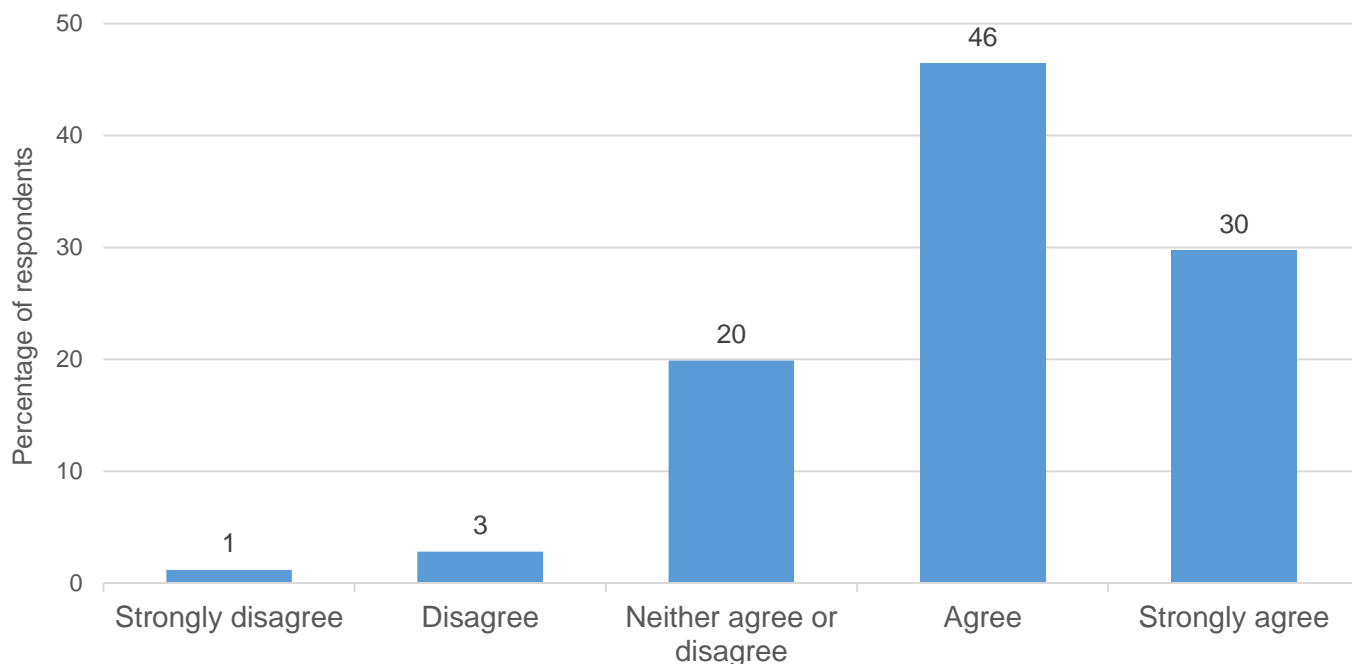
| Proposed approach | Themes |
|---|--|
| A3 - Cycling infrastructure being safe, convenient and enjoyable | Need to allow vehicle access. Not enough cyclists to warrant this proposal. Unnecessary. Need to enforce cycle laws, currently people cycle dangerously. Will discourage visitors. Need for a safer cycle path. |
| A4 - Primary seafront cycle route | No space for this. Need to keep parking spaces. Not enough cyclists to warrant this proposal, would need to enforce use of the lane. Pedestrians should be the priority. Cycle route should avoid the seafront. This will displace traffic. Not needed here. |
| A5 - Encouraging sustainable modes of transport | This needs to be done fairly and should include car drivers. Need to keep parking spaces. Accessibility issues. Unnecessary. Visitors will struggle to access the area. Need to improve current public transport. This will displace vehicles. Unachievable. Costly to the public. Will be designed poorly. |
| A6 - Wider walking and cycling networks | Change the route: avoid the seafront/ do not go as far as Eastney Ferry/ built it off the roads. Cyclists do not currently use cycle paths and will not use this one. Unnecessary. Too expensive. Do not close any roads. Penalises car drivers. Current cycle lanes along seafront are dangerous. Need to keep parking. |
| A7 - Redesign of roads and parking to encourage electric vehicles | Electric vehicles are costly, need provisions to help more people afford them and use them. Proposal is impractical. Do not have the infrastructure currently for electric vehicles. This would encourage cars, do not want to do that. Unnecessary. |
| A8 - Improve public transport | Unrealistic proposal. Too expensive. More important to improve current public transport. Would spoil the environment/disturb this area. Unnecessary. |
| A9 - Cycle parking | Unnecessary. Not enough cyclists to warrant this proposal. Need to keep parking. Accessibility issues. Lack of space for this. |
| A10 - Cycle infrastructure linking seafront and city | Unnecessary - a small number of cyclists use the current cycle lanes as it is. Wider cycling infrastructure improvements across the city are needed first. Need to keep parking spaces. |
| A11 - Seafront being accessible | Split between those arguing that proposals should prioritise disabled people, and those saying it is already adequate and they should not be prioritised. Call to ban cars. |
| Something else | Too much emphasis on cyclists. Keep vehicle access. Need other options to driving. Need to make sure residents can still park. Need to include electric scooters in proposal. |

Base: Respondents disagreeing with the proposed approach to transport and access (124)

6.3.8 Economy & attractions

Figure 19 shows that just over three quarters of respondents (76%) are in agreement with the proposed approach to the economy and attractions; 30% 'strongly agree' (254 respondents) and 46% 'agree' (397 respondents). A small proportion disagree (4% of respondents).

Figure 19: Agreement with the proposed approach to economy and attractions



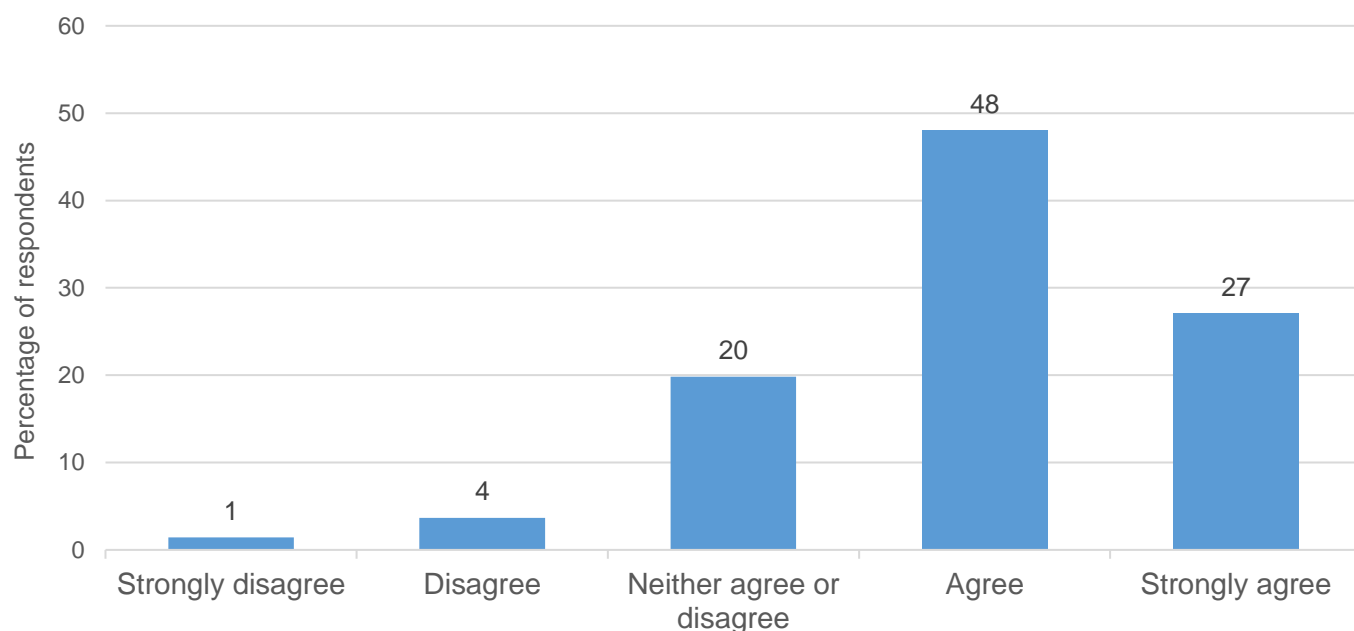
Base: 855

The 4% of respondents who selected 'disagree' or 'strongly disagree' were then asked which elements they disagree with. Two-thirds of this small cohort disagree with the only element of the proposed approach which is '*Supporting development within the identified 'clusters', which have sites suitable for enhancement, and could accommodate a range of uses that could have a positive impact for the seafront as a destination*'. Some respondents mention not wanting over-development, whilst others report that the proposal is unclear.

6.3.9 Development opportunities

Three-quarters of respondents agree with the proposed approach to development opportunities; 27% 'strongly agree' (228 respondents) and 48% 'agree' (405 respondents) - see Figure 20 on the following page. Just 5% of respondents disagree.

Figure 20: Agreement with the proposed approach to development opportunities



Base: 843

The 5% of respondents who disagree with the proposed approach to heritage were next asked which elements they disagree with. Neither element of the approach to heritage was selected by a majority, reasons for disagreeing from this small cohort either talk about wanting more development, or not wanting more development.

6.4 Area guidance

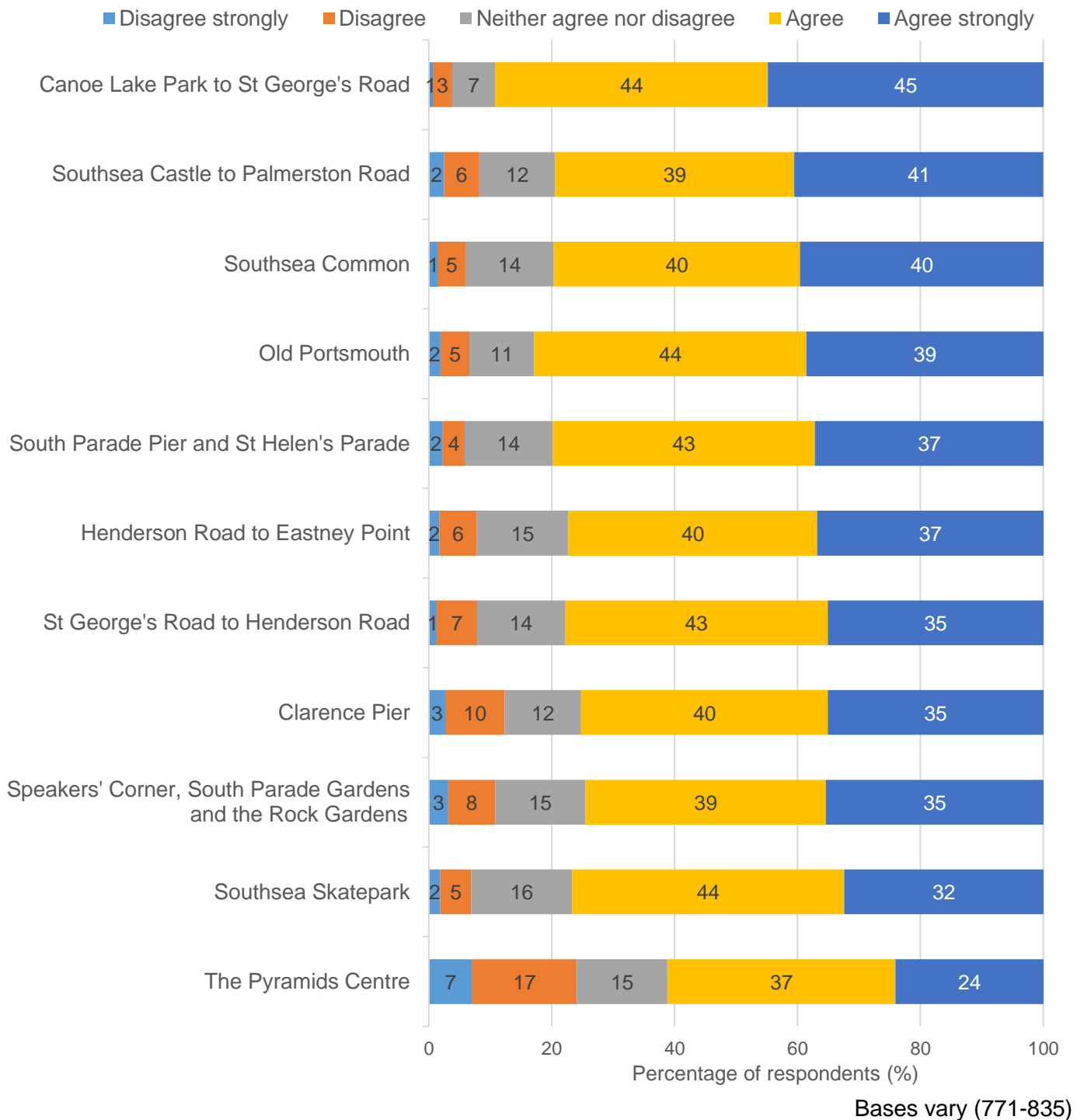
The following section provides insight into the response towards guidance for the following eleven areas of the seafront included in the draft strategy:

1. Old Portsmouth
2. Clarence Pier
3. Southsea Common
4. Southsea Castle to Palmerston Road
5. Southsea Skatepark
6. The Pyramids Centre
7. Speakers' Corner, South Parade Gardens & Rock Gardens
8. South Parade Pier & St Helen's Parade
9. Canoe Lake Park to St George's Road
10. St George's Road to Henderson Road
11. Henderson Road to Eastney Point

Figure 21 on the following page shows that support for the proposed approach to the area guidance is strong; the majority of respondents agree with every area. The proposed approach to Canoe Lake to St George's Road attracts the most support from respondents; 89% 'agree' or 'strongly agree' and only 4% 'disagree' or 'strongly disagree'. The proposed approach to the Pyramids Centre is least well received; 24% of respondents disagree with it and 61% are in

agreement. Agreement levels for all other approaches are positive and generally on a par with one-another, ranging from 75% of respondents (Speakers' Corner, South Parade Gardens and the Rock Gardens) to 83% of respondents (Old Portsmouth). Disagreement levels range between 6% and 8% of respondents with the exception of Clarence Pier (13%) and Speakers' Corner, South Parade Gardens and the Rock Gardens (11%).

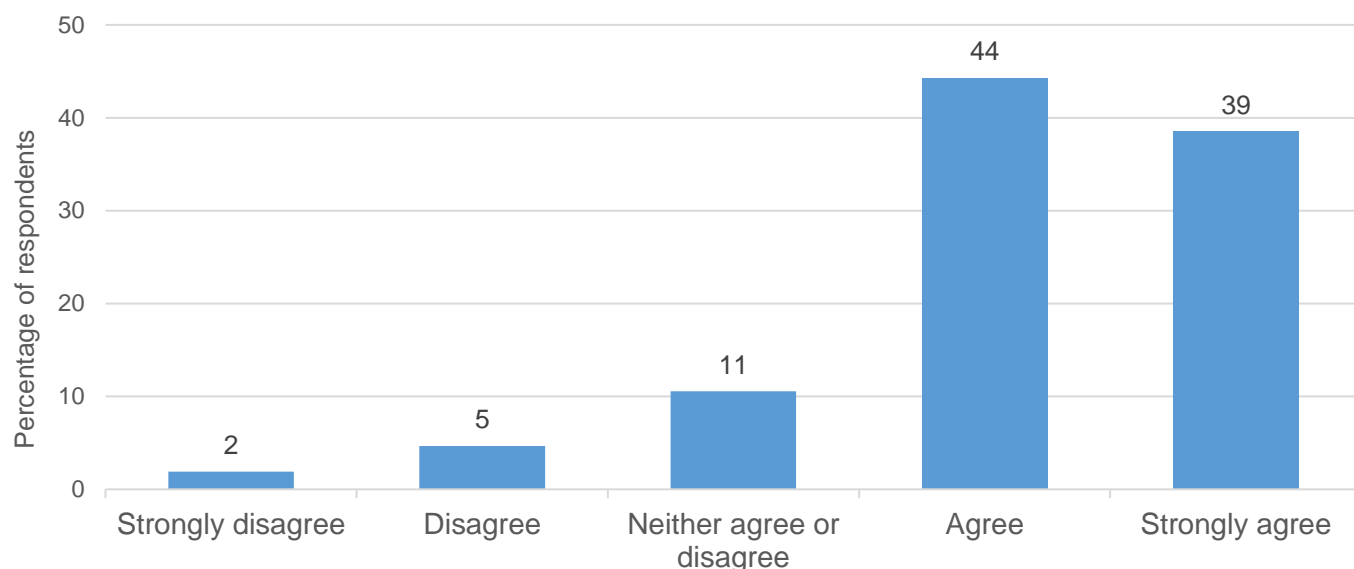
Figure 21: Summary of agreement with proposed approaches to the area guidance



6.4.1 Old Portsmouth

Figure 22 below shows that the majority of respondents are in agreement with the proposed approach to Old Portsmouth (83%), 39% 'strongly agree' (322 respondents) and 44% 'agree' (370 respondents).

Figure 22: Agreement with the proposed approach to Old Portsmouth



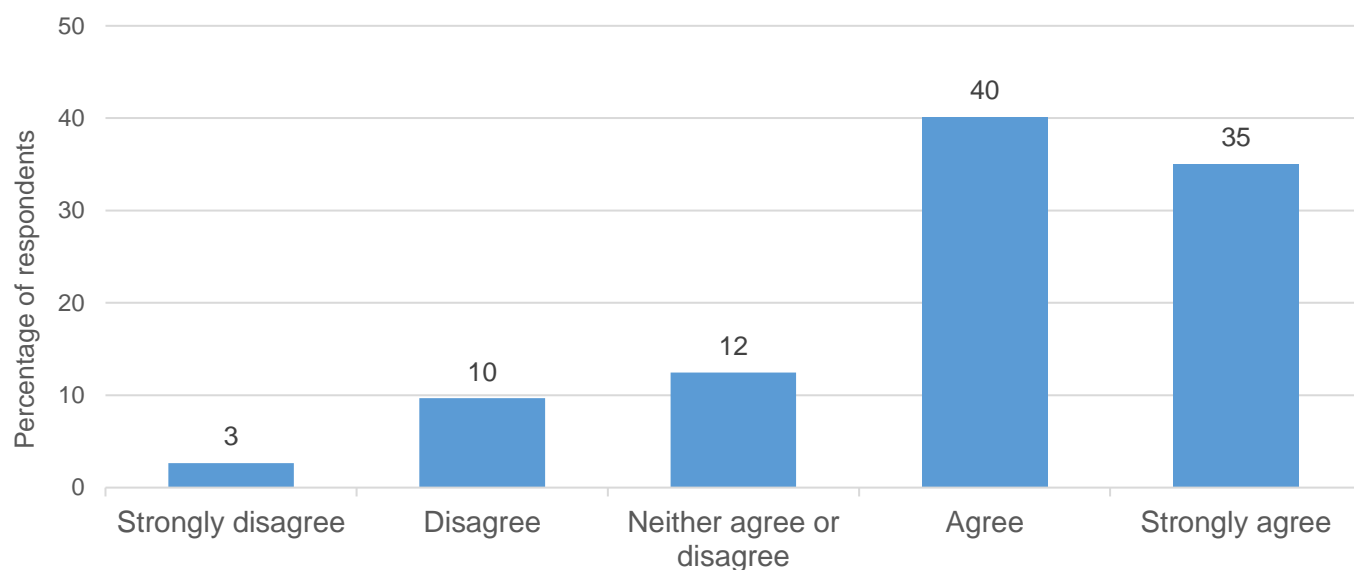
Base: 835

The 7% of respondents who disagree with the proposed approach to Old Portsmouth were asked which elements they disagree with. Half of this small cohort do not agree with '*Pedestrian movement being prioritised in the road space parts of Broad Street/ Bath Square through either pedestrianising the area or implementing access-only road restrictions*'; reasons for disagreeing vary from viewing this element as unnecessary, to concerns about the need for vehicular access including accessibility issues (e.g. for elderly people, disabled people) as well as concerns about traffic displacement and the need to retain parking spaces.

6.4.2 Clarence Pier

Three-quarters of respondents are in agreement with the proposed approaches to Clarence Pier; 35% 'strongly agree' (290 respondents) and 40% 'agree' (332 respondents) - see Figure 23 on the following page). 13% of respondents disagree; 10% 'disagree' and 3% 'disagree strongly'.

Figure 23: Agreement with the proposed approach to Clarence Pier

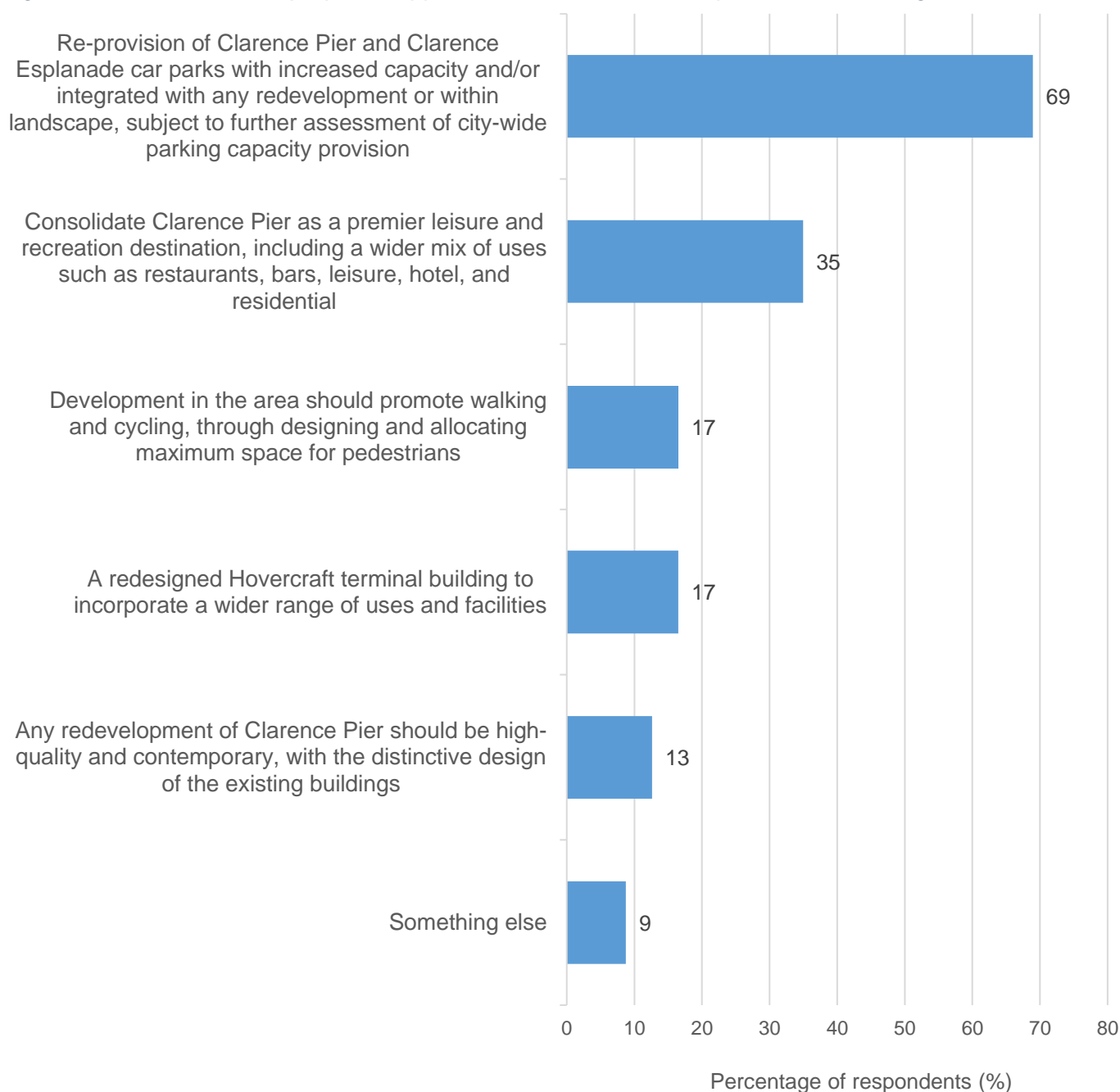


Base: 827

Respondents who do not agree with the proposed approaches to Clarence Pier (12%⁴) were asked which elements they disagree with. This in-depth analysis has been undertaken in the interest of the council wanting to be thorough and transparent of the issues at hand. The *'Re-provision of Clarence Pier and Clarence Esplanade car parks with increased capacity and/or integrated with any redevelopment or within landscape, subject to further assessment of city-wide parking capacity provision'* is the element met with most resistance; 69% of this cohort did not agree with it. (Figure 24 on the following page). Just over a third of this cohort (35%) selected *'Consolidate Clarence Pier as a premier leisure and recreation destination, including a wider mix of uses such as restaurants, bars, leisure, hotel, and residential'*. The remaining options were all selected by less than a fifth of respondents in this cohort.

⁴ Discrepancies between the figures in the chart and the commentary are due to rounding

Figure 24: Elements of the proposed approach to Clarence Pier respondents did not agree with



Base: Respondents disagreeing with the proposed approach to Clarence Pier (103)

Respondents who disagree with the proposed approach to Clarence Pier were next asked why they dislike each element selected in Figure 24. This in-depth approach has been undertaken in the interest of the council wanting to be thorough and transparent of the issues at hand. Table 3 on the following page shows the main themes identified from qualitative analysis of the open-ended responses to these questions.

Table 3: Reasons for disagreeing with the proposed approach to Clarence Pier

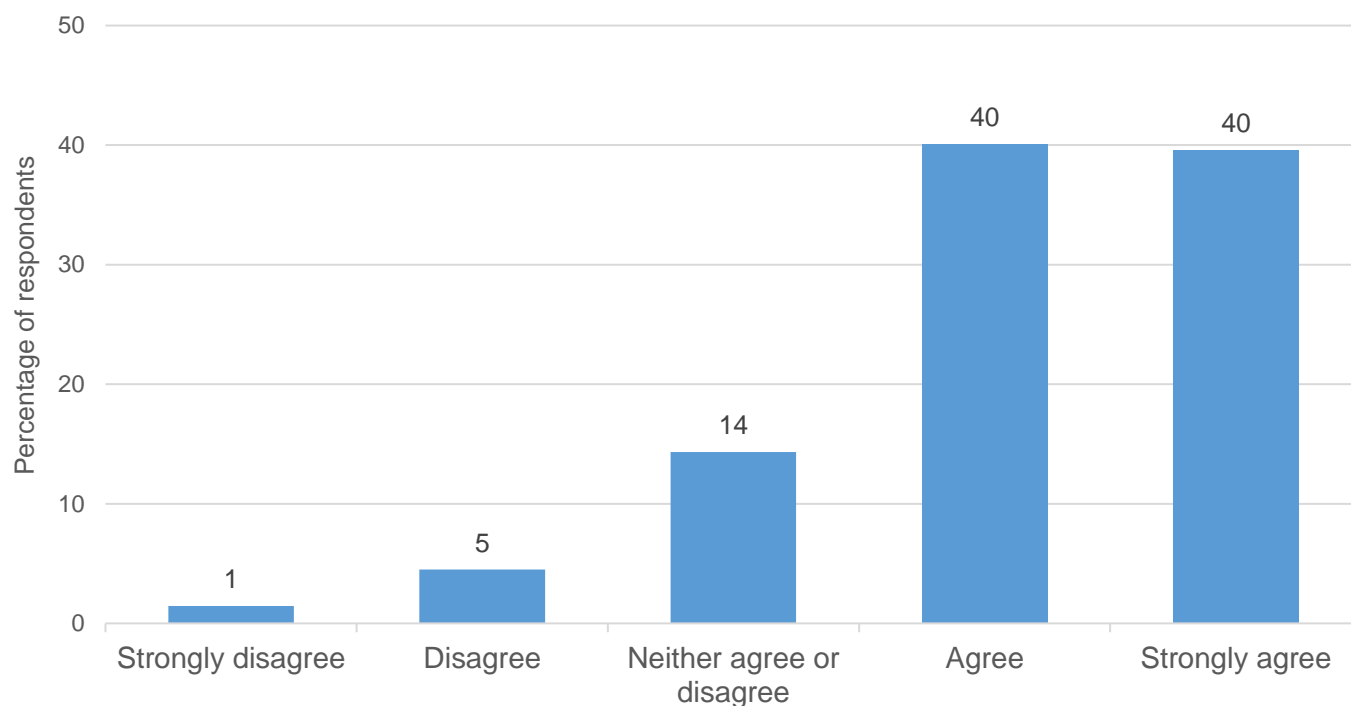
| Proposed approach | Themes |
|--|--|
| Re-provision of Clarence Pier and Clarence Esplanade car parks with increased capacity and/or integrated with any redevelopment or within landscape, subject to further assessment of city-wide parking capacity provision | Will encourage cars to the area. Need to improve public transport. Need parking. Accessibility issues. |
| Consolidate Clarence Pier as a premier leisure and recreation destination, including a wider mix of uses such as restaurants, bars, leisure, hotel, and residential | Unnecessary. Keep the fun fair and character of the area. Need improvement. Do not want residential building, this would cause traffic. Demolish the pier. Investors will not be interested. |
| Development in the area should promote walking and cycling, through designing and allocating maximum space for pedestrians | Accessibility issues. Need vehicle access. Need a balance between prioritising pedestrians, cyclists and car drivers. Need parking. |
| A redesigned Hovercraft terminal building to incorporate a wider range of uses and facilities | Unnecessary. Too expensive. |
| Any redevelopment of Clarence Pier should be high-quality and contemporary, with the distinctive design of the existing buildings | Do not keep the existing buildings. Keep the history of the area. |
| Something else | Need to redesign area. Contradictory proposal as this will encourage cars so there should be less parking and vehicle free areas. Unique character of area should not be lost. |

Base: Respondents disagreeing with the proposed approach to Clarence Pier (103)

6.4.3 Southsea Common

Figure 25 shows that the majority of respondents (80%) agree with the proposed approach to Southsea Common, 40% 'agree strongly' (326 respondents) and 40% 'agree' (330 respondents). Fewer than one in ten respondents disagree (6%).

Figure 25: Agreement with the proposed approach to Southsea Common



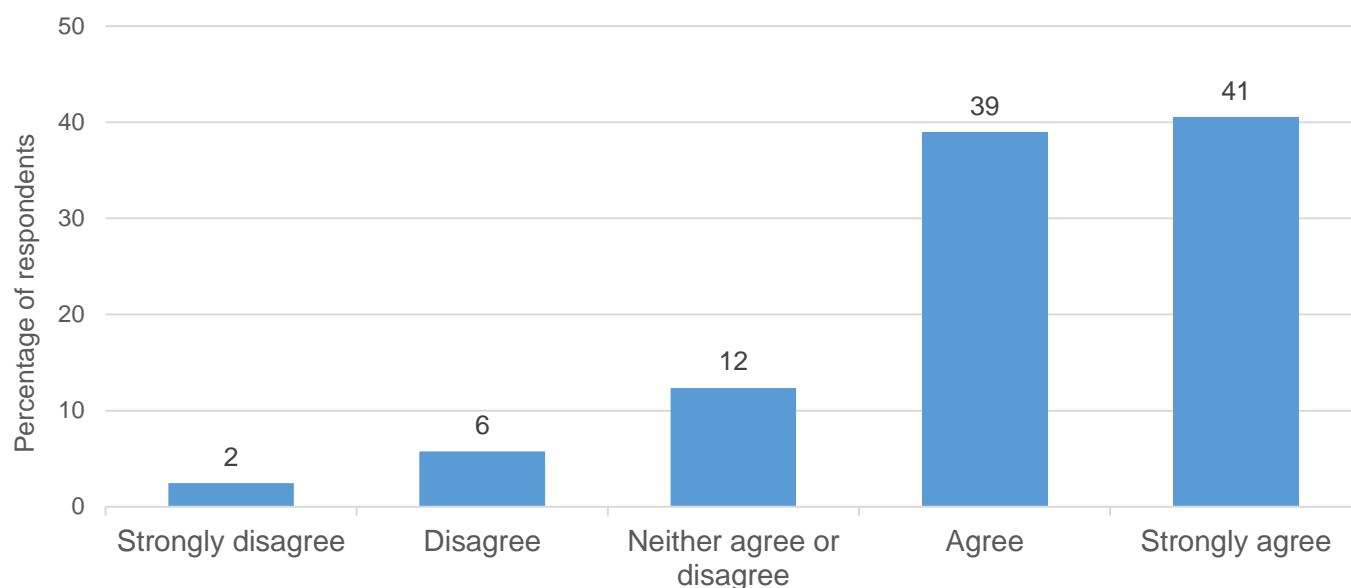
Base: 823

The 6% of respondents who disagree with the proposed approach to Southsea Common were asked which elements they disagree with. The majority of this small cohort of respondents selected the only element shown to them, '*Any development proposals that affect the Common or its setting will need to take a 'heritage-centric' approach*' (84%). Respondents mention keeping the Common as open space only, not focusing on heritage and the need for a better understanding of what is meant by 'heritage'.

6.4.4 Southsea Castle to Palmerston Road

Respondents were asked whether they agreed or disagreed with the proposed approach to Southsea Castle to Palmerston Road. **Figure 26 on the following page shows that the majority of respondents are in agreement (79%); 41% 'strongly agree' (331 respondents) and 39% 'agree' (318 respondents). A small proportion (8%) are in disagreement.**

Figure 26: Agreement with the proposed approach to Southsea Castle to Palmerston Road

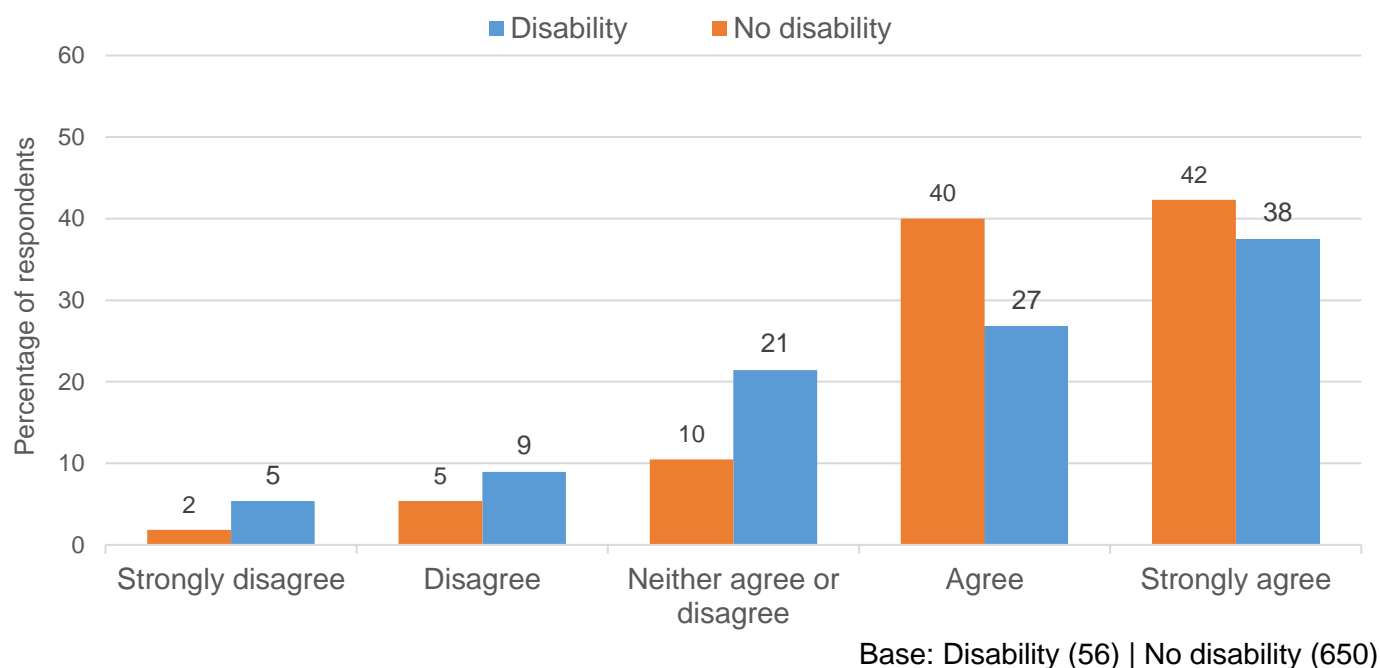


Base: 817

The 8% of respondents who disagree with the proposed approach to Southsea Castle to Palmerston Road were asked which elements they disagree with. Changes to Avenue de Caen are the least popular proposals; over three-quarters of this cohort (76%) selected *'Alter the north part of Avenue de Caen between Ladies' Mile and Clarence Parade to prioritise cyclists and pedestrians'*. As there are a number of reasons why respondents disagree with this element, some feel it is unnecessary and penalises drivers whilst others see a need to retain parking and prioritise access for visitors, accessibility issues were also mentioned. 46% of respondents selected *'Redesign the junction at Avenue de Caen/ Clarence Esplanade to complement recent improvements to the public space around D-Day Story, and to improve pedestrian and cyclist safety'*. Again respondents see this element as unnecessary and highlight the need to balance priority amongst walkers, cyclists and drivers, accessibility issues were also raised.

Thematic analysis of the open-ended comments about reasons for disagreeing identified a number of concerns about accessibility, therefore a cross-tabulation of agreement with the proposed approach to Southsea Castle to Palmerston Road and whether respondents have a disability was undertaken (Figure 27 on the following page). Analysis shows that respondents with a disability are less likely to be in agreement with the proposed objectives; 14% of them disagree compared to 7% of those with no disability.

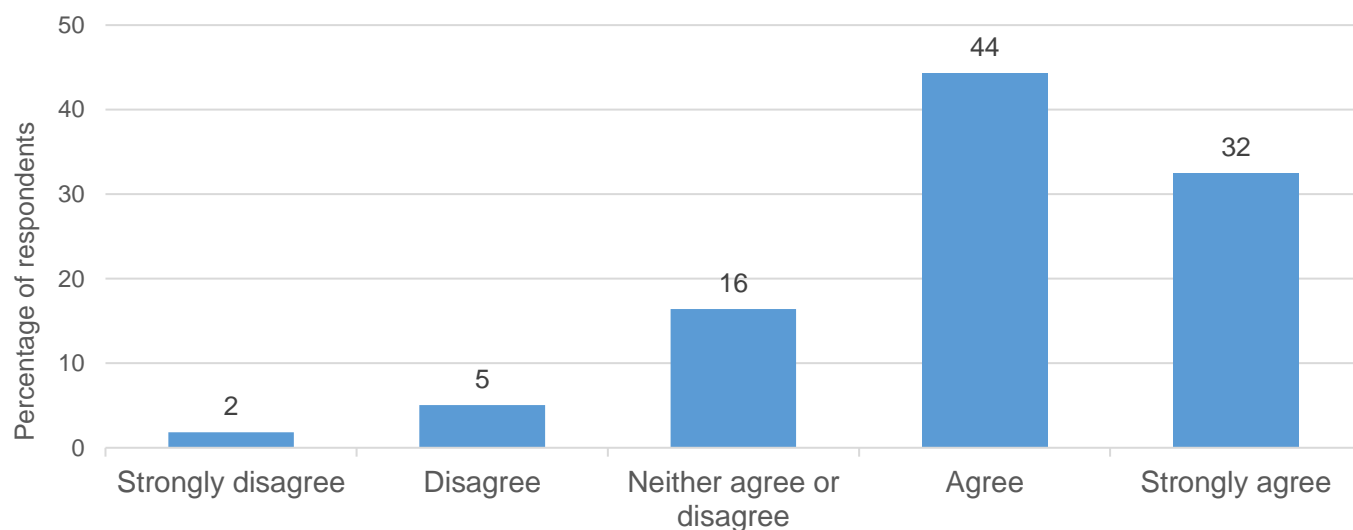
Figure 27: Agreement with the proposed approach to Southsea Castle to Palmerston Road by disability



6.4.5 Southsea Skatepark

Over three-quarters of respondents (77%) agree with the proposed approach to Southsea Skatepark; 32% 'strongly agree' (263 respondents) and 44% 'agree' (359 respondents) - Figure 28. Just 7% disagree.

Figure 28: Agreement with the proposed approach to Southsea Skatepark



Base: 811

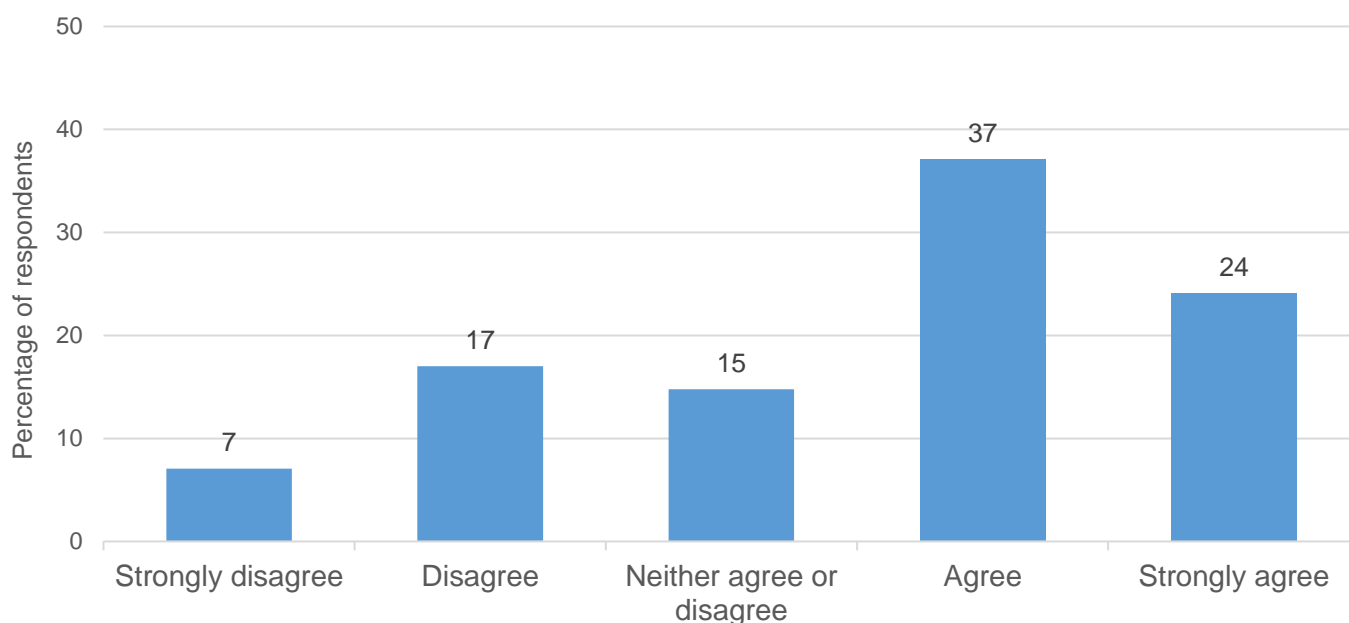
The 7% of respondents who do not agree with the proposed approach to Southsea Skatepark were next asked which elements of the proposal they disagree with. The only option selected by a majority of this small cohort is '*Primary use of skate park to be retained but scope for uses that complement the skate park and wider leisure focus, including aspirations for a stronger evening economy*' (68%). This element raised concerns about local residents being disturbed, the possibility anti-social

behaviour might be encouraged and make the environment unpleasant, and those who feel should just be left as a skate park. Just under half of this small cohort (48%) selected *'Around the skate park, a new landscaped seating area and adventure play park'*, reasons included not wanting the play area or feeling it is unnecessary, feeling that the green space should be retained and that the location is unsuitable for a play park.

6.4.6 The Pyramids Centre

Figure 29 shows that the majority of respondents (61%) agree with the proposed approach to The Pyramids Centre; 24% 'strongly agree' (194 respondents) and 37% 'agree' (299 respondents). However, this is the lowest level of support seen amongst all eleven sections of the area guidance. Almost a quarter of respondents (24%) do not agree with the approach; 7% 'strongly disagree' and 17% 'disagree'.

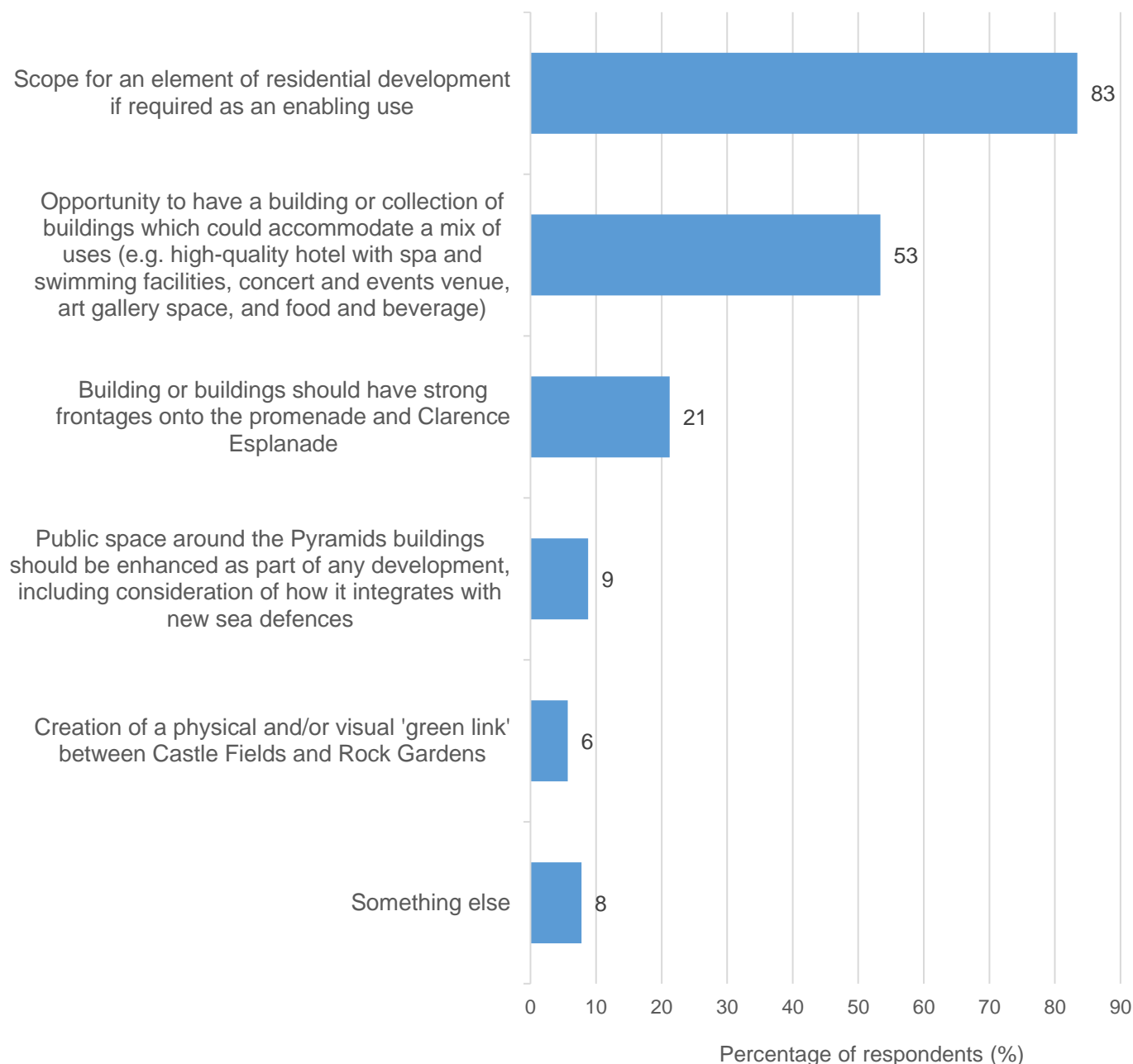
Figure 29: Agreement with the proposed approach to The Pyramids Centre



Base: 806

Respondents who do not agree with the proposed approach to The Pyramids Centre (24%) were next asked which elements of the approach they disagree with. This in-depth analysis has been undertaken in the interest of the council wanting to be thorough and transparent of the issues at hand. Figure 30 on the following page shows that proposals to change the use of the centre are met with the most resistance. *'Scope for an element of residential development if required as an enabling use'* is the least popular aspect of the proposed approach, selected by 83% of this cohort. Over half of respondents in this cohort (53%) disagree with *'Opportunity to have a building or collection of buildings which could accommodate a mix of uses (e.g. high-quality hotel with spa and swimming facilities, concert and events venue, art gallery space, and food and beverage)'*.

Figure 30: Elements of the proposed approach to The Pyramids Centre respondents did not agree with



Base: Respondents disagreeing with the proposed approach to The Pyramids Centre (193)

Respondents who disagree with the proposed approach to the Pyramids Centre were next asked why they dislike each element selected in Figure 30. This in-depth approach has been undertaken in the interest of the council wanting to be thorough and transparent of the issues at hand. Table 4 on the following page shows the main themes identified from qualitative analysis of the open-ended responses to these questions.

Table 4: Reasons for disagreeing with the proposed approach to The Pyramids Centre

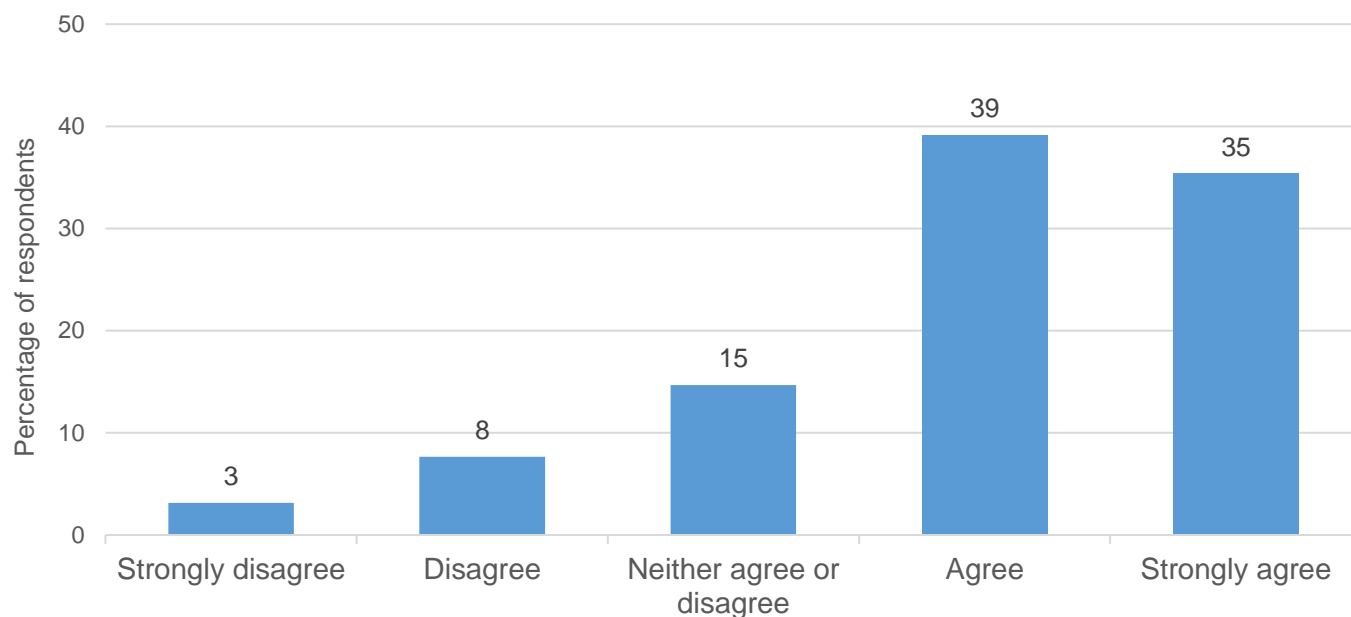
| Proposed approach | Themes |
|--|--|
| Scope for an element of residential development if required as an enabling use | Need to retain public access to the area. Wrong location, do not build residential buildings directly onto the seafront. Keep open space, proposal would ruin the scenery. Any residential homes here would be too expensive. Oppose over-development, risk setting precedent for more development. Against more residential developments in Portsmouth generally. Would encourage cars and require more parking. Would increase pollution and be bad for the environment. |
| Opportunity to have a building or collection of buildings which could accommodate a mix of uses (e.g. high-quality hotel with spa and swimming facilities, concert and events venue, art gallery space, and food and beverage) | Do not want over-development, keep open space. Do not want a hotel. Need to remain as public facilities which are low cost and accessible to all. Not needed. Demolish The Pyramids, in bad condition. Wrong location. |
| Building or buildings should have strong frontages onto the promenade and Clarence Esplanade | Keep open spaces, this would be too imposing. Not needed or wanted. Proposal is too vague. Disagree with 'strong' frontages. |
| Public space around the Pyramids buildings should be enhanced as part of any development, including consideration of how it integrates with new sea defences | The Pyramids should be demolished. Leave the area as it is, as open as possible. Do not destroy the rock gardens. Make it accessible for wheelchair-users. Concern about local wildlife. Develop the area in line with the rest of Southsea. |
| Creation of a physical and/or visual 'green link' between Castle Fields and Rock Gardens | No need for this, the area should be left as it is. |
| Something else | Keep The Pyramids, need for a pool that is affordable. Get rid of The Pyramids, demolish it entirely. Upgrade The Pyramids. Concern about where additional visitors would park. Redevelop the site into a hotel/conference centre. |

Base: Respondents disagreeing with the proposed approach to The Pyramids Centre (193)

6.4.7 Speakers' Corner, South Parade Gardens & Rock Gardens

Support for the proposed approach to Speakers' Corner, South Parade Gardens and Rock Gardens is high with three-quarters of respondents selecting that they are in agreement with it (Figure 31 on the following page). 35% 'strongly agree' (282 respondents) and 39% 'agree' (312 respondents). 11% of respondents do not agree with the approach.

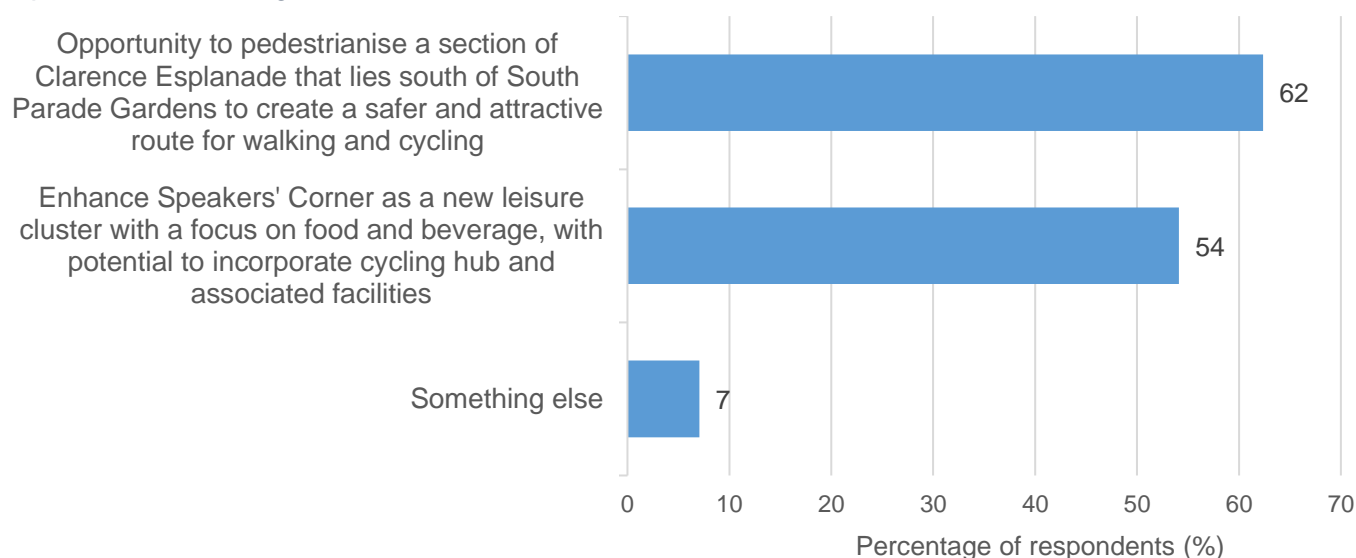
Figure 31: Agreement with the approach to Speakers' Corner, South Parade Gardens & Rock Gardens



Base: 797

Respondents disagreeing with the proposed approach to Speakers' Corner, South Parade Gardens & Rock Gardens (11%) were asked which elements they disagree with (Figure 32). This in-depth analysis has been undertaken in the interest of the council wanting to be thorough and transparent of the issues at hand. Both elements of the proposed approach were selected by a majority of respondents; 'Opportunity to pedestrianise a section of Clarence Esplanade that lies south of South Parade Gardens to create a safer and attractive route for walking and cycling' was selected by 62% of this cohort and 'Enhance Speakers' Corner as a new leisure cluster with a focus on food and beverage, with potential to incorporate cycling hub and associated facilities' was selected by 54%.

Figure 32: Elements of the approach to Speakers' Corner, South Parade Gardens & Rock Gardens respondents did not agree with



Base: Respondents disagreeing with the proposed approach to Speakers' Corner, South Parade Gardens & Rock Gardens (85)

Next this cohort were asked why they do not agree with the elements of the proposed approach to Speakers' Corner, South Parade Gardens & Rock Gardens selected in the previous question (Figure 32 on the previous page). This in-depth approach has been undertaken in the interest of the council wanting to be thorough and transparent of the issues at hand. Table 5 shows the most common themes identified from the qualitative analysis undertaken on the open-ended responses to these questions.

Table 5: Reasons for disagreeing with the proposed approach to Speakers' Corner, South Parade Gardens & Rock Gardens

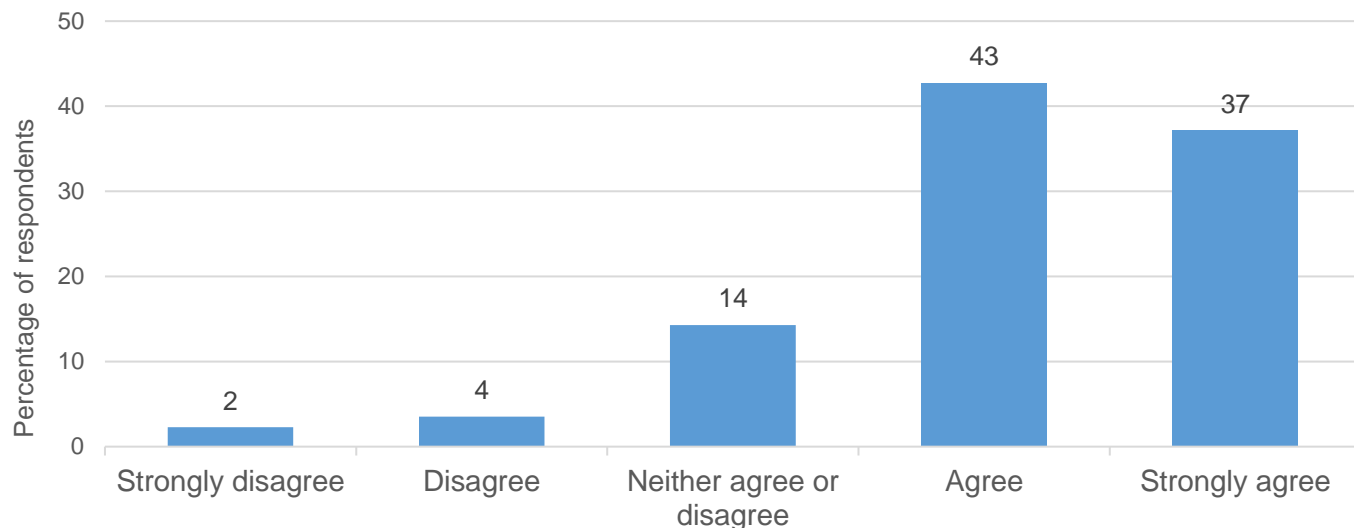
| Proposed approach | Themes |
|---|---|
| Opportunity to pedestrianise a section of Clarence Esplanade that lies south of South Parade Gardens to create a safer and attractive route for walking and cycling | Proposal is too pro-cyclist/pedestrians, and too anti-car drivers. Unnecessary. Need parking provisions here. No more road closures/restrictions wanted. Lack of accessibility. Would discourage visitors. Need to keep vehicle access. |
| Enhance Speakers' Corner as a new leisure cluster with a focus on food and beverage, with potential to incorporate cycling hub and associated facilities | Do not want a focus on food and drink. This space is already used by different groups for activities. Do not want a cycling hub. No development wanted here in general. Cycling facilities would be good, not other suggestions. |
| Something else | Keep the open space. Improve the rock gardens. Keep the approach simple. Link Speakers' Corner with the Pyramids. |

Base: Respondents disagreeing with the proposed approach to Speakers' Corner, South Parade Gardens & Rock Gardens (85)

6.4.8 South Parade Pier & St Helen's Parade

Figure 33 on the following page shows that the majority of respondents (80%) agree with the proposed approach to South Parade Pier and St Helen's Parade, this is split between 37% selecting 'strongly agree' (294 respondents) and 43% selecting 'agree' (338 respondents). Only 6% of respondents disagree with the proposed approach.

Figure 33: Agreement with the proposed approach to South Parade Pier and St Helens Parade



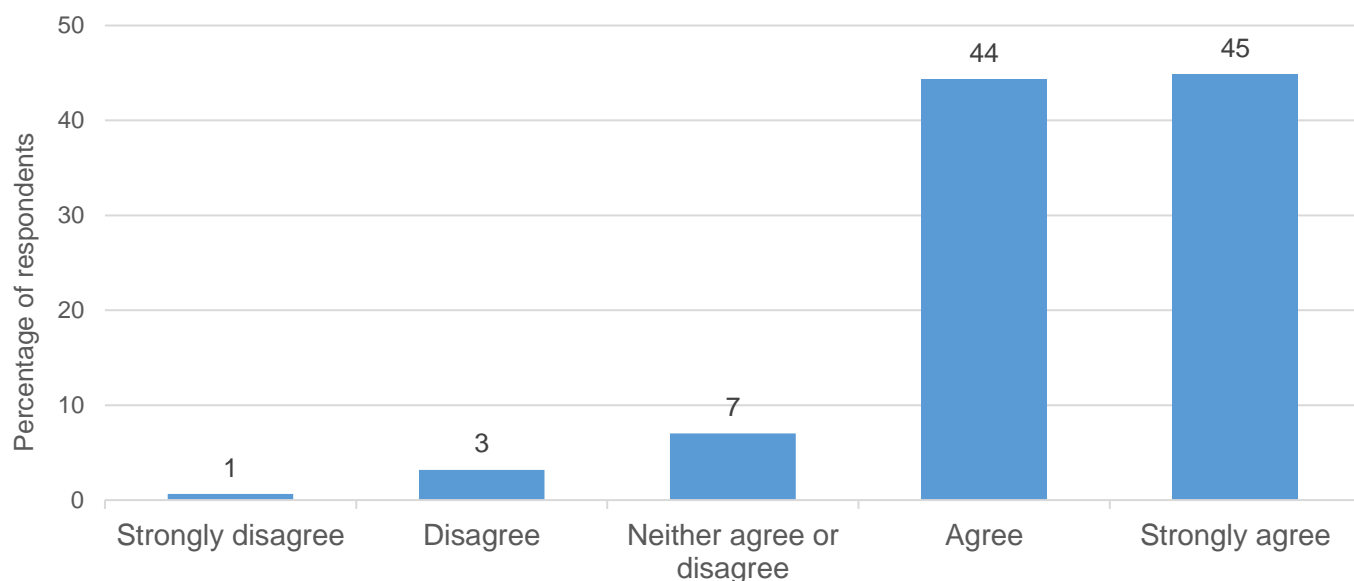
Base: 791

The 6% of respondents who disagree with the proposed approach to South Parade Pier and St Helen's Parade were asked which elements they disagree with. *'Opportunity for better integration with cycle route at Eastney Esplanade'* was selected by a majority of this cohort (61%). The main reasons for disagreeing are that this element is unnecessary or a poor choice of location. some respondents commented that they want more details on the proposal whilst others expressed anti-cyclist attitudes.

6.4.9 Canoe Lake Park to St George's Road

Response to Canoe Lake to St George's Road is very positive; 89% of respondents in the consultation sample agree with the proposed approach to this area (Figure 34); 45% 'strongly agree' (352 respondents) and 44% 'agree' (348 respondents). Just 4% disagree with it.

Figure 34: Agreement with the proposed approach to Canoe Lake Park to St George's Road



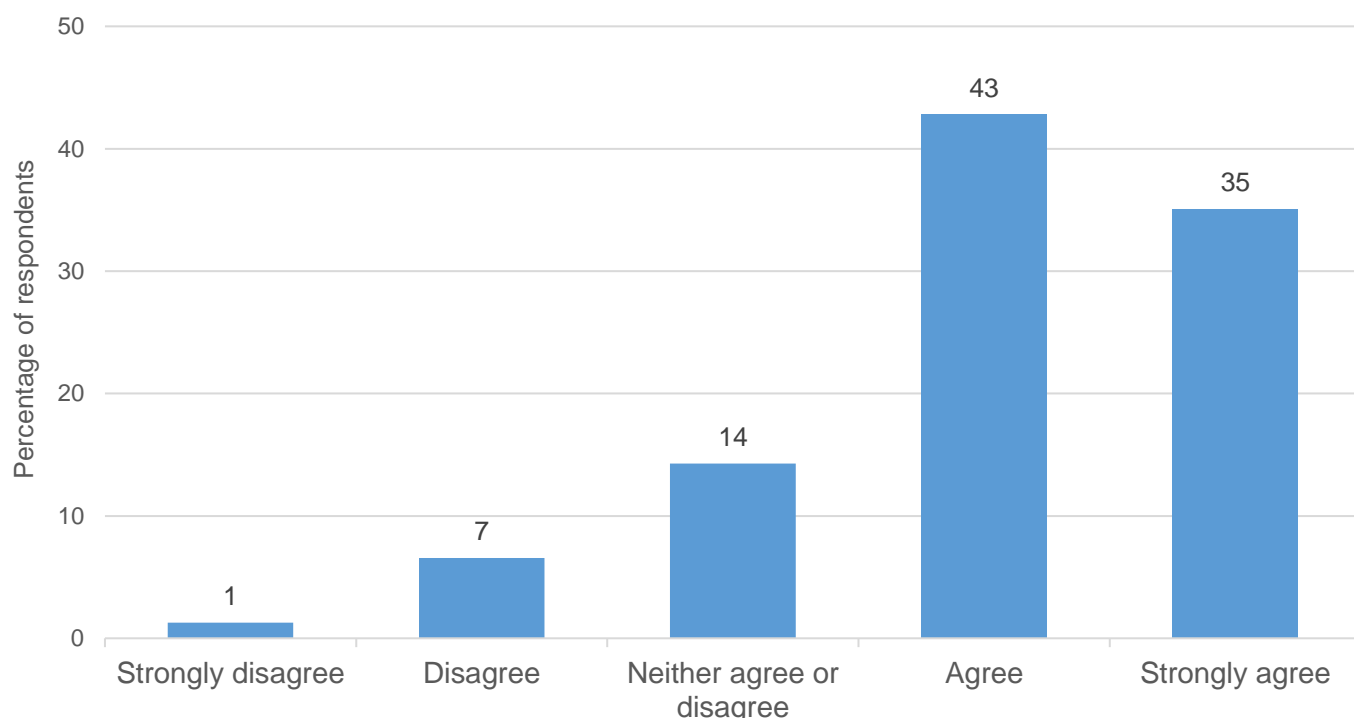
Base: 785

Half of the 4% of respondents who disagree with the proposed approach to Canoe Lake Park to St George's Road disagree with the element *'Proposals that seek to increase the quantity of food and beverage floorspace within Canoe Park should consider the overall food and beverage offer within Canoe Lake Park and avoid over-provision'*. The main reasons for opposing this element are a feeling that there is no need for more food and beverage floorspace and that there should be an emphasis on quality over quantity.

6.4.10 St George's Road to Henderson Road

The proposed approach to St George's Road to Henderson Road is met with widespread agreement (78% of respondents); 35% 'strongly agree' (273 respondents) and 43% 'agree' (333 respondents) - see Figure 35. Less than one in ten respondents disagree with it (8%).

Figure 35: Agreement with the proposed approach to St George's Road to Henderson Road



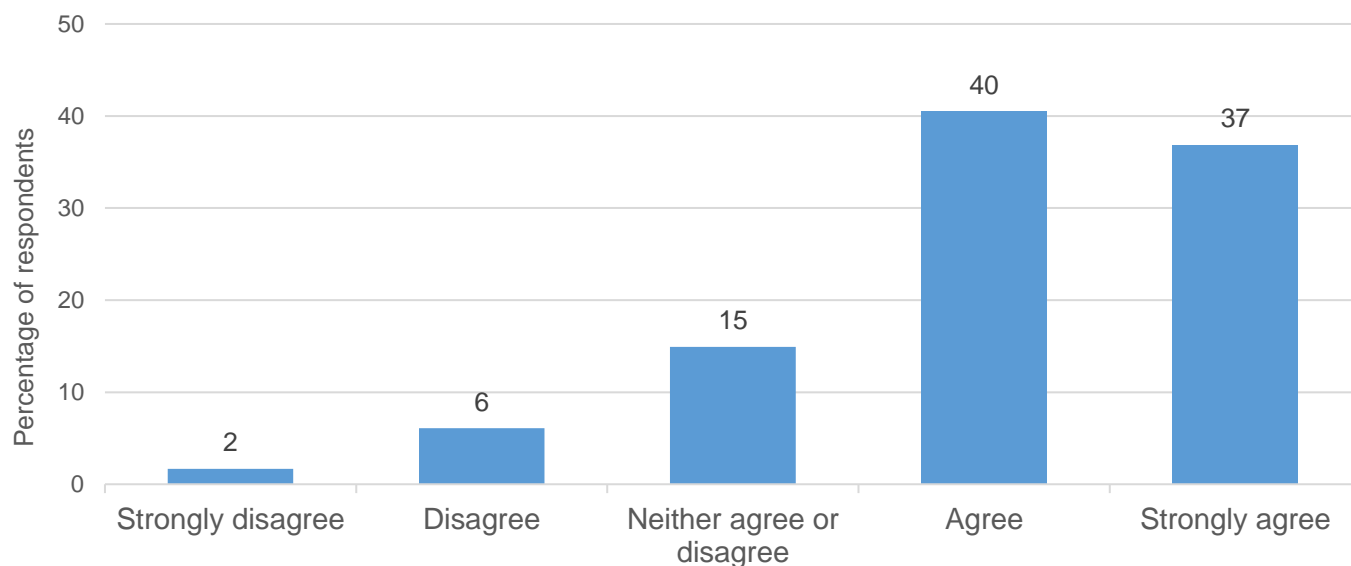
Base: 778

The 8% of respondents who disagree with the proposed approach to St George's Road to Henderson Road were asked which elements they disagree with. Over half of this small cohort disagree with *'The former Royal Marines Museum could be converted to hotel use with complementary ancillary uses, such as offices and residential'* (55%). The main reasons respondents disagree with this element is because they want it kept it as a museum/art space, they are concerned about increased traffic, feel it is a poor location and that more decent and affordable housing is needed.

6.4.11 Henderson Road to Eastney Point

There is widespread agreement amongst respondents to the proposed approach to Henderson Road to Eastney Point; 37% 'strongly agree' (284 respondents) and 40% 'agree' (312 respondents) - Figure 36. Disagreement levels are low with 8% of respondents selecting 'strongly disagree' or 'disagree'.

Figure 36: Agreement with the proposed approach to Henderson Road to Eastney Point



Base: 771

Next, respondents who disagree with the proposed approach to Henderson Road to Eastney Point (8%) were asked which elements they disagree with. None of the elements of the proposed approach to Henderson Road to Eastney Point are selected by a majority. *'Should the Fraser Range site come forward for redevelopment, consideration should be given to how a scheme could be sensitively designed in relation to its proximity and relationship with Fort Cumberland and its setting, in terms of building heights, style, materials, and opportunities to improve physical connections to Fort Cumberland and other routes, such as Natural England's England Coast Path'* attracts the most attention, 39% of this small cohort disagree with it. Reasons for opposing include wanting to keep it as an open space, not developing the site, concerns that the current road system will not be able to cope with the traffic and requests to not change the nearby beach. *'Should the RNLi facility be relocated elsewhere, the site could be redeveloped for other uses, such as a café with public toilets facilities, integrated with a local nature and ecology information and visitor centre'* is also unpopular amongst this small cohort (38%). Respondents disagreeing with this element feel it is already well-located, they want it left as it is, some want more detail is needed on the proposal whilst others are concerned about more traffic being encouraged and accessibility issues.

7.0 Email responses to the consultation

This section provides details about the email responses to the consultation received. In total, 45 emails were received from a mixture of residents, individuals on behalf of landowner organisations, and individuals on behalf of statutory consultees. The breakdown is as follows;

- 33 residents
- 10 landowners and organisations
- Two statutory consultees

A thematic analysis was undertaken on the email responses from residents which can be found in section 7.1. Emails from landowner organisations and statutory consultees were in some areas very lengthy and specific, so sections 7.2 and 7.3 contain summaries of the emails received from these individuals.

7.1 Residents

Emails were received from 33 residents. The main themes that emerged surround opposing development on the Fraser Range site/ Eastney beach area, keeping vehicular access to the seafront, improving lighting, enhancing Canoe Lake, and opposing the loss of swimming pools such as at the Pyramids and Eastney. A number of specific suggestions were also left by residents which can be found at the bottom of section 7.1.

The key theme emerging from these emails is opposition to over-development of the seafront. In particular, 42% of residents who emailed objected to the proposed development on the Fraser Range site/ Eastney beach area. Reasons for opposing this development include:

- A preference to maintain green open spaces as Portsmouth is a densely-built and populated city, particularly in light of the coronavirus pandemic where outdoor areas have taken on more importance.
- Concern over development-creep into others areas of the seafront.
- The area is vital for flora, wildlife, bird and other animal habitation.
- The area is unique and provides a tranquil space.
- Development being contradictory to the city's Climate Emergency and resulting in increased emissions and environmental damage.

Suggestions to enhance the area, rather than develop it, are common with re-wilding; emphasising the area's heritage such as by improving the setting and access to Fort Cumberland; and creating a new walking route around the Fort. A handful of local residents note that they have not been consulted about the proposed development in this area and emphasise the need to be consulted early in planning stages, as well as being kept regularly updated (27%).

In terms of other themes that emerged from the emails, three residents comment on the need to keep vehicular access to the seafront area, emphasising that the importance for disabled people, elderly people and families with small children. Two residents further highlight the need to improve lighting in the seafront area, including repairing and maintaining the festoon lighting, "spinnaker" design lamps, vintage style lamps, and LED lighting at Hotwalls. Another two residents also explain that they support enhancing Canoe Lake, and a couple more are against losing facilities such as

the fun pool at the Pyramids and Eastney swimming pool, with a preference for investing in these centres instead.

Nine residents gave further specific suggestions which have been listed below:

- Level out the paths along the seafront stretch near the bandstand field and introduce a cycle lane here.
- Improve the promenade, build an open air lido, increase water sports and introduce a seasonal bus or road train to transport people from Clarence Pier to Eastney.
- Make the seafront road one-way which would allow for parking, one lane of traffic and a cycle lane.
- Make clearer the history of the area, especially for tourists, through a facility on Point to inform the public with visual displays and information.
- Better landscaping needed, such as by putting in a rock garden in the section adjacent to the Pyramids going west along the Prom.
- Need better access to Old Portsmouth from The Harbour station/ The Hard/ Gunwharf.
- Need to involve English Heritage Garrison Church and Portsmouth Cathedral (St Thomas) when thinking about Old Portsmouth.
- Clear signage of the swim zone so all users of the sea are aware.
- Maintain the historic streetscape of Broad Street and do not implement a pedestrian crossing here.

Finally, it is worth noting that eight residents who emailed state that they are broadly in support of the Seafront Masterplan, with several noting that they are pleased with the emphasis on cycling and pedestrianisation.

7.2 Landowners and organisations

The following section provides a summary of the email feedback received from 10 landowners and organisations.

Gosport Borough Council

Gosport Borough Council support the general principles of the Seafront Masterplan, but in particular agree with enhancing the local tourism offer and creating a safe, convenient cycle route from Gosport ferry to Hayling ferry. They also welcome all measures to improve the signage, lighting and walking and cycling routes at Portsea Hard leading to Southsea Seafront. They suggest that enhancing the Millennium Promenade would be positive and are very keen for additional water taxi links between Portsmouth and Gosport.

Highways England

Highways England do not want an increase in traffic on the strategic road network (SRN - the A3(M), M27 and A27) as a result of planned growth within Portsmouth City without careful consideration of mitigation measures. They therefore want to ensure that seafront development progresses only with the appropriate infrastructure in place, but agree with proposals which will reduce demand on the SRN infrastructure.

SGN

SGN suggest that reinforcement of the Portsmouth Low Pressure (LP) network may be necessary to support the various potential developments highlighted in the Seafront Masterplan, and these will be dependent on the final point of connection to SGN's network. Where required, SGN will look to manage the provision of any off site infrastructure improvements, in line with the overall development growth and / or timescales provided. SGN would therefore request that, where the Council are in discussions with developers via the Local Plan, early notification requirements are highlighted.

Isle of Wight Council

The Isle of Wight Council are supportive of the masterplan, but suggest considering connectivity wider than just within the masterplan area, such as how the plan can influence and facilitate the movement of people between the masterplan area and the Isle of Wight (particularly Ryde). The Isle of Wight should also be referenced in terms of being an important point of access between the two authority areas.

The Southsea Clarence Esplanade Pier Company Ltd.

The Southsea Clarence Esplanade Pier Company Ltd. support the Seafront Masterplan goals to improve and enhance current facilities at Clarence Pier, but this area needs to be incorporated and defended within sea defences. They also write that the Clarence pier pavilion building should not be retained as it will not improve or enhance the area. They note that there are no provisions for access to freehold property for their large amusement ride loads, and the area adjacent to their property has been proposed as a pedestrianised area with only open space which could attract anti-social behaviour.

The Southsea Clarence Esplanade Pier Company Ltd. also indicate that it seems as though the masterplan is based around Victorious festival (e.g. pedestrianising a lot of the area), but argue that businesses still require visitors by car and therefore parking provisions are needed. They point out that the closure of the seafront proved pedestrianising doesn't work for this area - there was a decline in visitor numbers. Furthermore, they object to plans to enlarge Hover travel as this will not generate investment and is subject of many complaints (such as damaging nearby buildings). Ultimately, they suggest that Victorious festival and the hovercraft terminal are moved to a different location.

RSPB

The RSPB emphasise that it is critical for developers and local authorities to work collaboratively to ensure that mitigating climate change, enhancing green infrastructure, and seeking opportunity to increase biodiversity are core elements of design within Portsmouth's Local Plan. Specifically, they highlight that careful consideration will need to be given in the design and construction phase of developing The Pyramids Centre, given its position adjacent to Castle Field which is a candidate site for dark-bellied Brent Geese to inhabit through winter months. They also note concern about development at Fraser Range and the impact this could have upon wildlife/ecology.

CBRE Limited (planning advisors to Premier Marinas Limited)

CBRE Limited welcome the Council's identification of Southsea Marina as a development area. They support the stated ambitions to increase the provision of leisure uses and facilities at the Marina, including food and beverage uses. They also welcome the Council's identification of the site

as suitable for providing watersports equipment and cycle hire facilities, and would work to support their aspirations for increased leisure uses across waterfront.

CBRE Limited also encourage the Council to acknowledge the significance of the site as a local skilled employment centre and hope the Masterplan is updated to acknowledge that expanded employment uses at the Marina are encouraged. They agree with the reference to the ability of the site to accommodate holiday-lets as part of a sustainable leisure destination. However, they do not want the period of occupation of accommodation to be restricted as this is rarely successful. Premier's approach to delivering residential accommodation in waterside locations encourages stewardship of the local environments through management approaches that are sensitive to the environments and so they report that they would be happy to support the Council with this.

Southampton City Council (SCC)

Southampton City Council confirmed its continued support for the development of the new Portsmouth Seafront Masterplan and acknowledge the importance of working together to maintain and enhance the interconnectivity of the entire Solent region. They welcome the 10 key objectives and in particular support the intention to replace sea defences. They agree with encouraging walking and cycling access routes to the seafront, noting that they are planning to do something similar in Southampton and so will look to PCC as a good example.

SCC broadly support the principles and objectives for transport and access in, and around, Portsmouth Seafront, and reaffirm the need for good transport connections between Portsmouth and Southampton to offer a viable alternative to car travel, and to tackle congestion on the M27. A key factor in the potential creation of Bus Rapid Transit (BRT) routes and other future proposals will be their ability to integrate with, and contribute to, the future expansion of the BRT network in South Hampshire. Such a system could better connect Portsmouth Seafront to the surrounding region and to Southampton in particular, thus providing a wide range of economic and environmental benefits for both cities and South Hampshire as a whole.

Portsmouth Cycle Forum (PCF)

The Portsmouth Cycle Forum fully endorse the vision behind the Seafront Masterplan. They have some specific suggestions made in light of recent legal/ Government Guidance changes:

- A recent national consultation on the review of the Highway Code sought to confirm pedestrians as the most vulnerable highways users. If approved, this change will come in during the duration of this Masterplan and may therefore change the plan's prioritisation of users through law.
- The summer of 2020 saw new Government Guidance issued for Cycle Infrastructure design in Local Transport Note 1/20 alongside its vision for transformational change in transportation through its Gear Change Strategy. They trust that the reference to Manual for Streets 2 will be updated to reflect the new guidance and anything that may be issued during the life of the plan.

PCF emphasise the need for a joined-up, safe, segregated, two-way route along the entire seafront, and a ferry to ferry segregated link which would encourage an uplift in cycle tourism through the city. Consideration to cycle parking, especially near main attractions, is also important. They also highlight the need for a dedicated cycle route to access the ferry to Hayling Island. They detail how Pier Road needs to be made more appealing to cyclists and pedestrians, such as by removing street

car parking; the existing cycleway needs to be extended where seafront road meets Henderson Road as it is currently hazardous; and they note that future development at the Fraser Range should not make cycling more hazardous.

PCC Public Health

PCC Public Health are encouraged to see active travel, physical activity, quality of public realm and equality of access as core principles of the Seafront Masterplan. They are fully in support, but recommend that a Health Impact Assessment should be undertaken for all major development proposals that come forward, in accordance with the Portsmouth Local Plan. They suggest that inequality should be a fundamental consideration for all proposals brought forward, and that reducing car reliance and vehicle movements to access the seafront for all is vital. They urge further consideration of improved beach access for wheelchair users and those with limited mobility, and finally seek reassurance that future development proposals for Pyramids and Eastney swimming pool do not impact on swimming provision for the city; any redevelopment of swimming facilities need to ensure that public use is the priority.

7.3 Statutory consultees

Two statutory consultees sent emails which have been summarised below. No response was received from Natural England.

Environment Agency

The Environment Agency are pleased to see that the proposed Southsea defences are an integral part of the proposed vision for the seafront. However, they point out that new defences will not completely remove the risk of flooding and so residual impact from flood risk will still need to be considered. They are also happy to see the potential significant impacts of climate change being recognised at the forefront of this document. They are particularly supportive of the consideration of flood risk when deciding about development location and use, the promotion of water efficiency measures, and the recognition of the importance of Sustainable Drainage; these are important issues in adapting and mitigating the effects of climate change. They highlight that any redevelopment of Fraser Range needs to carefully consider the significant flood risk issues associated with the site itself, and surrounding area, in relation to access. A thorough assessment and understanding of flood risk should be developed to ensure that any proposal on this site is deliverable in terms of flood risk.

Historic England

Historic England welcome the recognition of the importance of history and heritage in the Seafront Masterplan. They make a number of specific comments which include having any reference to replacing Blue Reef or other buildings address Southsea Castle's west battery and improve the setting of the castle, as well as the negative effect of parking on Avenue de Caen on Ladies Mile as a part of Southsea Common both visually and on its leisure function. They would welcome the opportunity to provide further comments when any future redevelopment of the Pyramids Centre occurs, in reference to its impact on the setting of Southsea Castle and conservation area, and wider townscape and landscape. Finally, they suggest that the range of uses of Fort Cumberland should be constrained to co-working offices, start-up hubs, studios and workshops because an activity

centre or entertainment venue would be an inappropriate use of the area. To support these uses, an enhanced internet connection would be needed.



Portsmouth
CITY COUNCIL

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SEAFRONT *MASTERPLAN*

SUPPLEMENTARY PLANNING DOCUMENT: MARCH 2021



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1 INTRODUCTION

1.1 **PURPOSE OF THE
SEAFRONT MASTERPLAN**

The Seafront Masterplan has been developed by Portsmouth City Council in consultation with residents, businesses, and other stakeholders.

The masterplan is a Supplementary Planning Document that, as an adopted document of the Council, is a material consideration for the determination of planning applications and decision-making.

This Seafront Masterplan is an update to the version adopted in 2013. This revised Seafront Masterplan sets out a vision for the seafront area, provides planning guidance, identifies further enhancement and development opportunities, and highlights elements of the seafront that should be conserved.



South Parade Pier at Sunset

2 CONTEXT ANALYSIS

2.1 INTRODUCTION TO PORTSMOUTH AND THE SEAFRONT

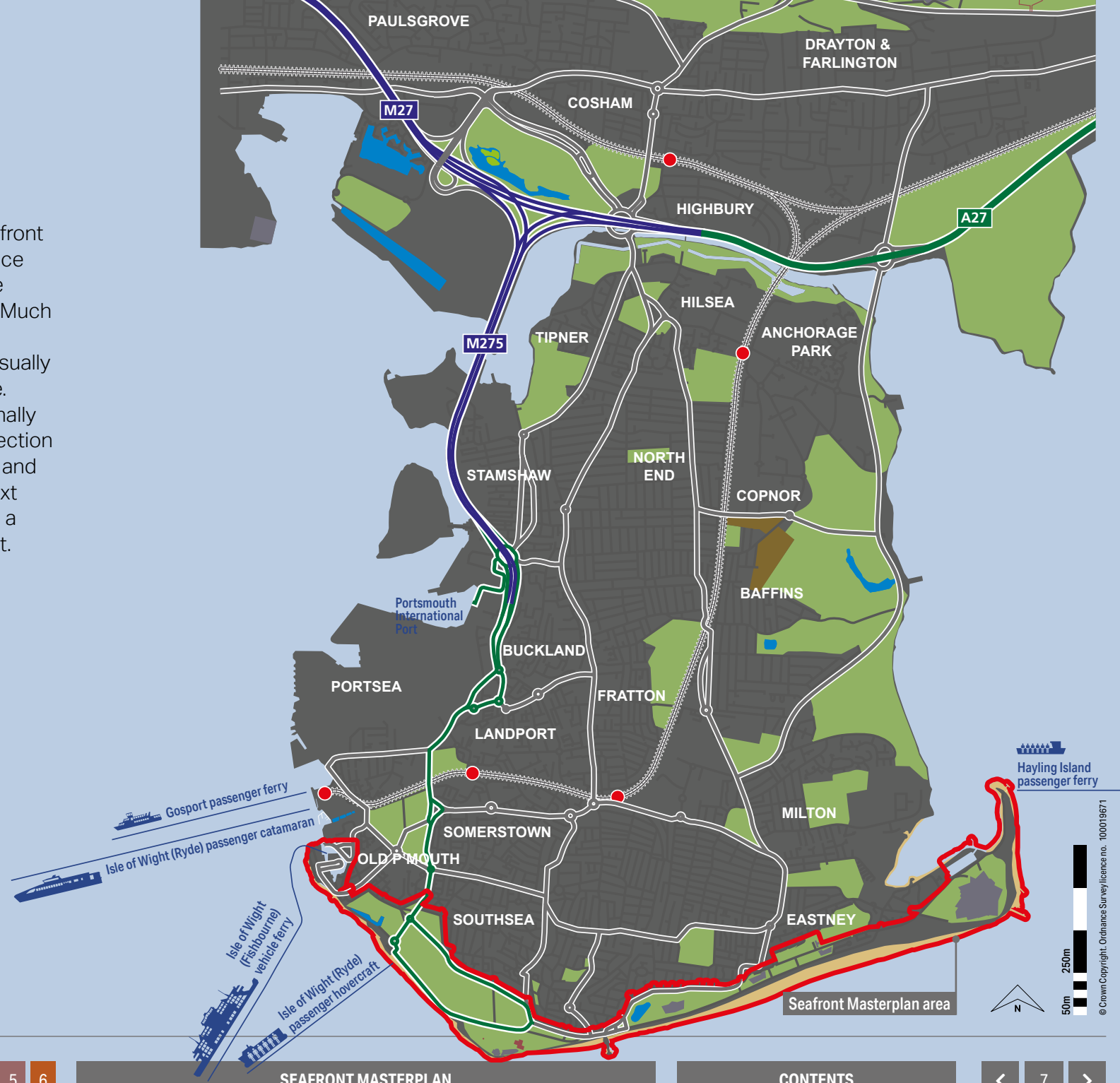
Portsmouth is a largely flat, compact city of 40 sq km, with a population of approximately 214,000 inhabitants in 2019¹.

It is located on the south coast of England and is the UK's only island city, with most of the city located on Portsea Island, which has 49km of coastline. The city also includes significant land on the mainland, including Cosham, Paulsgrove, Wymering, Drayton and Farlington. The land rises up steeply to Portsdown Hill, which commands views both north and south, over the city of Portsmouth itself, and nearby areas such as Gosport and Hayling Island, the Isle of Wight, and the South Downs.

¹ Office of National Statistics, 2018-based population forecasts



Southsea seafront is located along the southern edge of Portsea Island. The seafront stretches for almost 6km from the entrance to Portsmouth Harbour in the west, to the Langstone Harbour entrance in the east. Much of the seafront area is open space, unlike many other seaside settlements, which usually has built development up to the coastline. The seafront has a large number of nationally important heritage assets (see context section on heritage), and international, European, and nationally designated habitats (see context section on natural environment), all within a unique townscape and landscape context.



2.2 **POLICY CONTEXT**

The Seafront Masterplan is a Supplementary Planning Document. It supplements the Portsmouth Plan, providing more detailed policy guidance for the seafront area.

The Portsmouth Plan is one of three main documents that make up the development plan for Portsmouth.

The other two are known as Area Action Plans: the Somerstown and North Southsea Area Action Plan (2012), and the Southsea Town Centre Area Action Plan (2007). The Southsea Town Centre Area Action Plan is of relevance to the Seafront Masterplan, largely due to the proximity of Southsea town centre to the seafront.

Relevant parts of the Portsmouth Plan and the Southsea Town Centre Area Action Plan are referred to below. A new Local Plan is currently being developed, though it will continue to contain a strategic policy for the seafront.

Portsmouth Plan policy PCS9 concerns the seafront, and is reproduced in full on the following page, but there are also other parts of the Portsmouth Plan that directly refer to the seafront.

In relation to the seafront, the existing Portsmouth Plan seeks to:

- » **Improve public realm**
Part of Objective 1: To make Portsmouth an attractive and sustainable city
- » **Improve visitor experience**
Part of Objective 3: To develop Portsmouth as a city of innovation and enterprise, with a strong economy and employment opportunities for all
- » **Improve access to the seafront**
Part of Objective 6: To encourage and enable healthy choices for all and provide appropriate access to health care and support
- » **Enhance the seafront to encourage exercise and relaxation**
Part of Objective 6: To encourage and enable healthy choices for all and provide appropriate access to health care and support
- » **Upgrade and improve the seafront and its facilities while maintaining its open and traditional character**
Part of Objective 7: to enhance Portsmouth’s reputation as a city of culture, energy and passion offering access for all to arts, sport and leisure
- » **Make the seafront a vital, vibrant space where people can experience the natural environment, enjoy the views of the Solent and take part in leisure and cultural activities throughout the year**
PCS9 supporting text
- » **Improve the leisure and entertainment offer at the seafront and provide a year-round destination for the benefit of local residents and visitors to the city**
PCS9 supporting text
- » **Preserve the open nature of the seafront, which defines the character of the area and provides a different seafront experience to many comparable seaside towns and cities and is important to Portsmouth’s sense of place**
PCS9 supporting text
- » **Direct appropriate investment to the seafront**
PCS9 supporting text
- » **To refuse any development that would detract from the character or enjoyment of Southsea Common, because the**



seafront has a recreational function which helps to direct recreational activity from European designated sites
PCS9 supporting text

» **Support development at key opportunity sites**

PCS9 supporting text

» **Support improvements to sustainable transport along the seafront including the second phase of the cycle link**

PCS9 supporting text

» **Encourage existing and new sporting, music, dance and performance events, as these are considered important contributors to the vibrancy of the seafront and the city**

PCS9 supporting text

» **Ensure that new coastal defences, which are vital for the protection of the wider city from the sea and the predicted impacts of climate change, are sensitively integrated with the local environment and take the opportunity to enhance the public realm**

PCS9 supporting text

Policy PCS9 is reproduced in full below

New development will contribute to the revitalisation of the seafront, tourism and the wider regeneration strategy for Portsmouth. This will be achieved by:

- » Encouraging and supporting redevelopment of existing buildings for leisure and tourism uses, especially where outlined in the Seafront Strategy, at South Parade Pier, Clarence Pier, Southsea Castle area and Canoe Lake
- » Encouraging and supporting proposals for small scale restaurants, cafés and other uses and activities that will diversify the leisure and cultural offer without detracting from the open character of the seafront
- » Protecting the open nature of the area around the Common and other undeveloped areas, and improving the quality of the open spaces
- » Protecting the nature conservation value at Eastney Beach
- » Improving the quality of the promenade including enhanced maintenance, reducing clutter and physical barriers where appropriate and ensuring that any new or enhanced sea defences integrate sensitively with the local environment
- » Using CIL to part fund environmental improvements
- » Making clearer links between the seafront and the nearby centres of Southsea and Castle Road

In relation to the seafront, Policy STC14 Southsea Town Centre Area Action Plan states:

- » The Council will promote improved links from the town centre to the seafront, Southsea Common, Albert Road, the City Centre, Gunwharf Quays and other places of interest.

In addition to the above local planning policy, the Seafront Masterplan must also be in general conformity with the National Planning Policy Framework.

The Seafront Masterplan has been subject to a Sustainability Appraisal, a Habitats Regulations Assessment, and an Integrated Impact Assessment. All of these assessments, as well as local and national policy, have influenced the content of the Seafront Masterplan.

SUSTAINABILITY APPRAISAL

Sustainability appraisal is a tool to ensure sustainability is fully considered in the development of plans or projects, such as the Seafront Masterplan.

14 sustainability objectives have been identified, against which the Seafront Masterplan has been assessed. These concern:

- » transport
- » water quality
- » energy
- » noise and vibration
- » air quality
- » waste and resource management
- » sustainable construction and buildings
- » biodiversity and nature conservation
- » historic environment and cultural heritage
- » landscape and townscape
- » human population, safety and health and wellbeing
- » communities, amenities and social value
- » climate change and resilience
- » economy, employment and material assets



HABITATS REGULATIONS ASSESSMENT

Habitats Regulations Assessment (HRA) is a requirement of the Conservation of Habitats and Species Regulations 2017 ('the Habitats Regulations'). The HRA focuses on whether the Seafront Masterplan would have likely significant effects on the nature conservation interests of European protected nature conservation sites in and around the seafront and seeks to establish whether or not there will be any adverse effects on the ecological integrity of these European sites as a result of the proposals.



INTEGRATED IMPACT ASSESSMENT

The Equality Act requires local authorities to consider the needs of all individuals in exercising public functions. In order to ensure this is done, the Seafront Masterplan has been subject to an Integrated Impact Assessment, which includes an element of Equality Impact Assessment.

Nevertheless, the Equality Impact Assessment has also been conducted at various stages of the Seafront Masterplan's preparation.

2.3 CLIMATE CHANGE

“The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.”²

2 National Planning Policy Framework (Feb 2019)

Climate change is expected to have a range of impacts on the UK in the future with the south of England expected to experience hotter, drier summers bringing higher incidences of heatwaves; milder, wetter winters with higher incidences of flooding; increased storminess; and sea level rise associated with a higher risk of tidal inundation.

Portsmouth is particularly vulnerable to the effects of climate change, because much of the city is low-lying and surrounded or adjacent to the sea.

Climate change needs to be tackled both through mitigating climate change and adapting to its effects.

MITIGATION

Mitigating climate change is primarily accomplished through reductions of greenhouse gas emissions such as carbon dioxide. There are a number of ways in which this can be achieved, and the Seafront Masterplan, along with the Portsmouth Plan, seeks to promote and achieve appropriate reductions through mitigation interventions possible within the scope of the masterplan.



ADAPTATION

Adapting to climate change means making the seafront more resilient to the effects of climate change. Anticipated effects, such as more extreme weather events, higher temperatures and declining quality of habitats, all need to be taken into consideration. The Seafront Masterplan identifies adaptation measures that could be implemented to address some of these challenges. However, it will also be for the Portsmouth Plan and other projects to set out how to respond to climate change in this way.

2.4 REPLACEMENT SEA DEFENCES

In the context of climate change, the existing sea defences are coming to the end of their serviceable life. Replacement sea defences along much of the seafront frontage are being developed and delivered by the Coastal Partners (the partnership organisation between Portsmouth City Council, Gosport Borough Council, Fareham Borough Council, and Havant Borough Council, who manage 162km of coastline within the boundaries of these Local Authorities).

The new sea defences present both challenges and opportunities. They are to be designed to respond to rising sea levels and changing climate for at least the next 100 years, and will therefore need to be built to higher levels than the existing sea defences in some places.

One of the considerations for the new sea defences will be to retain and enhance the seafront's special qualities, such as views across the Solent, and to successfully integrate the defences sensitively with the special historic and natural assets contained within the seafront.

Nevertheless, this significant infrastructure project also presents many opportunities to regenerate and revitalise the seafront. It presents the chance to renew large areas of public realm, such as the promenade, and to develop or improve various facilities.

The Seafront Masterplan provides guidance on how various elements of the sea defences could be implemented to meet these opportunities and the vision of this masterplan.

Current sea defences near Blue Reef



2.5 **HEALTH & WELLBEING**

HEALTH IN PORTSMOUTH

Portsmouth City Council's Health and Wellbeing Strategy 2018–2021 shows that life expectancy in the city is lower than the national averages for both men and women. Main areas of concern are educational achievement at 16 years old, high levels of recorded violence against the person, premature mortality from cancer, high levels of death from drug misuse and deaths from suicide. In addition, smoking prevalence and smoking-related deaths, and premature mortality from heart disease and stroke, are areas where Portsmouth may be making improvements but is still in a poor position relative to other areas of the country.

AIR QUALITY IN PORTSMOUTH

Poor air quality is the largest environmental risk to public health in the UK, as well as in Portsmouth. The council has been required by the government to achieve compliance with legal limits for nitrogen oxide (NO2) in the shortest possible time. Technical transport modelling has shown that the introduction of a charging Clean Air Zone will be the most effective measure available to deliver cleaner air and meet the council's legal obligations. Alongside this, the council is pursuing a number of complimentary measures such as



the installation of electric vehicle (EV) charging points and retrofitting of buses. There is opportunity to reduce road traffic and provide more space for walking, cycling and public transport, hence cleaner air for everyone. The council will aim for continual improvement of air quality, better than the limits for NO2 set by the government.

THE ROLE OF THE SEAFRONT FOR HEALTH & WELLBEING

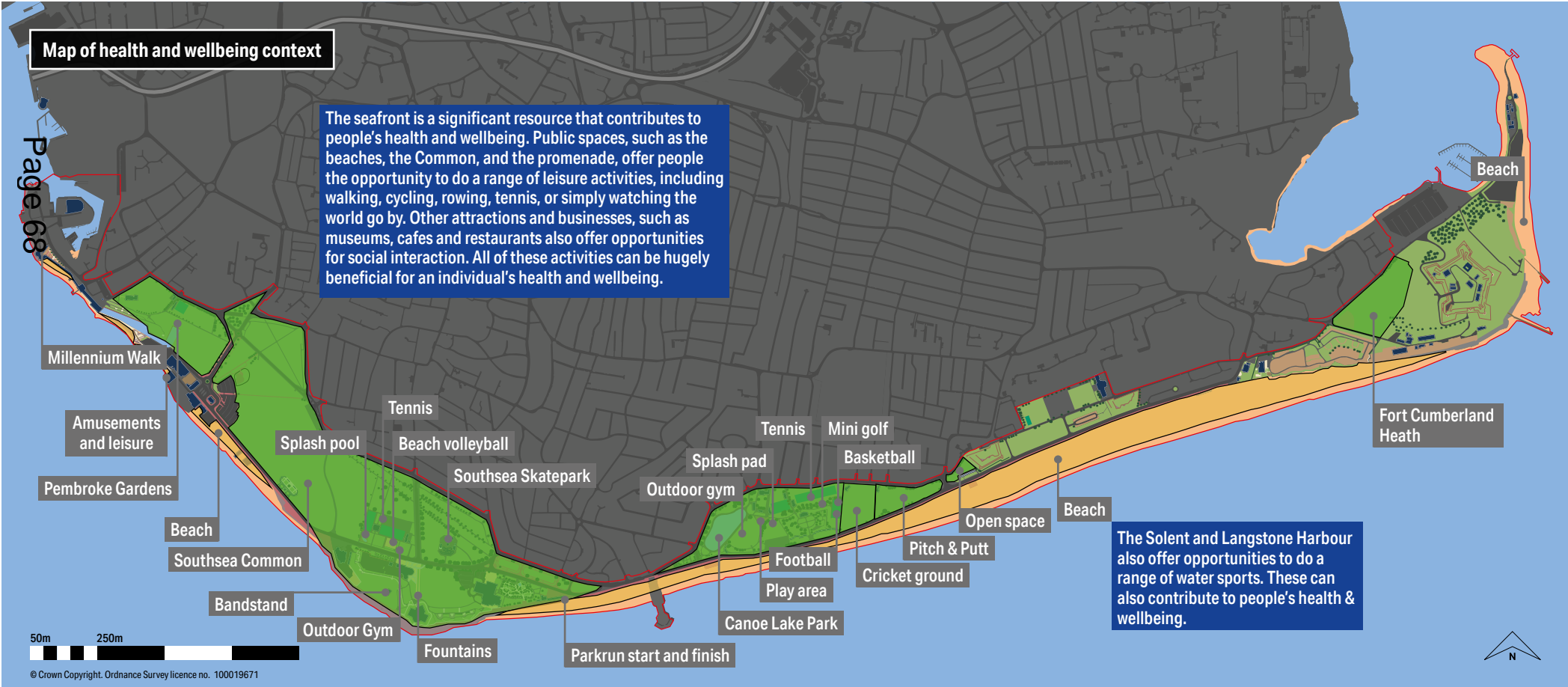
While it is outside the scope of the Seafront Masterplan to solve all the root causes of health and wellbeing issues of residents of the city, the seafront area can still help to contribute towards addressing them, such as physical inactivity and loneliness, as well as mitigating some of the negative health impacts of poor air quality. This is because the seafront provides a significant amount of open space, which can be used for leisure, recreation, sport and active travel, all of which have proven health benefits.



Above left: walkers by Southsea Castle.

Above: Hotwalls with Round Tower

The natural areas and open spaces of the seafront are also likely to have a positive effect on people's mental health, as well as their physical health. As Portsmouth grows in population, the seafront area will provide existing and new residents with a place they can go to access a range of health and wellbeing benefits.



2.6 **HERITAGE CONTEXT**

The seafront is a unique and special component of Portsmouth's historic built environment. The scale and range of historic sites and structures within the masterplan area is extensive, both across time and geographically.

Heritage conservation is an important factor in planning, both at a strategic and local level, and on an asset-by-asset basis. Understanding the contribution made by the seafront's various heritage assets towards its character rests on understanding and articulating their 'significance' in all aspects of the term.

The masterplan recognises the critical importance of heritage and conservation to the ongoing appeal and quality of the city's seafront.

The range of heritage assets within the area includes: 6 scheduled ancient monuments (SAMs), 130 listed buildings/structures, 1 listed park/garden, 3 conservation areas (Old Portsmouth; The Seafront; Eastney Barracks), and a number of locally listed assets.

The range of heritage assets includes (but is not limited to): the complex of 17th Century fortifications demarcating the entrance to Portsmouth Harbour, including the Point Battery, Square and Round Towers, Long Curtain, Spur Redoubt and King's

Bastion (structures of national historical and archaeological importance); Southsea Common, an extensive Victorian 'pleasure' ground, whose appeal endures to this day; and the profusion of historic lamp columns, shelters, monuments, and other smaller scale features along the seafront.

These assets are distributed across almost the whole length of the seafront; they are crucial features of the area and its environment. They define and shape its character and are essential to the seafront's appeal as a place to live, work, and visit.

The development of the seafront as a destination in its own right is historically linked with the gradual withdrawal of the military's presence from the area, changing tastes, and the growth of 'leisure' time. It is also closely associated with the emergence of Southsea as a picturesque and fashionable satellite settlement in the 19th Century.

Southsea Common, in combination with the seafront's several miles of promenade, creates a waterfront environment unusually free of built development. This sense of openness is perhaps unrivalled by any city of comparable size in the country and has created a waterfront environment of exceptional value.




The area's historic legacy of leisure infrastructure also helps to illuminate the city's social and cultural past, contributing in turn to its modern identity. It provides a continuity that is appealing to residents and visitors alike and continues to serve the city in terms of its economic vitality and attractiveness.


Portsmouth Point as seen from Emirates Spinnaker Tower

HERITAGE CONTEXT MAP


KEY




Grade I listed buildings




Grade II* listed buildings




Grade II listed buildings



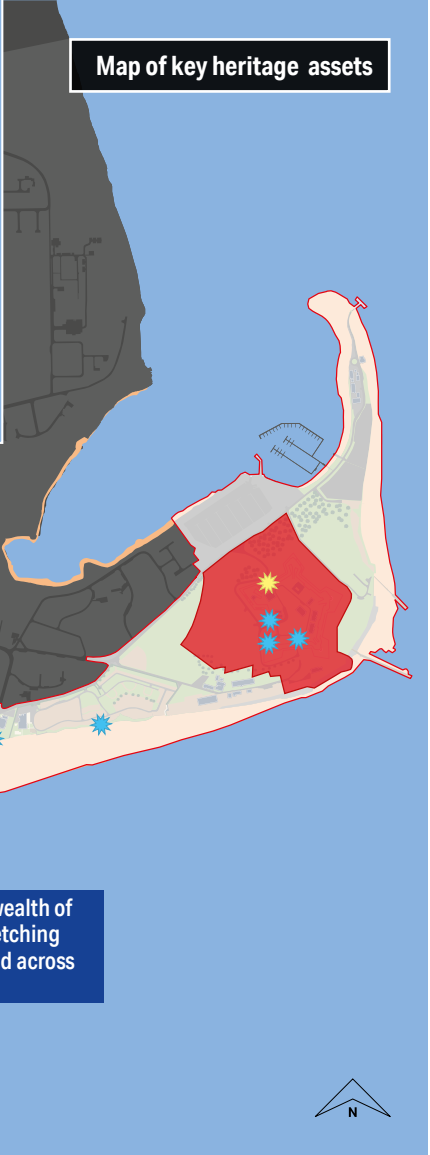
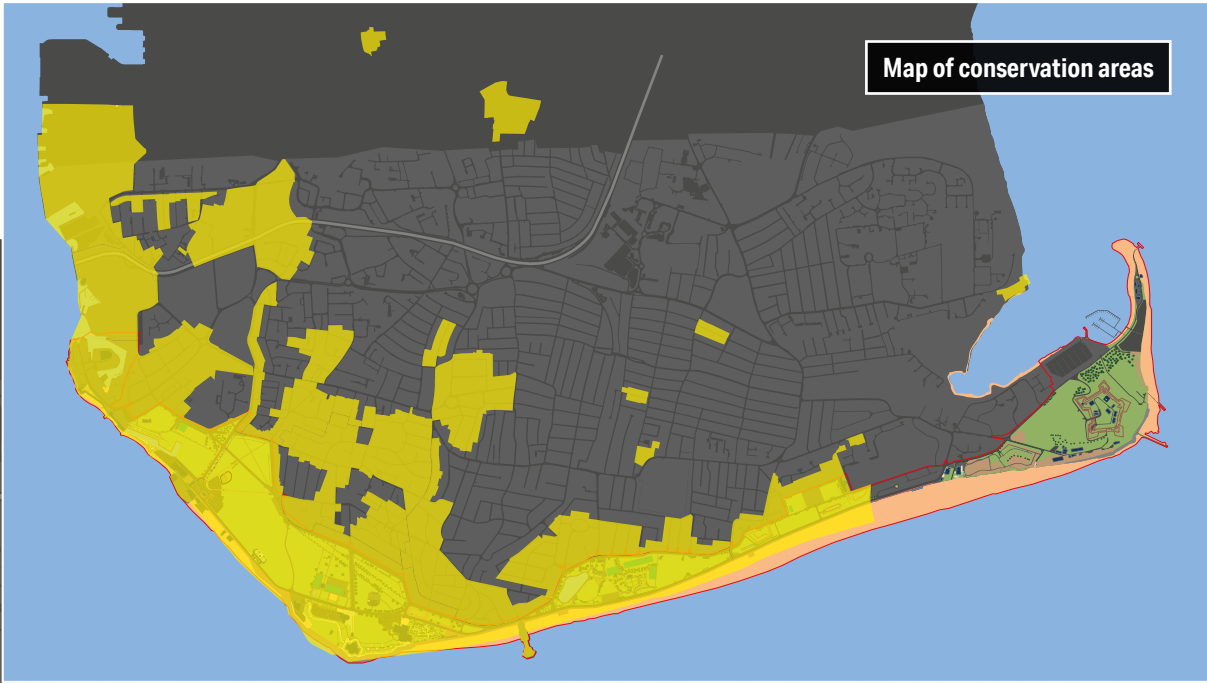
Grade II listed lamps



Scheduled ancient monuments



Listed park and garden

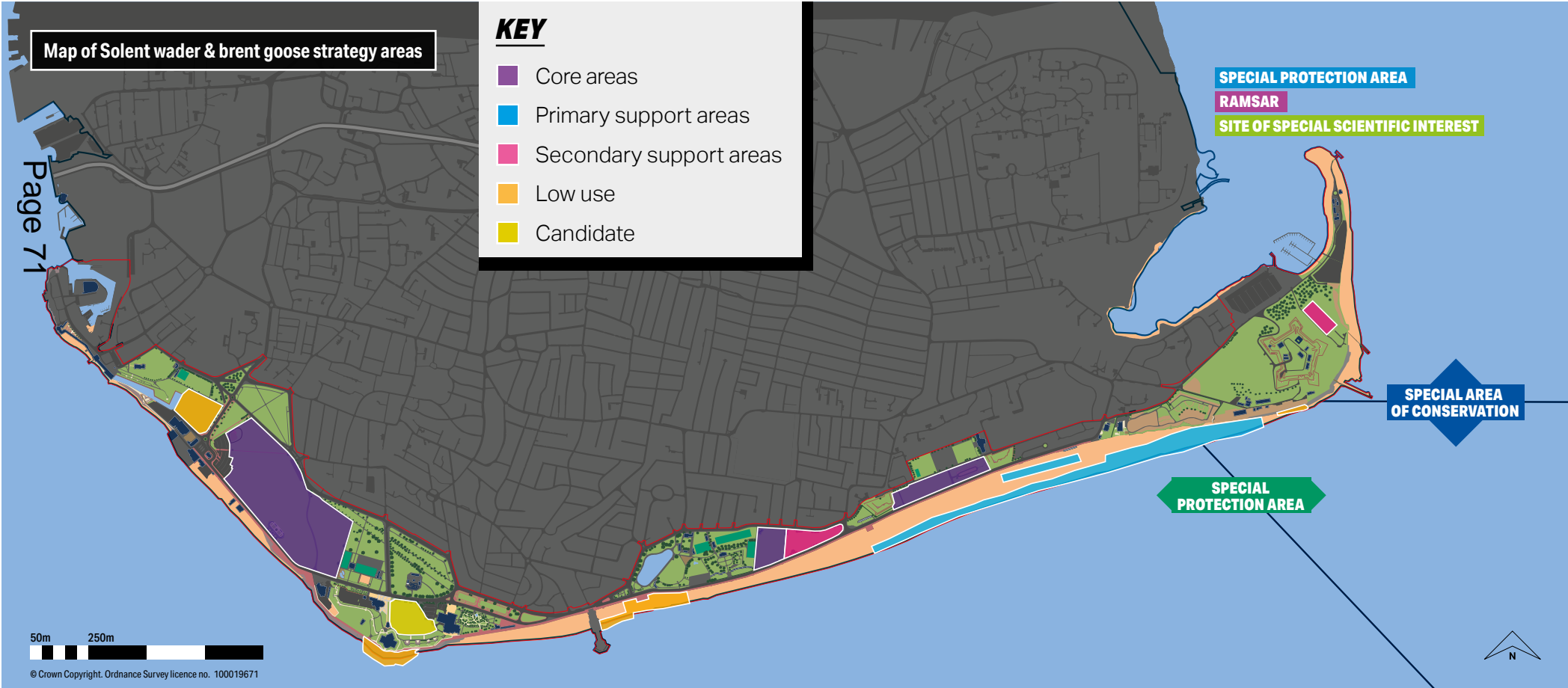


2.7 NATURAL ENVIRONMENT

Portsmouth is renowned for supporting a rich and diverse range of wildlife and habitats, with 30% of its area covered by various nature conservation designations in recognition of its value to international, national, and local biodiversity.



Sea Kale pods, Eastney beach (left) and brent goose (above)





Bee on sea holly,
Eastney beach

The intertidal areas around Portsea Island, particularly the mudflats, shingle, and saltmarsh, provide ideal feeding and roosting grounds for overwintering bird species, which are especially adapted to feeding in such habitats.

Within or adjacent to parts of the seafront area, there are designated sites of statutory and non-statutory importance for nature conservation and biodiversity. At the Eastney end, Langstone Harbour is designated as a Special Protection Area (SPA), Special Area of Conservation (SAC), and Ramsar site, which are international designations. Furthermore, the harbour is nationally designated as a Site of Special Scientific Interest (SSSI).

In January 2020, the Solent was formally designated as part of the Solent and Dorset Coast SPA, which stretches from Worbarrow Bay, Dorset to Middleton-on-Sea, West Sussex, and encompassing much of the Solent marine waters, including Portsmouth Harbour, and the north, west, and south coastal edges of Portsea Island.

Within the seafront area are several sites of local importance for biodiversity, which are designated as Sites of Interest for Nature Conservation (SINC), which recognises these sites as those that help to conserve important and distinctive habitats and species.

SINCs can also

- » Act as stepping stones for species to move across landscapes;
- » Offer protection for species from surrounding land uses;
- » Provide sanctuaries for people to experience nature locally.

Additionally within the seafront area, there are sites which provide alternative roosting and foraging locations for SPA species and



Field bindweed,
Eastney beach

contribute to SPA conservation objectives by supporting SPA functionality and integrity. The draft Solent Waders and Brent Goose Strategy sets out a hierarchy of sites classified by their importance to maintaining the overall ecological network for these species in the wider region, with the aim to ensure the current geographical spread of sites across the network is maintained and enhanced.



Small skipper
butterfly,
Eastney beach

2.8 **LANDSCAPE & TOWNSCAPE**

THE SEAFRONT'S SPATIAL QUALITIES

The seafront's spatial environment is predominantly characterised by the yellow and blue of the coast, and the green of its parks and open spaces. The built environment which exists today is reflective of Portsmouth's story, from its deeply rooted maritime history to its post-war revival.

The spatial qualities of a particular area can be analysed in terms of five elements:

- » **Paths** (e.g. streets, routes)
- » **Edges** (e.g. boundaries, buildings, ramps)
- » **Areas** (areas or districts with common characteristics and identity)
- » **Nodes** (focal points, converging routes)
- » **Landmarks** (key points of interests; well-known buildings and structures)

By analysing the area through this way, it can give a current picture of the seafront's spatial qualities in terms of its physical character and identity, and can give an indication of the user-experience and how movement through the area is arranged.



Paths

In the context of the seafront area, paths are the roads and paths that connect the area internally and also to other parts of the city, and largely defines how movement by various modes of travel is arranged within the area. Paths can also give an indication of how spaces or areas are divided up.

Examples of paths within the seafront:

- » Pedestrian and wheelchair accessible paths
 - » The Promenade
 - » Ladies' Mile, pier Road to Penny Street, Melville Road to Fort Cumberland Road (shared pedestrian/cycle paths)
 - » Footpaths crossing the Common, including Canoe Lake, or from Eastney Esplanade to Eastern Parade
 - » Pavements adjacent to roads

Southsea Common

Hotwalls with Round Tower



- » Cycle paths
 - » Eastney Esplanade
 - » Ladies' Mile, pier Road to Penny Street, Melville Road to Fort Cumberland Road (shared pedestrian/cycle paths)
 - » On road routes
- » Vehicular paths
 - » Pier Road to Clarence Pier
 - » Duisburg Way/Western Parade to South Parade
 - » Clarence Esplanade (Clarence Pier to South Parade Pier)
 - » Avenue De Caen
 - » Eastern Parade to St George's Road
 - » Eastney Esplanade (South Parade Pier to Eastney Swimming Pool)
 - » Ferry Road

Edges

Edges are real or perceived boundaries between, for example, areas or spaces. These can be built elements, such as walls or ramparts, or could be perceived edges such as a long row of buildings. Like paths, edges can also give an indication of how spaces or areas are divided up, but can give more of a sense of whether the permeability between such spaces or areas is low and possibly needs improving.

Examples of edges within the seafront:

- » Building line of Pembroke Road-Western Parade-Clarence Parade-South Parade-Eastern Parade-Eastney Esplanade, north to Southsea Common
- » Eastney Barracks and batteries
- » Coastal edge
- » Promenade
- » Ramparts
- » Sea defence wall



Areas

Areas (or districts) are spaces within a geographical area grouped together by their common identifying characteristic(s).



Canoe Lake

Area characteristics are usually defined according to their identity, land uses, and appearance. Areas do not have to be delineated according to physical or perceived edges (i.e. boundaries) or paths, but these elements could be features within an area.

Examples of areas within the seafront and their characteristics:

- » Old Portsmouth – historic settlement; military defences; residential uses; maritime uses
- » Clarence Pier and Southsea Common – leisure and recreation uses; green open space; coastal beach
- » Central seafront – historic military defences; leisure and recreation uses; green space; coastal path
- » South Parade Pier and Canoe Lake – historic pier; leisure and recreation uses; green space; historic military defences; coastal beach
- » Eastney Barracks – historic military defences/barracks; residential uses; green space
- » Eastney Beach – coastal beach; natural environment
- » Ferry Road – leisure and recreation uses; maritime; green space; coastal beach
- » Fort Cumberland and Fraser Range – historic military defences and structures; green space



Southsea seafront

Nodes

Nodes are spaces which can serve as focal points of a particular area. Although not exclusively, nodes are usually the result of various paths converging to form a focal point.

Examples of nodes (or focal points) within the seafront:

- » The Point, Old Portsmouth
- » Clarence Pier interchange / Pier Road
- » Ave de Caen junctions at both ends
- » South Parade/St Helens Parade/Eastney Esplanade junction
- » St Georges Road junction
- » Area at Eastney Esplanade/ Henderson Road junction
- » Eastney Point/ Hayling Ferry

Landmarks

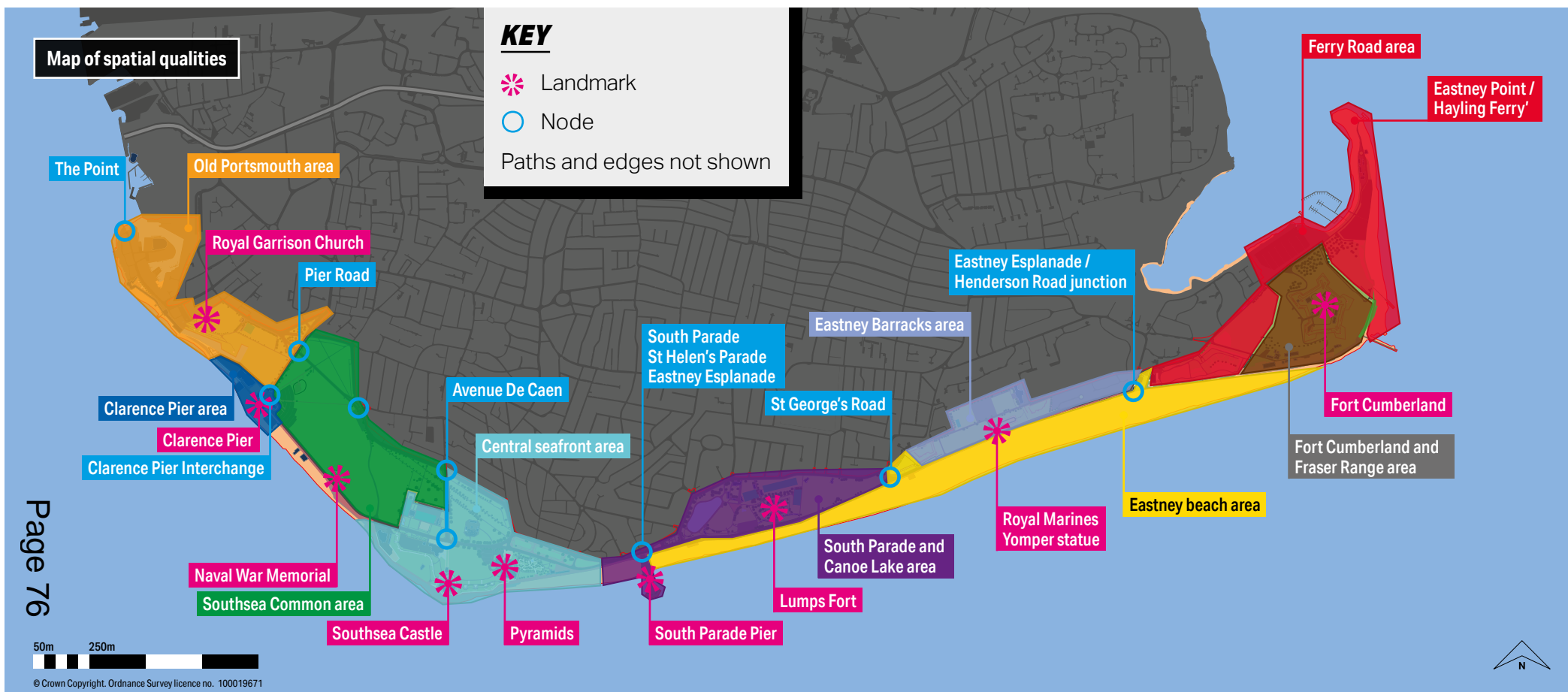
Landmarks usually refer to points of reference (e.g. buildings, structures, memorials, signs) which a person can use to help orientate and navigate within a geographical area. Landmarks could be defined as such because they are unique or memorable to an individual, or they could be landmarks because they are prominent features within an area (e.g. a tall building) that are readily visible from afar.



Southsea Castle

Examples of landmarks within the seafront:

- » Royal Garrison Church
- » Clarence Pier
- » Royal Naval Memorial
- » Southsea Castle
- » The Pyramids
- » South Parade Pier
- » Lumps Fort
- » Royal Marines Yomper statue
- » Fort Cumberland



The various heritage and nature designations which cover the area contribute towards the predominantly open feel of the seafront. The historical development of the seafront over the years has led to buildings being relatively limited and spread apart, albeit areas such as Old Portsmouth and Ferry Road are denser in character since they are mostly residential areas but from contrasting eras.

The designation of Southsea Common as a registered park and garden and the historic covenant (which stipulates that the Common be kept as open space to be reserved for military operations as part of the condition of its transfer to the council) has meant that the openness of the Common has largely remained intact throughout the years. Other reasons that have limited development which stem from the area's military past include

Eastney West and East Batteries, where firing lines that have a clear line of sight towards the sea were required, as well as preserving space around the batteries for troops to move freely.

Additionally, the seafront's nature designations mean that development is relatively constrained and has been somewhat restrained from encroaching into these designated areas, thereby preserving the open feel and character of the coastal area.

2.9 **TRANSPORT & ACCESS**

USER PROFILE

Transport and access needs to be considered with regard to the people who use it because different modes are accessible to different people.

In the 2011 census, 15,068 (7.3%) people in Portsmouth reported that long-term disability reduced their day-to-day activities a lot and 17,791 (8.7%) a little (15.9% combined total). 68% of households in Portsmouth reported that they had access to a car or van (and therefore 32% of households did not have access to a car or van). In 2011, there were 1 in 10 million disabled people in the UK, out of a total of 63.2 million, a proportion of 18%. Types of disability included: mobility 6.5m (10% of UK); 360,000 blind or partially sighted (0.5% of UK), or 2.0m with sight loss (3% of UK); and 30,000 out of 209,000 with hearing loss of at least 25 dBHL (14% of Portsmouth).

The above data suggests that, while some of the figures are national (rather than only for Portsmouth), 10% of Portsmouth residents are likely to have an impairment that limits their mobility, 14% a hearing impairment (the wide range is likely to relate to severity), and a small proportion are blind or partially sighted.

Other groups such as children, parents, and the elderly also have specific needs, which need to be taking into account. For example, elderly people may need longer to cross roads, and spaces can be designed to incorporate play and interaction for children.

In terms of modes of transport, mobility impairments are more likely to reduce or exclude walking and cycling as a potential modes of transport. Although, conversely, adapted cycles represent a type of transport that is available to some people who have a physical disability. People with visual impairments need to be given particular consideration in how spaces are designed, so that they are safe to navigate and move through. This often means ensuring there is a kerb with sufficient surface treatment or level change, or some other physical separation such as a wall or barrier between pedestrian spaces and the carriageway. People with hearing impairments may be unable to hear vehicles or other road users approaching, which means that shared spaces are likely to cause people with hearing problems difficulties.³ Therefore, areas with a high volume of pedestrian movement should ideally be free from vehicles.

³ Action on Hearing Loss, Transport Policy Statement, retrieved 26/04/19, from <https://www.actiononhearingloss.org.uk/how-we-help/information-and-resources/publications/policy-statements/transport/>



Seafront cycle route and parking

TRANSPORT & ACCESS PROFILE

Wider context

Portsmouth is a ferry hub, with international services to France, Spain, the Channel Islands, and domestically to Isle of Wight, Gosport, and Hayling Island. Additionally, Portsmouth International Port serves international cruise ships, and commercial shipping. Portsea Island (where most of Portsmouth is located) has three road links to the mainland, the M275, A2030 and A3. Portsmouth has five rail stations and direct rail connections with London Waterloo (1h40m), Victoria (1h55m), Bristol (2h23m) and Cardiff (3h14m). Portsmouth also has a bus network and coach services. The nearest airport is Southampton (30m by road), but Gatwick and Heathrow are also within reach (1h30m by road).

GETTING TO THE SEAFRONT **FROM THE LOCAL AREA WITHIN** **THE CITY AND LOCAL REGION**

This section describes how getting to the seafront from within the city and local region by various modes of travel is achieved. Although this section addresses individually the various modes of travel that are mainly used, it is also acknowledged that there are inter-relationships between each mode, and that people may use more than one mode of travel in order to get around and access the seafront from within the city and local region.

Walking

Clyde Pier is 20–25 minutes from the city centre and Southsea Castle is a 10 minute walk from Southsea town centre. Further west, South Parade Pier is a 15 minute walk from Albert Road and Milton Market is a 10 to 15 minute walk from the St George's Road/Eastney Esplanade junction. Various wayfinding signage and boards located across the city also aid in navigating by foot to the seafront.

Cycling

By cycle, the seafront can be reached from almost anywhere on Portsea Island within 20 minutes. Portsea Island is also largely flat. Cosham, Drayton and Farlington are a 30–40 minute ride from the seafront. There are ten quieter cycle routes across the city. The city has aspirations to improve the infrastructure provision for cyclists, and a Local Cycling and



Walking Infrastructure Plan is being developed by the council to improve utility journeys (i.e. commuting) within the city. This may lead to further improvements to routes accessing the seafront.

Bus and coach

The city has a comprehensive bus network, that serves the seafront at multiple points, including Clarence Pier (where coaches also terminate, in addition to The Hard Interchange), South Parade Pier, and St Georges Road. Clarence Pier is an important interchange between buses, long distance coach services, and the Hovercraft, and will form part of the South East Hampshire Rapid Transit network. The Hoverbus currently serves the route between the City Centre and the Hovertravel terminal at Clarence Pier.

Currently, some of the visitor attractions such as the D-Day Museum and Southsea Castle are not well served by bus, with the nearest stops being on Clarendon Road or at South Parade Pier.

A bus route running west-east from The Hard to Eastney Point via Old Portsmouth, Southsea shops, and Bransbury Park, is also being trialled (commenced 30 August 2020). However, accessing the seafront from a number of other areas within the



city requires taking two, or even three bus transfers. Portsmouth park & ride service runs from Tipner to the city centre and the Hard Interchange, but it does not currently serve the seafront (although this has been trialled previously).

Future improvements to bus services to the seafront area, and particularly the visitor attractions and during events, are likely to be needed in order to bring the expected additional visitors to the seafront without substantially increasing traffic flows.

Rail

None of Portsmouth's five rail stations directly serve the seafront, though Portsmouth Harbour is only a 15 minute walk from Old Portsmouth, at the western end of the seafront. Portsmouth & Southsea is around 25 minutes from the seafront on foot and Fratton is about 30 minutes. There are bus connections to the seafront from Portsmouth and Southsea station and from Portsmouth Harbour via The Hard Interchange.



Passenger Waterways

The Hovercraft route from Ryde, Isle of Wight, serves the seafront directly at Clarence Esplanade with a crossing time of 10 minutes. Ryde is also served by a passenger ferry from The Hard Interchange with a 22-minute crossing time. Car ferry to Fishbourne on the Isle of Wight is served from Portsmouth Car Ferry terminal near Gunwharf Quays (40-45 minute crossing).

Hayling Island is served by passenger ferry from Eastney Point with a five minutes crossing time.

A ferry link to Gosport runs every 7.5-15 minutes from The Hard Interchange (4 minute crossing).

Car/vehicles

The main road access to the seafront from off of Portsea Island is via the west of Portsea Island, along M275/A3/A288, to Clarence Pier. It can also be accessed coming down the eastern side of the city, taking the A2030 and A288. The A288 provides a west-east route through the seafront area, as well as Clarence and Eastney Esplanades. According to 2019 figures, car parking within the seafront masterplan area currently consists of just over 1,500 off-street parking spaces across 10 car parks and in excess of 2,700 on-street spaces. Streets adjacent to the seafront masterplan area also provide parking to access to the seafront, albeit some streets have parking restrictions.

Left: Ladies' Mile. Below: Cyclist on the beach near hovercraft terminal



Disabled parking

Disabled car parking spaces provision can be found at various locations, including Eastney Esplanade car park, Clarence Pier car park, Southsea Common car park, Pyramids car park, D-Day car park and the Seafront Esplanade car park.

By foot

There are a number of formal walking routes around the seafront, such as the promenade, pavements adjacent to the carriageway, shared walking and cycling routes and pedestrian-only routes. The promenade runs continuously from the Round Tower in the west to Henderson Road in the east. From Henderson Road to Eastney Point, there is no formal continuous paved route east of Southsea Marina.

North-south links include routes through Canoe Lake Park (pedestrian-only), along Avenue de Caen (pavement) and Pier Road (pavement). Ladies Mile provides an additional transverse route for pedestrians and cyclists only. There have been improvements made to road crossings in recent years. However, many pedestrian desire lines are still hindered by roads that are either very wide, or heavily trafficked, or both, and therefore there are opportunities to further make improvements to road crossings in the area.

By cycle

Cyclists travelling east-west through the seafront would generally follow the 2.1km two-way segregated cycle route along Eastney Esplanade, 2.4km of on road unsegregated routing between Canoe Lake and Pier Road, and a 500m shared pedestrian and cycle route between Pier Road and Penny Street. There is also the 700m Ladies' Mile, a shared pedestrian and cycle route through part of



Southsea Common. North-south routes around the seafront and beyond are all on road and unsegregated.

Despite the provided infrastructure, public consultation has indicated that some of the road layout and missing cycling infrastructure can discourage some people from using it. Examples of issues raised in public consultation include the following: cycle routes crossing the vehicular carriageway; sharp turns in routes; conflict between pedestrians and cyclists on the segregated cycle lane on Eastney Esplanade; narrow shared use pavements and roads without any dedicated cycle lanes at all. Cycling on the promenade is also a divisive issue.

Users of adapted cycles (such as tricycles, hand cycles, recumbent cycles, and wheelchair cycles) are able to access the seafront by utilising the main carriageways, though may find certain sections of the segregated cycle routes may not fully provide suitable widths for using these forms of transport to move around the seafront.

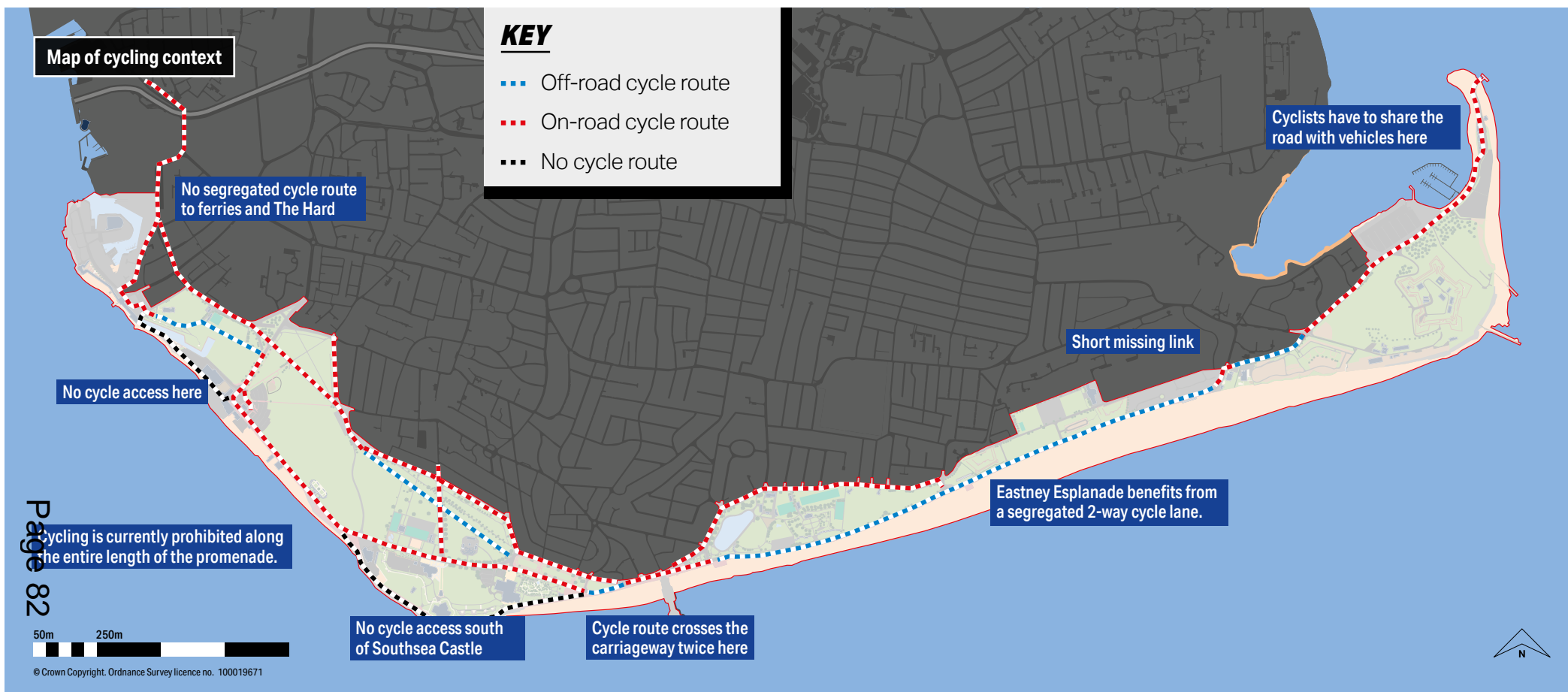
By public transport

While there are a number of bus routes and stops in the seafront area, there is not a simple route from The Hard Interchange to Eastney Point that runs along the seafront, and the main parts of the network are predominantly north of the seafront area.

Travel to/from significant places within the seafront would require other means. In past years a west-east open top bus route serving visitor attractions had been provided. Consultation responses have indicated a desire for the reinstatement of a bus service that runs west-east across the seafront.

All buses operating in Portsmouth are wheelchair accessible and all bus stops have raised kerbs.

Taxis/Private Hire Vehicles also contribute towards the city's public transport provision. The seafront includes a taxi rank at Clarence Pier. Rail stations are located outside the seafront area and there are currently no water taxis.



By car/vehicles

The existing seafront movement network predominantly lends itself to serve road vehicles. The road network allows access to all parts of the seafront but routes are often duplicated. There are over 1,700 car parking spaces in car parks and roads immediately adjacent to the beach/sea (discounting any roads/car parks further north away from the beach/sea). Leisure driving and parking is a common activity.

Nevertheless, parking provision has been one of the most commonly raised issues at consultation events. Resident parking is a contentious issue across the city, but at the seafront the issue is exacerbated by visitor parking demand during peak times, which impacts on residents' parking provision.

Parking at the seafront is highly seasonal, with high numbers of empty parking spaces for much of the low peak season.

However, at periods of high demand, such as summer weekends and bank holidays, demand for parking usually surpasses supply, hence at times overflow parking is provided on Southsea Common itself.

Additionally, high volumes of traffic during high peak season often congest the road network at the seafront (which also has a knock-on effect on the wider city), causing a negative impact on local air quality and user-experience for residents and visitors.

Wheelchair, mobility scooter, and pushchair users

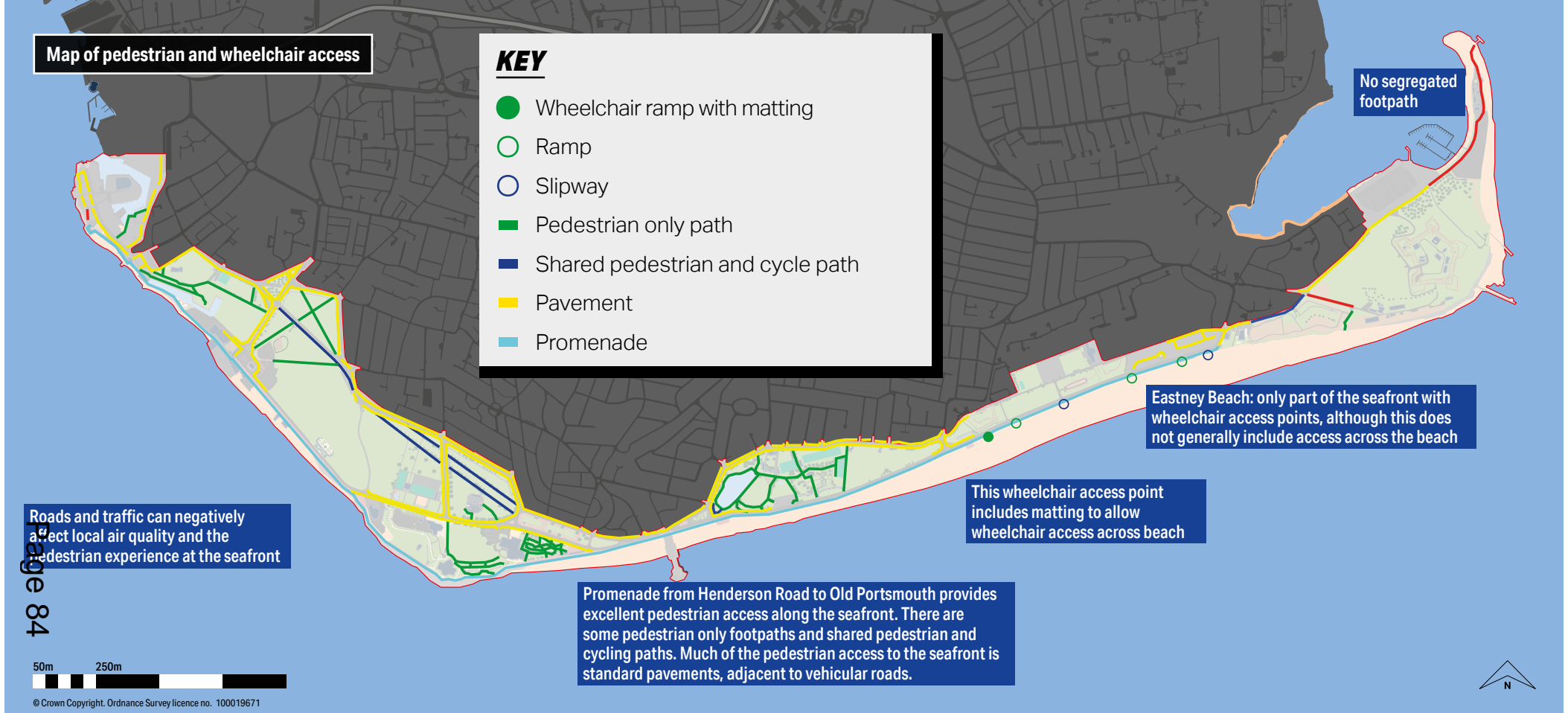
The promenade provides a wide, flat, uninterrupted route along much of the seafront. However, the existing surface materials of the promenade consists of both tarmac and slabs which cross the promenade back-and-forth. This creates a minor level change where surface materials meet, which can be problematic for wheelchair, mobility scooter, and pushchair users.

There are access points to the beach at Eastney Beach (three ramps, though one of these has dropped, leaving a 5–10cm level change between the promenade and the ramp), and a purpose-built access on the beach opposite the Eastney West Battery (includes matting onto the beach). While other areas of the promenade are largely flush with the beach, there are no other wheelchair access points to the beach itself.

Portsmouth City Council has recently launched an inclusive mobility app called Route4U allowing wheelchair and pushchair users to identify safer and more accessible routes across the city. It provides route planning and turn-by-turn navigation, indicating pavement obstacles, surface quality, kerb heights, widths, inclines and travel distances (www.route4u.org).



The Hard Interchange, Portsmouth Harbour station, Gosport Ferry and Isle of Wight Fastcat terminal



Conclusion

The main issues with getting around the seafront and its connectivity with the rest of the city can be broadly summarised as follows:

» Much of the seafront is suitable for walking and cycling in terms of distance but, since many areas/routes predominantly cater for vehicular traffic, pedestrian and cycle routes are not prioritised which causes conflicts in some areas

- » The flat and compact nature of the seafront and city encourages cycling, but some people perceive cycling as undesirable due to the current layout, and/or the area as a whole lacks the additional cycle infrastructure necessary for it to be a truly usable and safe cycling experience.
- » The main mode of public transport for the city is the bus. Overall bus usage is significantly lower than comparable cities. The seafront area is not currently served

by a dedicated west-east route running along the seafront (though a west-east route from The Hard to Eastney Point via Old Portsmouth, Southsea shops, and Bransbury Park is being trialled).

- » At peak times, car/vehicle parking capacity at the seafront is often stretched and the local and city-wide road network often congested

2.10 **ECONOMY AND VISITOR ATTRACTIONS**

Tourism is an important component of Portsmouth's economy. The latest economic impact report showed Portsmouth welcomed around 9.4 million visitors in 2015 (8,700,000 day visitors and 737,000 staying visitors), contributing £610.3 million to the local economy. The latest employment figures show 12,777 jobs are now supported by tourism. This represents 12.1% of all jobs in the city.

City waterfronts can often generate a huge amount of economic activity, jobs, and wealth. Our seafront underperforms in this regard. The Economic Development and Regeneration Strategy forecasts huge job potential growth in the visitor economy.

There have been major improvements to the city's tourism offer in recent years, including the re-opening of the Mary Rose Museum in the Historic Dockyard, the opening of the new Hotwalls Studios in Old Portsmouth and, in early 2018, the transformed D-Day Story with exterior landscaping and interactive water feature in front of Southsea Castle. The LCT7074 landing craft is also a major addition to the tourism offer.

Major sporting, cultural, and music events have also made a great impact on the city and the seafront, raising its profile both nationally and internationally, with events such as the Victorious Festival continuing to grow in stature and popularity.



However, challenges still remain that inhibit the seafront from becoming a truly world-class visitor destination:

- » Some visitor attractions within the seafront are tired and dated, whether from an aesthetic perspective or the quality and relevance of its offer, and this limits the positive impact the seafront can have towards the city's economy. This includes both the attractions themselves and the public spaces around them.
- » The seafront has a limited range of high quality hotel accommodation (i.e. 4* and above)
- » The seafront lacks a strategy for managing the arrival and movement of visitors, e.g. encouraging visitors to use sustainable modes of transport, and having attractive arrival points for public transport. Additionally the public spaces lack wayfinding and clear gateways into the area, which discourages visitors to stay and explore further within the seafront once they have completed their initial visit to a particular attraction.
- » The relatively poor quality of public spaces, and the lack of choice of quality food & beverage and concession outlets within walking distance of one another limits the economic activity of the seafront, especially at night-time.
- » The seafront is a key venue for major public events. However, the management of these events is made more difficult than it needs to be because of the layout of roads and spaces.
- » There is a lack of events that take place during the winter, compared to the rest of the year.

Fireworks in Portsmouth Harbour, showing Portsmouth Point on the left, with Gunwharf Quays and Emirates Spinnaker Tower on the right





3

VISION AND OBJECTIVES

BACKGROUND

The vision for the Seafront Masterplan is a statement of how the Council believes the seafront should be.

The vision for the Seafront Masterplan should complement the vision of the Local Plan, but be specific to the seafront area (the vision in the Local Plan is "To make Portsmouth the premier waterfront city, with an unrivalled maritime heritage – a great place to live, work and visit."). The Seafront Masterplan vision is informed by local and national policy, stakeholder engagement, and officer analysis & recommendations.

The objectives of the Seafront Masterplan are more specific than the vision. The objectives help the vision to be realised.

VISION

"The seafront's natural and historic assets will be protected, conserved, and enhanced. The seafront will be a beautiful, functional, sustainable and resilient place that is healthy, safe, enjoyable, and accessible to all."

OBJECTIVES

The below objectives will help to realise the vision of the Seafront Masterplan:

- 1 Protect and enhance the seafront's natural assets and achieve a net gain in biodiversity
- 2 Conserve and enhance the seafront's heritage assets
- 3 Ensure that new development at the seafront is of excellent design and enhances the seafront overall
- 4 Ensure that new development is functional and compatible with the overall functionality of the seafront
- 5 Ensure that new development is sustainable, mitigates climate change and is resilient to the effects of climate change
- 6 Ensure that new development maximises opportunities to improve people's health, wellbeing, and safety
- 7 Ensure that new development maximises opportunities to improve people's enjoyment of the seafront
- 8 Ensure that new development maximises opportunities to improve accessibility to all
- 9 Ensure that new development promotes active and sustainable travel
- 10 Ensure that new development, including alterations to roads, seek to minimise space allocated to motor vehicles, in order to better accommodate other travel modes as attractive alternatives

Development at the seafront is expected to contribute toward meeting these objectives in a proportionate and appropriate way. Larger or more significant developments are likely to have more scope to help to realise these objectives.



4 THEMATIC GUIDANCE

4.1 INTRODUCTION

This chapter provides guidance for development in relation to the themes of:

- » Climate change
- » Health & wellbeing
- » Heritage
- » Natural environment
- » Public realm
- » Transport & access
- » Economy & attractions
- » Development opportunities

These have been shaped around the masterplan's vision and objectives, and informed by the national and local planning policy context, and the context analysis section of this document.



4.2 CLIMATE CHANGE

This section provides guidance on how the seafront area can contribute towards climate change mitigation and adaptation.

MITIGATION

Mitigating climate change is primarily accomplished through reductions of greenhouse gas emissions such as carbon dioxide. The Seafront Masterplan seeks to address this through identifying a number of possible interventions that would contribute towards this objective. Given the scope and context of the seafront, many of these relate to encouraging people to use zero or low carbon forms of transport, such as walking, cycling and public transport. In addition, all development at the seafront should be designed to minimise carbon emissions, and to be as energy efficient as is reasonably practicable. Another way in which carbon emissions can be limited is through the use of renewable and low-carbon energy generating technology. Sites for larger scale renewables are limited in the city, but there may be scope for the integration and use of smaller scale renewable technologies, such as micro wind-turbines, solar thermal, or solar photovoltaics. The use of such technologies would need to be carefully considered however, and should not negatively impact upon biodiversity, the natural environment, or the seafront's heritage assets.

ADAPTATION

Adapting to climate change means making the seafront more resilient to the effects of climate change. Adaptation measures include replacing Southsea's existing sea defences, which the 2013 Seafront Masterplan also supported. Aside from rising sea levels, climate change is predicted to result in higher temperatures, more extreme weather events, and declining quality of habitats that result in a reduction in biodiversity. Development at the seafront should be designed to be resilient to the predicted effects of climate change. This means considering:

- » Development use and location in relation to flood risk and vulnerability to coastal change, including any residual impact from all sources of flood risk;
- » Layout and massing on the site;
- » Orientation of buildings with respect to solar gain (maximising in the winter but minimising in the summer);
- » How shading, cooling, and natural ventilation can be achieved in the design of buildings, other structures, and landscaping;
- » Connecting up and strengthening the city's green infrastructure and sustainable travel networks;
- » Resistance and resilience to extreme weather events of buildings and construction materials;

- » Water efficiency measures to reduce water use, but also by providing public water fountains where appropriate;
- » Capacity of drainage systems and incorporation of Sustainable Drainage Systems (SuDS) where appropriate.

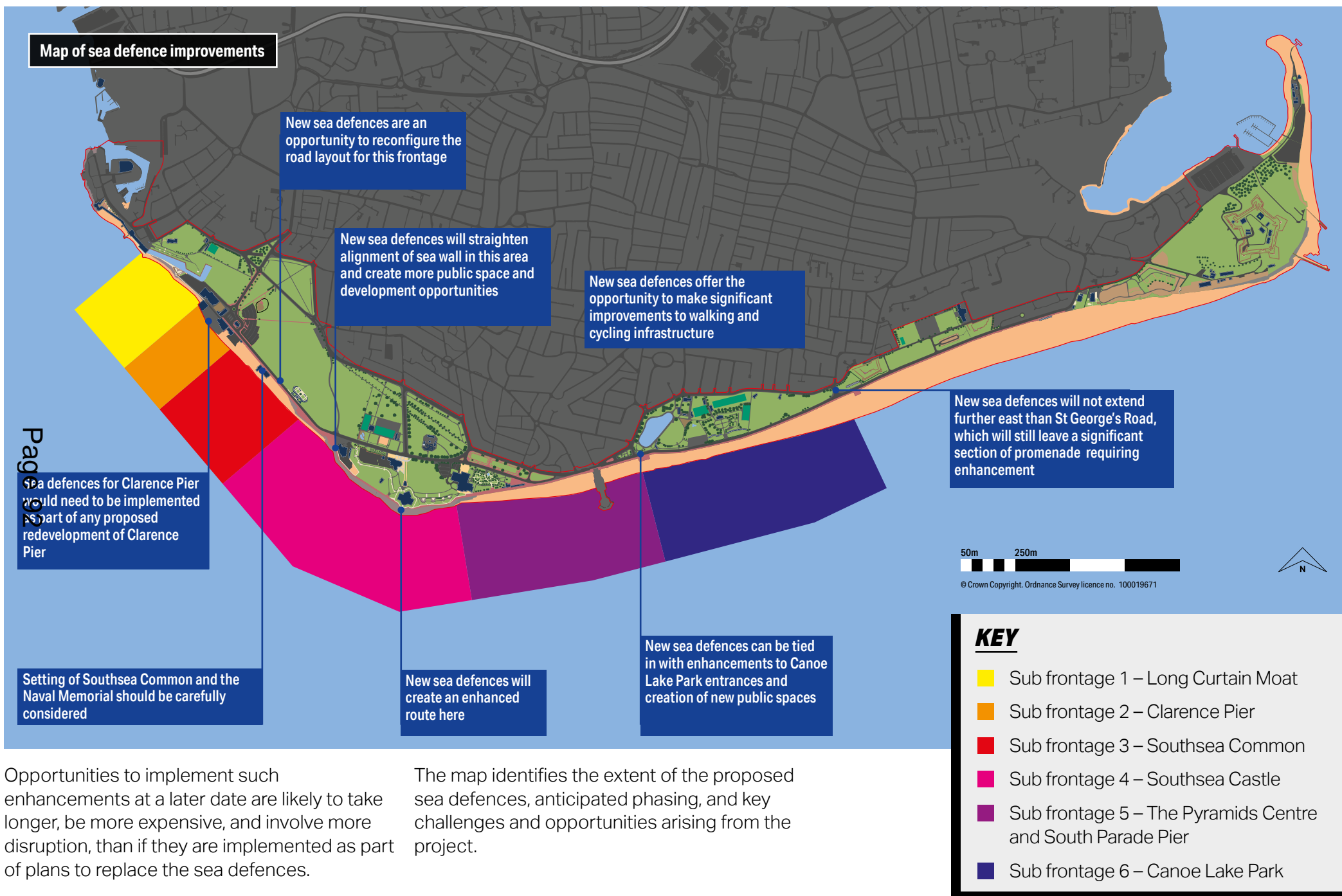
REPLACEMENT SEA DEFENCES

Replacement sea defences are one way the seafront can be adapted to the effects of climate change.

Policy PCS9 states that new development will contribute to the revitalisation of the seafront and one of the ways this will be achieved is through ensuring that the sea defences are sensitively integrated with the local environment.

The sea defences is a large-scale infrastructure project whose primary function is to protect the city from flooding and climate change for the next 100 years.

However, there will be a number of other effects and opportunities that will arise from the project in relation to, for example, public realm, health & wellbeing, heritage and the natural environment, or transport. The sea defences should identify likely effects and seek to avoid or minimise negative impacts, while taking the opportunities to enable or deliver enhancements as outlined in this Seafront Masterplan.



Opportunities to implement such enhancements at a later date are likely to take longer, be more expensive, and involve more disruption, than if they are implemented as part of plans to replace the sea defences.

The map identifies the extent of the proposed sea defences, anticipated phasing, and key challenges and opportunities arising from the project.

POLICY CONTEXT

Local Plan policy PCS14 seeks to create a healthy city. Of relevance to the Seafront Masterplan are the following elements of the policy:

- » Reducing health inequality
- » Reducing obesity and improving physical and mental health by increasing opportunities for formal and informal exercise through providing open space, play, recreation, sport and leisure facilities and making it easier to walk and cycle
- » Working with partners to promote healthy lifestyle choices
- » Improving air quality in the city
- » Requesting Health Impact Assessments from major new development proposals.

National planning policy⁴ on healthy and safe communities states that planning policies should: aim to achieve healthy, inclusive, and safe places which promote social interaction; are safe and accessible; and enable and support healthy lifestyles. They should also take into account and support the delivery of local strategies to improve health, social, and cultural well-being for all sections of the community - and to promote public safety,

taking into account wider security and defence considerations.

The Health & Wellbeing Strategy 2018–2021⁵ has ten priorities. Of these, reducing the harms from physical inactivity is of direct relevance to the Seafront Masterplan. The Health & Wellbeing Strategy advocates the **creation of active environments** as a key principle to reducing the harms from physical inactivity.

This means “engineering activity back into daily life through infrastructure, transport, housing, workplaces and open space. Influence how people live their lives and choose being active”.

PRINCIPLES

The seafront already has good opportunities for formal and informal exercise through its open space, play space, recreation space, and sport and leisure facilities. These should be maintained and, where possible, enhanced with consideration of the local and wider green infrastructure networks.

Development should take all reasonable opportunities to incorporate design elements that encourage people to be active and which create active environments to improve both

mental and physical health. ‘Active’ should be interpreted in its wider sense - it includes simple activities, such as walking and cycling, as much as more vigorous activities like playing sport.

Opportunities for social interactions should be promoted and encouraged, which includes simply being around other people to opportunities for team games and socialising.

Public conveniences should be maintained and suitably located wherever possible, as these can be critical in accommodating the various needs of people that visit the seafront. Opportunities to install public showers and changing facilities near the beaches and other well-used areas should also be taken into consideration.

In addition to considering health and wellbeing issues, development at the seafront also needs to consider public safety, as set out in national policy. For the seafront, this means recognising that the seafront is a place where people congregate and large number of people go to the seafront on warmer days and for small and large-scale events. Developments should therefore assess the need for - and design in where necessary - measures to promote public safety, while being sensitive to the immediate and wider environment and context.

4 MHCLG, National Planning Policy Framework, 2019

5 Portsmouth City Council, Health & Wellbeing Strategy, 2018-2021

4.4 HERITAGE

POLICY CONTEXT

The NPPF sets out government policy on conserving and enhancing the historic environment. Policy PCS23 of the Local Plan sets out requirements for design and conservation for the whole of Portsmouth. The seafront is a part of the city that requires special attention regarding heritage assets, due to the concentration of assets in the seafront area. The context section maps out the heritage assets in the area. In summary, the seafront area contains:

- » Six scheduled monuments
- » Three grade I listed buildings and one grade II* listed building
- » 126 grade II listed buildings
- » One registered park & garden
- » Three conservation areas (Old Portsmouth; The Seafront; Eastney Barracks)
- » Numerous locally listed assets



Inside the Round Tower (above) and Square Tower (below)



Royal Garrison Church



PRINCIPLES

Given that any development in the seafront area has the potential to affect a heritage asset, a 'heritage-centric' approach to development in the seafront area should be taken. This should include an assessment of significance of the asset(s), based on archaeological, architectural, artistic, and historic value. This assessment should be proportionate to the asset's importance and should state how the design has responded to the heritage asset(s). This should result in an appropriate and sympathetic design response.

4.5 **NATURAL ENVIRONMENT**

POLICY CONTEXT

Policy PCS13 of the Local Plan seeks to protect and enhance the city's green infrastructure and designated habitat and wildlife sites, requiring that development retains and protects the biodiversity value and produces a net gain in biodiversity where possible.

Policy PCS9 of the Local Plan seeks to protect the open nature of the area around the Common and other underdeveloped areas, and improve the quality of the open spaces, as well as to protect the nature conservation value at Eastney Beach.

National planning policy on conserving and enhancing the natural environment seeks to protect and enhance sites of biodiversity value in a manner commensurate with their statutory status of identified quality in the development plan. An important tenet of national planning policy is to secure measurable net gains for biodiversity.

PRINCIPLES

Development proposals should seek to conserve and enhance the natural environment of the seafront area by:

- » Protecting and enhancing valued landscapes and sites of biodiversity value
- » Minimising impacts on and providing net gains for biodiversity
- » In order to protect qualifying species in European sites, major construction work must avoid the November to February period and at any time, construction work should not be permitted within 100m from known roost sites or feeding areas of SPA / Ramsar birds to avoid negative impacts of visual and noise disturbance. For designated sites or functionally linked land parcels that contain particularly sensitive species such as redshank, no

construction works should be permitted within 200m. If construction work within such precautionary zones cannot be avoided, it is recommended that screening is provided to reduce visual and noise disturbance. In addition, within 5.6km of any SPA or Ramsar site, residential development and other development likely to have a similar impact, is required to mitigate the impact. This is currently achieved through financial contributions as set out in the Solent Recreation Mitigation Strategy. Other existing measures designed to protect European and international nature conservation sites, such as code of conduct rules, dog-on-lead policies and ecological information boards, should continue to be maintained, or replaced with a suitable alternative. Project-level EIAs and/or HRAs will be required as necessary.

»

POLICY CONTEXT

Policy PCS23 seeks to guide the design of development within the city, including within conservation areas and development relating to heritage assets.

Policy PCS9 seeks to protect the open nature of the area around the Common and other undeveloped areas; improve the quality of open space; improve the quality of the promenade, including enhanced maintenance and reducing clutter and physical barriers where appropriate; make clearer links between the seafront and nearby centres of Southsea and Castle Road; and ensure that any new or enhanced sea defences integrate sensitively with the local environment.

National planning policy on design is set out in Section 12 of the NPPF, where 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development....'

PRINCIPLES

Development should adhere to the principles set out within policies PCS23 and PCS9 of the Local Plan, and Section 12 of the NPPF. In addition, development within the seafront should contribute towards achieving the following:

- » Creating a distinctive and attractive environment with a strong sense of place where high quality public spaces become defining features within the seafront.
- » Creating a healthy, active, and playful environment for all ages to enjoy throughout the year as a focal area for health and wellbeing for all residents and visitors of the city.
- » Creating an environment where walking, cycling and public transport use are encouraged and prioritised, to better connect key locations within the seafront as well as to enhance connections between the seafront area and the wider city.
- » Ensuring that a development's design and use of materials are appropriate for the environment they are located within – durable, beautiful and functional – whilst ensuring design is sensitive to

the seafront's special features, such as its landscapes, flora, fauna and heritage assets.

- » Making the seafront more welcoming to visit and enjoy, whilst ensuring it is easy to navigate around and understand.
- » Utilising attractive street furniture (e.g. seating, shelters, waste bins, lighting) that is complementary to the historic environment
- » Utilising immersive and responsive art and technology in the design of public spaces, lighting, and street furniture.
- » Creating an environment that encourages longer stays and visitor spend.
- » Creating an environment that is resilient yet not costly to maintain.
- » Creating opportunities for public art which is both beautiful and wherever possible, functional and part of an overall way-finding strategy.

The map overleaf identifies opportunities for public realm enhancements within the seafront area, including 'gateway spaces'. Gateway spaces are key points of entry to the seafront which could be enhanced to improve the visitor experience and consolidate a brand identity for the seafront.



Map of proposed lighting improvements

KEY

- Primary lighting route
- Highway lighting
- Pedestrian lighting
- LB light columns retained
- ⊗ Focal lighting (buildings, monuments, POI, public spaces)
- ⊗ Gateway lighting
- ⊗ Local lighting – junction spaces

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50m 250m

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LIGHTING

Lighting guidance is provided below and in the above map. The approach to lighting should ensure that:

- » Lighting should be: of excellent quality to create a distinctive, vibrant, and cohesive identity for the seafront with a strong sense of place; and sensitively designed, especially when located within or near areas of historical and ecological importance.

- » Evening movement and activity is promoted and made safe by enhanced lighting and light installations. Statement and focal lighting, and interactive, immersive lighting experiences can form a visitor attraction with potential to draw people to the seafront all year round. Features and spaces such as Clarence Pier, and Southsea Castle/Avenue de Caen could be particularly successful, leading to an increase in footfall in these areas.

- » Lighting enhances wayfinding and safety, while also allowing some areas to be dark where necessary (e.g. for wildlife, dark skies, and energy usage).
- » Lighting used in the seafront area should be low energy, low maintenance, and durable.
- » If the festoon lighting is to be replaced, it is replaced with a design which is less costly to maintain, and offers an attractive, contemporary design and palette of colours to provide a backdrop to other features within the seafront.

4.7 TRANSPORT AND ACCESS

POLICY CONTEXT

Local Plan policy PCS17 seeks to reduce the need to travel and to provide a sustainable and integrated transport network. Relevant elements are identified as:

- » Promotion of walking and cycling and improved integration with other modes;
- » Creation of Bus Rapid Transit (BRT) routes

Portsmouth City Council is currently working with other authorities to deliver the South East Hampshire Rapid Transit and its future phases, as well as improvements and enhancements to local walking, cycling, and public transport infrastructure. The supporting text to policy PCS17 also recognises the importance of active travel to improving health, but also the potentially damaging effects of transport through road traffic injuries and pollution. National planning policy in relation to transport also seeks to achieve a sustainable transport network, an approach to development that minimises the need to travel, and to provide opportunities for active travel. This is further supported by recent publications from the



Above: Passenger transport to Gosport by ferry

Right: Passenger transport to the Isle of Wight by hovercraft

Below: Park & Ride from Tipner



Department for Transport to transform the role of walking and cycling within the country's transport system (Gear Change: A bold vision for walking and cycling; and LTN 1/20 Cycle infrastructure design - DfT, 2020).

The context section of this document has identified a number of issues in relation to transport and access in the seafront, which the Seafront Masterplan seeks to help address.



PRINCIPLES

Most of the roads, pavements, crossings, parking and other public spaces in the seafront area were historically designed based on the principle that everywhere should be accessible by car and that the car is to be prioritised. We now know that this approach results in significant impacts on health and wellbeing caused by air pollution and lack of exercise, as well as a congested road system with high demand for parking, taking up valuable public space.

To help encourage people to make active and sustainable travel choices, we must take opportunities to make improvements to our transport and highway infrastructure, and other public spaces, prioritising walking, cycling, and public transport for all journeys.

Active travel can have a positive effect on our physical and mental health and sustainable modes of transport can free up space on our congested roads, reduce pollution and reduce energy consumption and costs to society.⁶

In accordance with national planning policy, all development should seek to prioritise users in the following order:

- 1 Pedestrians and cyclists
- 2 Public transport users
- 3 Private vehicle users

⁶ Stefan Gössling, Andy S.Choi, Transport transitions in Copenhagen: Comparing the cost of cars and bicycles

While the above principles apply across the whole seafront area, the needs of particular road users will need to be considered in relation to specific locations, as appropriate.

Development proposals should take into account the wider walking and cycling networks across the seafront and to other parts of the city, in particular, the aspiration for a safe and convenient cycle route from Gosport Ferry to Hayling Ferry. All reasonable opportunities should be taken to support and enhance these networks and integrate them with public transport modes.

Cycle infrastructure

The seafront is an area of strategic importance for cycling, as it contains the main west-east link across the south of Portsea Island, creating a connection between Gosport and Hayling Island via the seafront. There are also a number of secondary cycle routes around the seafront, such as along Pembroke Road, Duisberg Road and Avenue de Caen. Cycling is considered to be an important element in helping to address climate change, air quality and physical and mental health, as well as supporting the visitor economy.

Cycling infrastructure should be safe, convenient and enjoyable for cyclists and safe for pedestrians and other road users. Wherever possible, the design of cycle infrastructure should not be diminished in order to accommodate motor vehicles, should be



consistent across the seafront, and should be designed to avoid unnecessary crossing of the carriageway.

Chevron parking can create danger for cyclists, because drivers have poor visibility when reversing from chevron spaces. Therefore, cycle routes should be designed to avoid this potential conflict.

When designing cycle infrastructure, the range of types of cyclist should be considered, especially those types of cyclist who could be encouraged to cycle more, through the provision of high quality cycle infrastructure. This includes considering the needs of children and cyclists who lack confidence, families and leisure cyclists, commuters, road cyclists, and disabled or reduced-mobility cyclists.

For the primary cycle route across the seafront, the preferred design is a two-way segregated cycle route a minimum of 1.5-2m width each way. This is a standard width that allows disabled users with adapted bikes, and cyclists of differing speeds to use the route together. Locating this route adjacent to the promenade itself would accommodate the vast majority of cyclists and should reduce or eliminate the issue of cycling on the promenade. Other approaches could also be acceptable, as long as the relevant policy principles and

objectives are met. In designing the primary cycle route, great attention must be given to how it interfaces with other elements of the highway and the promenade, where applicable. Cycle infrastructure should seek to link the seafront with other parts of the city. Missing or inconsistent links and routes should be addressed, such as between Melville Road and the promenade. Secure and attractive cycle parking should be provided at convenient and regular locations.

The council's Transport and Infrastructure teams should be consulted at the early stages of projects, and other relevant guidance such as the LTN 1/20 - Cycle infrastructure design, and Manual for Streets 2 (or any other relevant up-to-date guidance) should also be referred and adhered to.

Car/vehicle infrastructure

The car/vehicle road network and parking within the seafront area should be designed so as to avoid or, if unavoidable, minimise any detrimental impact on walking, cycling, and public transport networks and with the intention of reducing queueing and circulating traffic.



Development involving alteration to roads in the seafront area should take into account the character and use of the seafront as an area for people to enjoy. This means taking opportunities to redesign roads to reduce vehicle speeds to an appropriate minimum and maximising the safety of vulnerable users such as pedestrians and cyclists and, in particular, people with disabilities or reduced mobility. Opportunities should be taken to reallocate road space to other users, such as pedestrians and cyclists, where appropriate.

Where spaces are predominantly for the use of pedestrians, but cars are allowed, these spaces should be designed to ensure that vehicles are the guest and pedestrians have priority at all times. As far as reasonably practicable, the seafront should be accessible to those with limited mobility, including ensuring adequate vehicular access and parking for people with limited mobility or disability at points along the seafront. Road vehicles should continue to be catered for but they should not be prioritised over other users.

When roads and parking areas are redesigned, these should include appropriate infrastructure to support and encourage the take-up of electric vehicles, such as accessible designated parking bays and both active and passive charging infrastructure.

Public transport

In the long term there is opportunity for the creation of a mobility hub in the space adjacent to Clarence Pier and including the Hovercraft terminal. The mobility hub could provide users with visitor information, toilets/ changing facilities, and waiting areas for bus services. The existing toilet block would be removed and a large public space realised.

The existing bus routes will be maintained and improved, in accordance with the emerging Public Transport Strategy. Bus lanes and signal priority for buses at junctions should be provided where practical and beneficial.

Bus stops should be provided within easy walking distance (400m) of all main attractions. The main bus "hubs" at Clarence Pier, South Parade Pier, and St Georges Road should provide appropriate facilities to improve the passenger experience and access to nearby attractions.

Opportunities for providing an east-west bus route serving the length of the seafront area should be explored. In connection with this, the possibilities for providing new bus stops close to the Pyramids, Southsea Castle, and other visitor attractions should be investigated.

The possibility of restoring the landing stages at Clarence Pier and South Parade Pier for use by small coastal cruise vessels or water taxis could be investigated to provide a further alternative to the private vehicle.

4.8 **ECONOMY AND ATTRACTIONS**

POLICY CONTEXT

Policy PCS9 of the Local Plan seeks to encourage and support the redevelopment of existing buildings for leisure and tourism uses at South Parade Pier, Clarence Pier, Southsea Castle area, and Canoe Lake. Additionally, the policy seeks to encourage and support proposals for small-scale restaurants, cafes, and other uses and activities that will diversify the leisure and cultural offer, without detracting from the open character of the seafront.

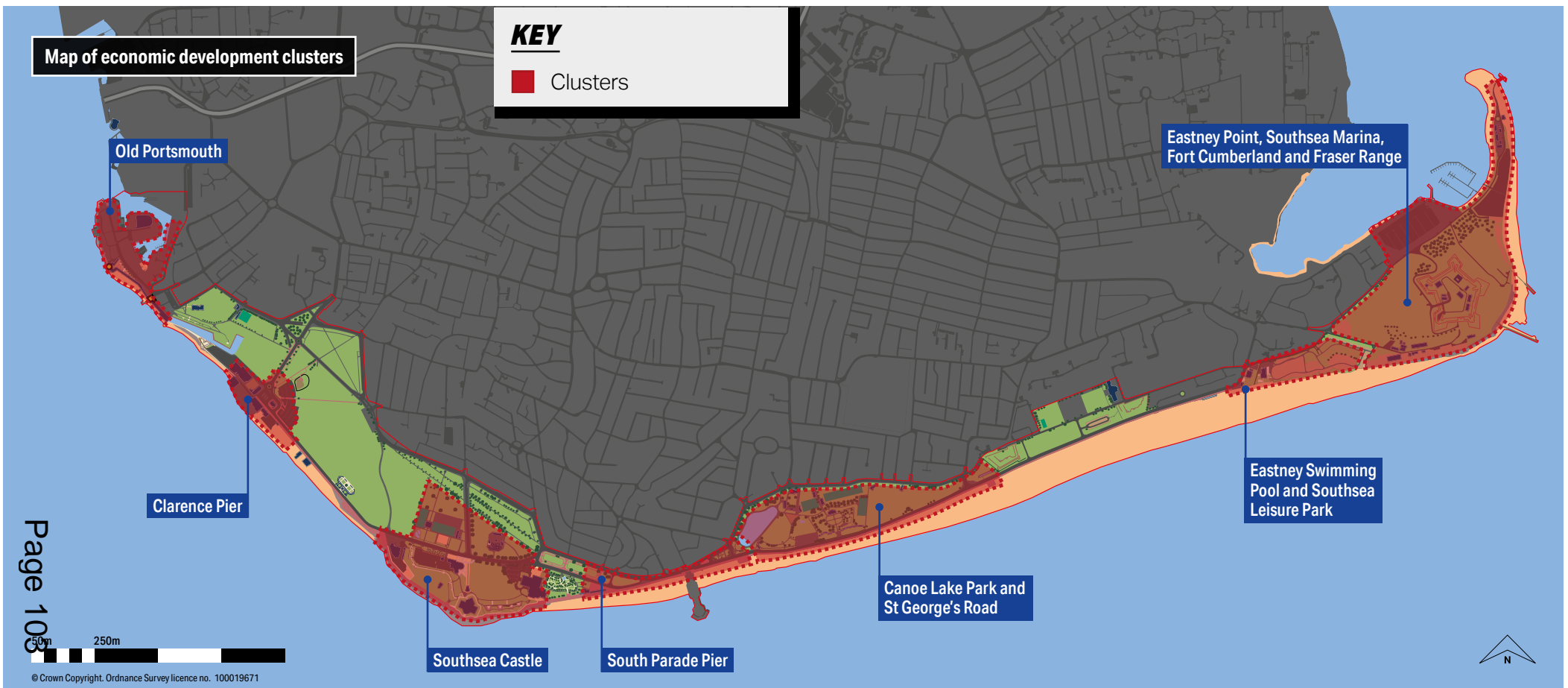
PRINCIPLES

Development within the seafront should contribute towards achieving the following:

- » Supporting development within the identified 'clusters', which have sites suitable for enhancement, and could accommodate a range of uses that could have a positive impact for the seafront as a destination.
- » These 'clusters' are as follows:
 - A. **Old Portsmouth** – for enjoying the maritime environment and arts and culture, supported by high-quality food and beverage.
 - B. **Clarence Pier** – for all-year round family and visitor economy-related leisure and ancillary uses, and transport activity linked with the wider city and the Isle of Wight.



- C. **Southsea Castle** (including The Pyramids) – the cultural, leisure, and recreational hub, with museums/culture/ arts/food and beverage buildings and facilities; public spaces with a focus on lighting and landscape as a visitor attraction; plus supporting public and sports facilities.
- D. **South Parade Pier** (including Speakers' Corner, South Parade Pier, a new public space around the D-Day Stone) – focus on enhanced public spaces supported by food & beverage uses (with public facilities) that also contribute to the night-time economy.
- E. **Canoe Lake Park & St George's Road** – focus on leisure and sports provision, visitor attractions, small-scale food & beverage, and public facilities, which is attractive and accessible to all.
- F. **Eastney Swimming Pool** – this area could orientate towards watersport activities and provision, supported by small-scale food and beverage, and visitor information. The natural environment is an attraction in itself for visitors.
- G. **Eastney Point** (including Fort Cumberland, Fraser Range, Southsea Marina, and Eastney ferry) – a focus on providing leisure and employment uses, food & beverage, and public facilities. A nature & ecology information centre could also cater for visitors to know and appreciate more about the surrounding natural environment and ecology.



4.9 **DEVELOPMENT OPPORTUNITIES**

CONTEXT

The section on Economy and Attractions identifies a series of clusters which are considered suitable focal areas for a range of uses. Some of these areas also present some opportunities for redevelopment. The map overleaf provides a spatial overview of development opportunities across the seafront with a broad indication of timescales for delivery. The Area Guidance section provides more guidance for each of these areas.

PRINCIPLES

Development at the seafront should be mainly located within the identified clusters.

Outside these areas, development should normally be limited in order to conserve and enhance the character of the seafront. However, proposals will be assessed on their individual merits.





5 AREA GUIDANCE

5.1 INTRODUCTION

The purpose of this chapter is to provide more guidance for the following areas of the seafront:

- » Old Portsmouth
- » Clarence Pier
- » Southsea Common:
 - » Southsea Castle to Palmerston Road
 - » Southsea Skate Park
 - » The Pyramids Centre
 - » Speakers' Corner, South Parade Gardens & Rock Gardens
- » South Parade Pier & St Helen's Parade
- » Canoe Lake Park to St George's Road
- » St George's Road to Henderson Road
- » Henderson Road to Eastney Point

Map diagrams are included to give broad indication and illustration of the main guiding principles for each area, and are not intended to be prescriptive.



Below: Southsea beach west of South Parade Pier.
Right, from top: Canoe Lake swan pedalo, the bandstand, Japanese garden.



5.2 OLD PORTSMOUTH

CONTEXT

Dating back to around 1180, Old Portsmouth was the original settlement from which the city of Portsmouth grew. Its historical built environment, strong maritime character, and wonderful view across the entrance to Portsmouth Harbour make it a popular destination for visitors and locals.

GUIDANCE

In Old Portsmouth, there is the opportunity to build upon the successes of the Hotwalls artist studios and the Round and Square Towers and to reinforce the area's identity as a destination for arts and culture, and social leisure activities.

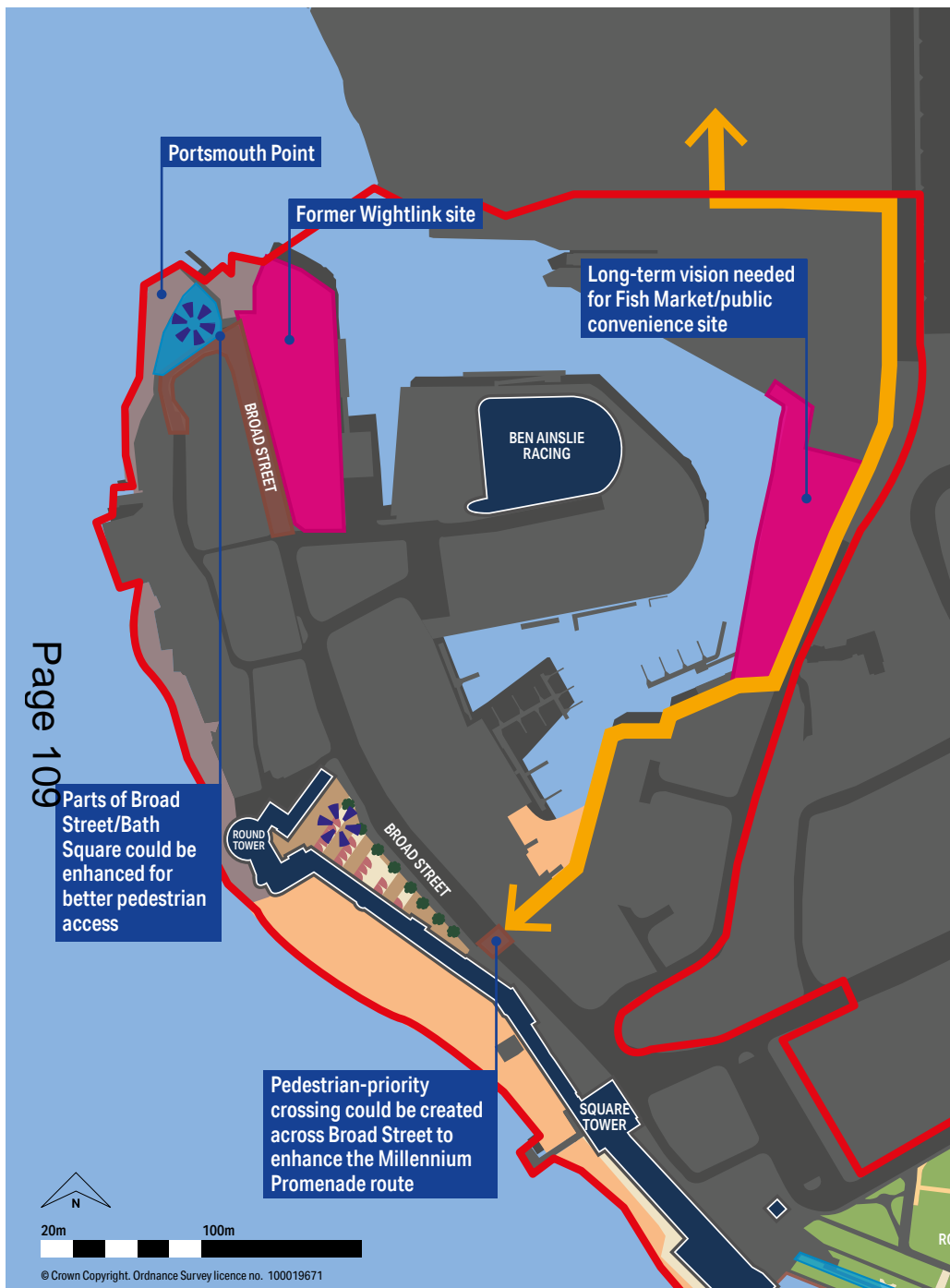
The development opportunities of Old Portsmouth include the former Wightlink workshop site at Broad Street. Planning permission had previously been granted for residential and restaurant and café uses on this site. A similar scheme, perhaps also incorporating a small art gallery and serviced offices, would be an opportunity to provide a new vibrant destination of high architectural quality, which would contribute towards reinforcing the identity of the Old Portsmouth area as a destination for arts and culture. The adjacent Council-owned car park and building could also be incorporated as part of the redevelopment. Near to this site, the existing public space known as 'The Point' could also be enhanced through upgrading the surface

materials, more landscape planting, and the provision of public art. The space could have an arts 'plinth' as a focal point, which could be used for temporary art installations and sculptures, similar to the 'Fourth Plinth' project at Trafalgar Square in London. The 'plinth' could be used by local artists of the Hot Walls studios, for example, to publicly exhibit their artwork. A similar 'plinth' could also be installed in the public plaza at the Hot Walls to further enhance this vibrant space.

There are also opportunities to improve the road space to prioritise pedestrian movement. Parts of Broad Street/Bath Square could either be wholly pedestrianised or access-only. A new pedestrian crossing could be installed across Broad Street to connect with the Feltham Row public right of way, which is part of the Millennium Promenade, to improve pedestrian movement and safety along this route.

In the longer term, the fish market and nearby public conveniences are valuable assets which should be retained and supported. This could be done through the introduction of complementary uses, such as food and beverage, artisans' studios/workshops or even some residential development. Place-making and creating an identity which relates to the historical story of Camber Docks should be central to any development proposals for the site.





5.3 CLARENCE PIER

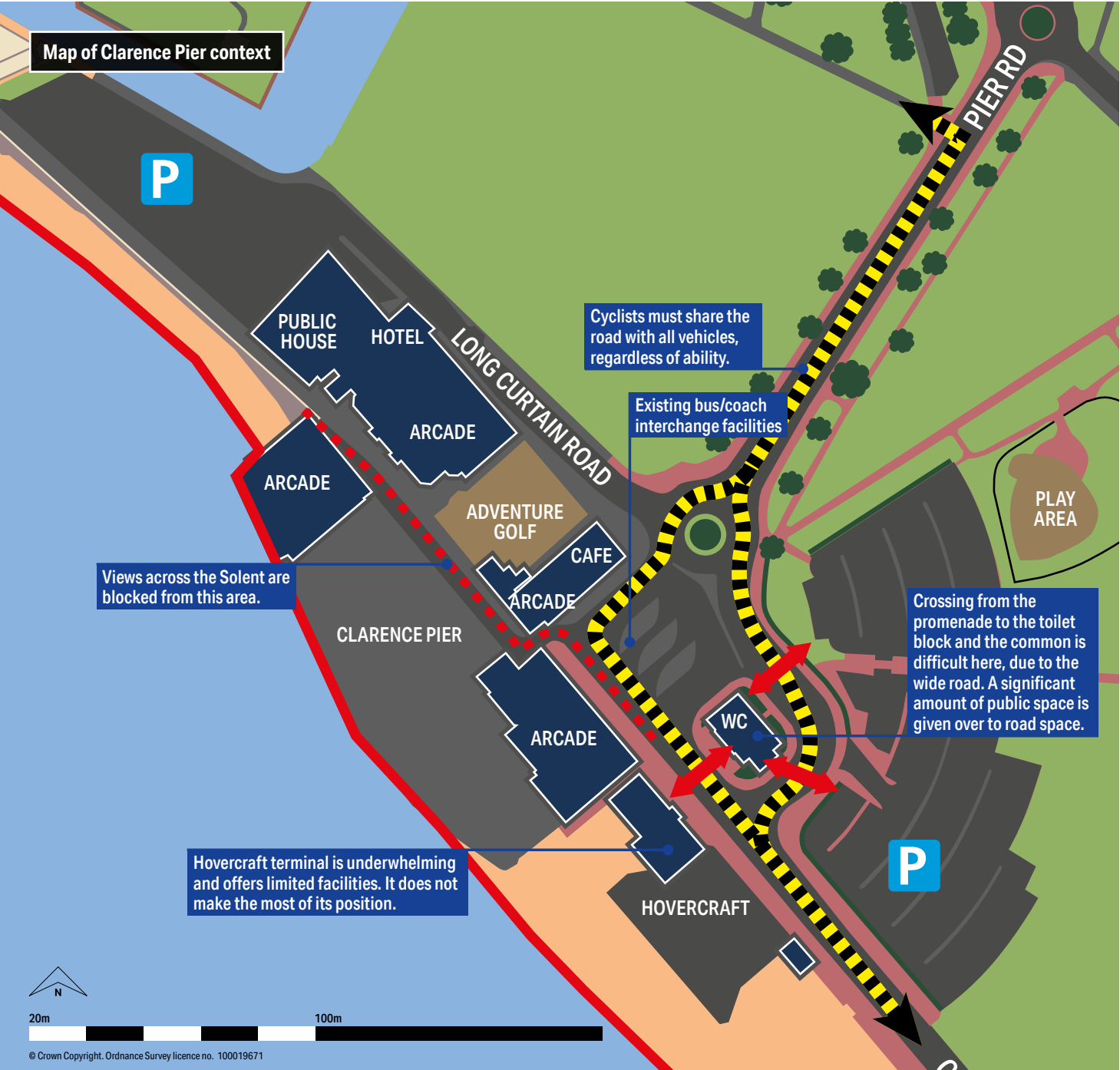
CONTEXT

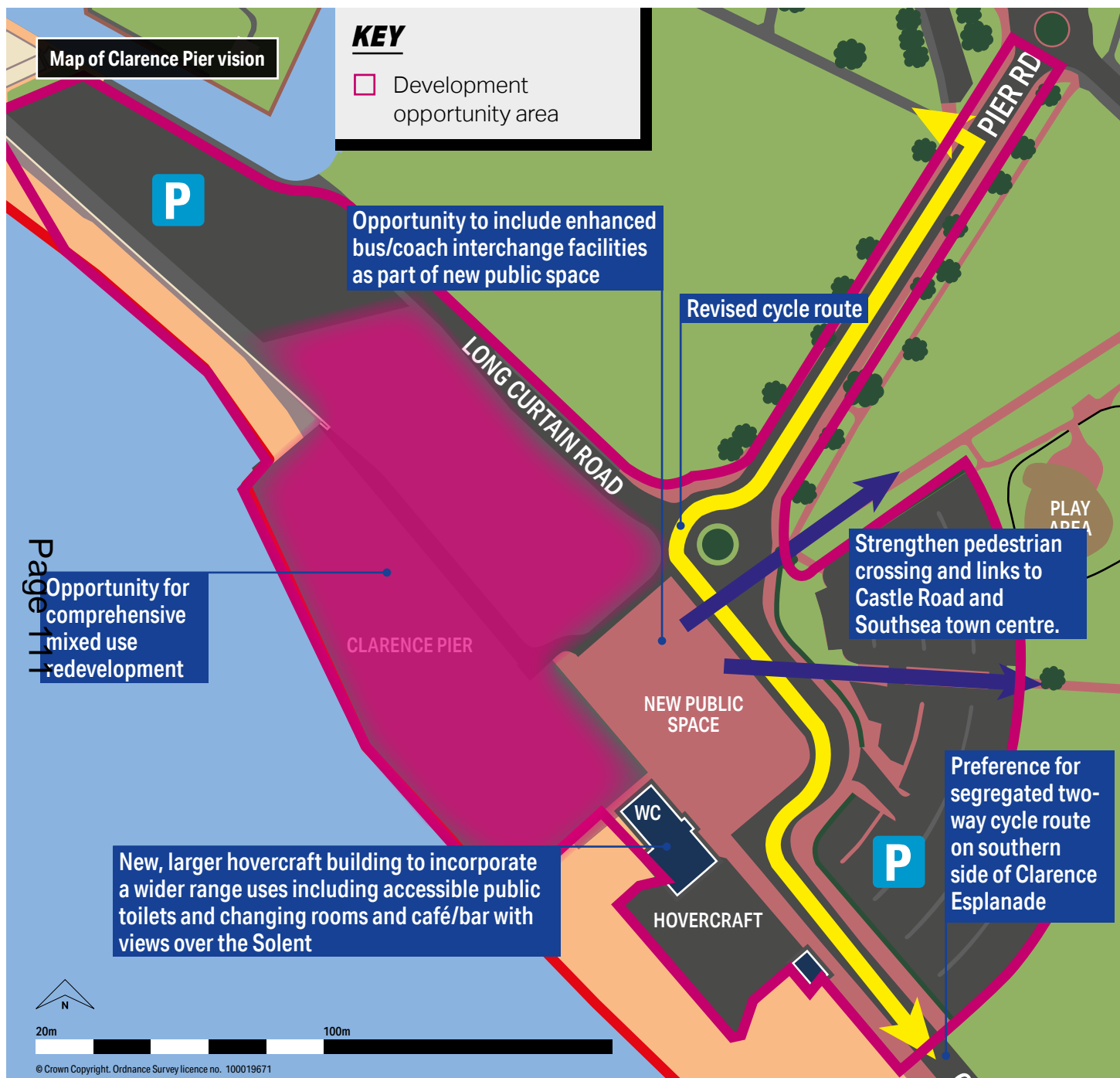
Clarence Pier has long been a popular destination of the seafront for leisure and recreation. However, the area is somewhat let down by its aesthetics and public space design, and the vitality and vibrancy of the area is highly dependent on the seasons. To realise the full potential of Clarence Pier, it needs to be a destination attractive in all weathers, and during both the day and the evening.

Public spaces and buildings in and around Clarence Pier make the area feel unattractive. The existing Hovertravel terminal is also in need of enhancement. A large amount of space is taken up by road and travel infrastructure, like the bus/coach stop islands, diminishing the visitor experience of the area and making crossing of roads to the public conveniences and to Southsea Common inconvenient. The existing links between Clarence Pier with Southsea town centre, Gunwharf Quays, and the city centre does not encourage people to walk between these parts of the city.

GUIDANCE

To consolidate Clarence Pier as a premier leisure and recreation destination, the area could include a wider mix of uses, such as restaurants, bars, leisure uses, and residential uses.





Clarence Pier is also considered to be a strong location to have a flagship 4-star hotel development including conference, spa, and leisure facilities.

The distinctive blue and yellow google architecture of the existing main building could be retained in part or in whole, or provide design cues to any future development, though any design should be high-quality and contemporary. If a tall building is proposed, key design considerations would include the settings of heritage assets, but also bird strike, both in general and in the context of the Special Protection Area. The settings of Long Curtain, King's Bastion & Spur Redoubt, as well as Southsea Common, are likely to have a significant influence on the nature of development possible at Clarence Pier.

Development in the area should also promote walking and cycling and be designed around people. Therefore space allocated to pedestrians should be maximised and carriageway areas removed or minimised and any roads should be designed to minimise vehicular speed.

In the long term there is opportunity for the creation of a mobility hub in the space adjacent to Clarence Pier and including the Hovercraft terminal. The hovercraft terminal could be redesigned to provide a multi-use mobility hub, with the primary function of serving as a hovercraft terminal but with facilities that would also support its function as a transport interchange, as well as other facilities and uses that would support the visitor economy.

Facilities at the hub could include:

- » Changing rooms and toilets (including accessible), cycle storage / hire, Wi-Fi, personal device charging facilities.
- » Café/bar with views over Solent
- » Learning & historical – develop a learning facility / museum of the hovercraft.

The adjacent area to Clarence Pier should be redesigned and enhanced to provide an attractive public space, but also enhanced terminal facilities for bus and coach services to facilitate easy and convenient interchange between these modes and with Hovertravel services. Such a facility should consider future growth plans for hovercraft and other transport, such as bus rapid transit and active and micro-mobility modes such as a cycle hub, and bike share/ rental e-scooters. Provision



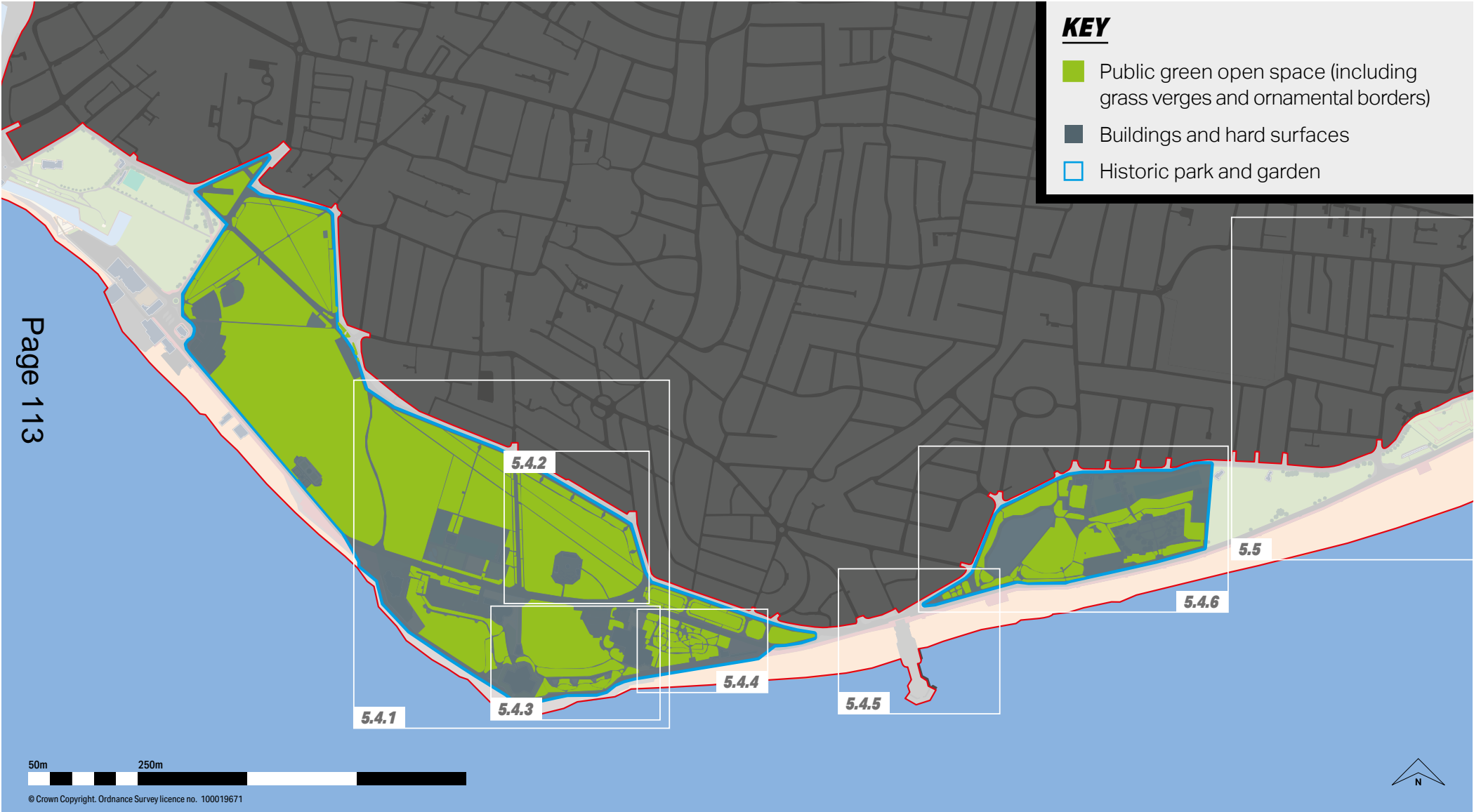
should also be made for electric vehicles, such as charging points, in nearby parking spots/car parks. It could be investigated as to whether the former landing stage at Clarence Pier, once used by Isle of Wight ferries and coastal cruise ships, could also be repaired and restored to use for small coastal cruise vessels or water taxis. These new sea services could bring visitors to the seafront through an alternative means to the private vehicle.

Subject to further assessment of capacity and need relating to city-wide parking provision, and to address the potential loss of parking elsewhere within the seafront, the car park provision adjacent to Clarence Pier could be

retained and its capacity increased, but there is also opportunity to integrate it with any redevelopment proposals for Clarence Pier.

Similarly, the Seafront Esplanade car park provision could be retained and its capacity increased, but there is opportunity to integrate it better with Southsea Common, for example, by 'burying' it within the landscape and having a green roof covering. However, any proposed solution for these car parks should place in high importance the need to be sensitively designed to appropriately integrate with the heritage assets of Long Curtain Moat/King's Bastion or Southsea Common respectively.

5.4 SOUTHSEA COMMON

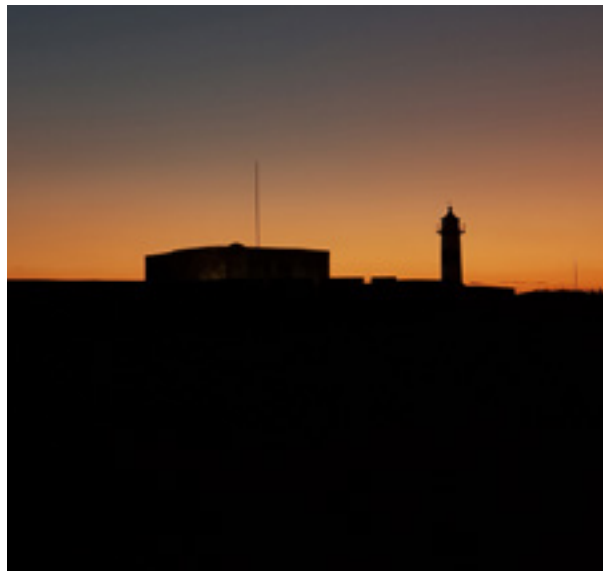


CONTEXT

Southsea Common is a Grade II listed Registered Park and Garden, of which the vast majority is located within The Seafront Conservation Area and the remainder in Old Portsmouth Conservation Area. The bounds of Southsea Common comprises of two areas roughly 82 ha in size, stretching from Pier Road in the west to Portsmouth Cricket Club in the east. The two parts are linked by South Parade.

To the south of the Common lies the promenade, beach, and the Solent with the built environment of Southsea to the north. The western part of the Common (from Pier Road to Speakers Corner) is predominantly characterised by green open space, with various buildings, car parks, sports/play facilities, and hard surfacing dispersed throughout. The eastern part of the Common includes Canoe Lake Park with its various buildings, sports/play facilities, and Lumps Fort.

The overriding special character of Southsea Common is of a mostly undeveloped area with significant areas of open green space between the urban edge and the sea. Southsea Common is also an important part of the city's network of 'green infrastructure'. It is also utilised to host many special events and is highly valued as a recreational and leisure space.



Southsea Castle

GUIDANCE

As Southsea Common is designated as a Grade II listed Registered Park and Garden, any development proposals that affect the Common (or its setting) will need to take a 'heritage-centric' approach. The significance of Southsea Common can be broadly categorised into three elements: the open space (including how this relates to the Common's military past); surviving military heritage (such as Southsea Castle); and surviving historic built form which documents the shift in the use of the area from military to recreation.



Naval War Memorial

5.4.1 SOUTHSEA CASTLE TO PALMERSTON ROAD

CONTEXT

This area is centred on the route between Southsea Castle and Palmerston Road via Avenue de Caen, and also includes the nearby areas to the west, such as the sports facilities/ courts and other activities around Southsea Tennis Club, the D-Day Story and LCT7074, and Blue Reef.

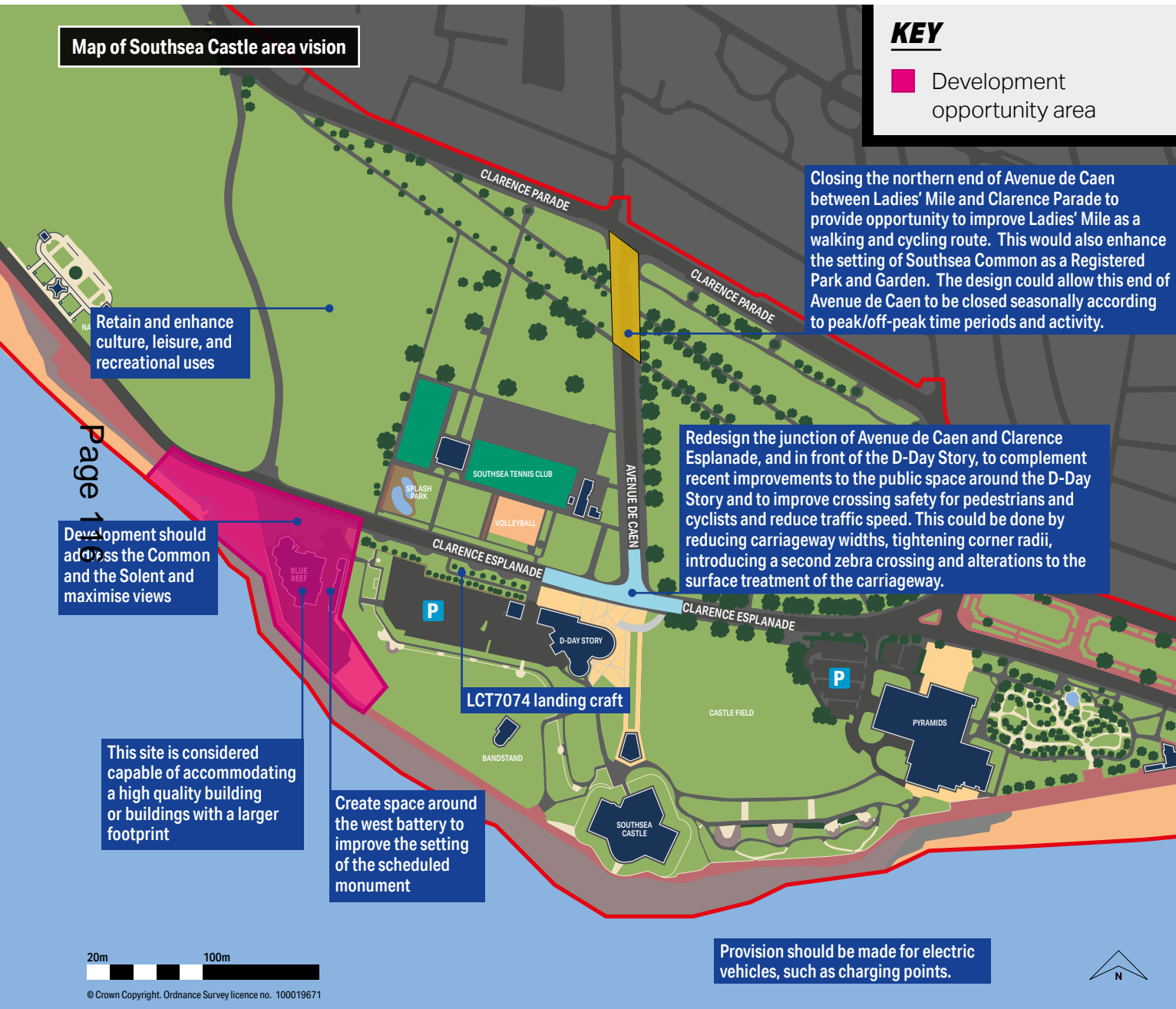
Page 15 GUIDANCE

The collection of buildings and facilities in this area make up a broad cluster categorised as culture, leisure, and recreational (e.g. sport/ museum/ attractions/ food and beverage).



D-Day Story







This type of use is well-established here and should be retained and enhanced upon. All of this area is part of Southsea Common, and therefore any development proposals would need to be guided by this heritage designation. The main other heritage asset here is the scheduled monument of Southsea Castle. Development in this area would need to have due regard to this asset and its setting.

Certain buildings in the area are of low architectural value, some of which also have a negative effect on the setting of Southsea Castle’s west battery. Any proposals to redevelop these buildings or introduce further proliferation of buildings in this area of Southsea Castle’s west battery should take into consideration the special characteristics of this historical environment, but should also be of high architectural quality.



Left: Southsea Castle looking across to the west.

Above: Kite Festival on Southsea Common

The objectives of strengthening Avenue de Caen and Ladies' Mile and walking and cycling routes could be realised through closing the northern end of Avenue de Caen between Ladies' Mile and Clarence Parade, and introducing traffic calming measures and improved crossings at the southern end of Avenue de Caen, as shown on the map. This could be supplemented with integration with Intelligent Transport System signage to inform about the number of parking spaces that are available along Avenue de Caen.

Avenue de Caen is not considered to be a critical part of the road network for vehicles, since there is a nearby alternative route via Clarence Esplanade and Clarence Parade. However, by readdressing the street design of Avenue de Caen between Ladies' Mile and Clarence Parade, this would provide opportunity to improve Ladies' Mile as a walking and cycling route. The design could allow this end of Avenue de Caen to be closed seasonally according to peak/off-peak time periods and activity. This would maintain most of the parking on Avenue de Caen while creating an environment that would be more pedestrian and cycle-friendly and more sensitive to the heritage designation of Southsea Common as a Registered Park and Garden.

Nevertheless, any proposals relating to highway/street design changes for Avenue De Caen would be subject to further public consultation, including consultation as part of the Traffic Regulation Order statutory process.



5.4.2 **SOUTHSEA SKATE PARK**

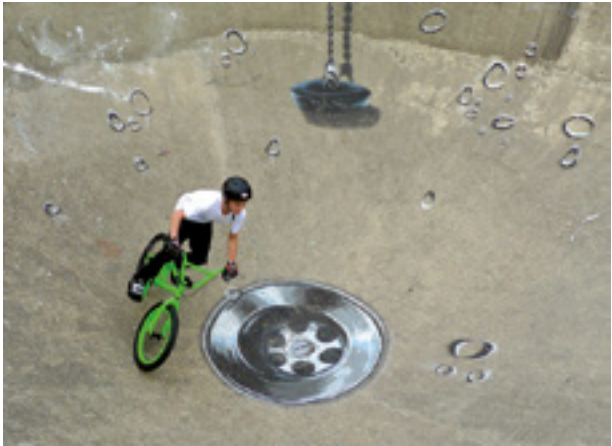
CONTEXT

The skate park has been a feature of the seafront since the late 1970s, with parts of it having origins from the early 1950s. The iconic bandstand within the skate park was built in 1928 as a traditional bandstand surrounded by grass.

Currently, the skate park is surrounded by a perimeter fence and boundary hedge. There is a footpath which wraps a portion of the skate park's perimeter and connects to Clarence Esplanade, but not to other walking routes like Avenue de Caen and Ladies' Mile.

GUIDANCE

Around or near the skate park, a landscaped public space with seating could be created with the potential for a new adventure play park next to it, and new pedestrian routes to better connect the facility to the wider area, especially Avenue De Caen and Ladies' Mile. If more comprehensive proposals to enhance or improve the skate park come forward, the primary use should remain as a skate park but there could be scope for uses that complement the skate park and the wider leisure focus of this part of the Common.



Southsea skatepark

This should also consider aspirations for a stronger evening economy at the seafront. Proposals should consider potential impacts on the historic Common and its setting, and therefore proposals should respond and be designed in a sensitive manner. There are also opportunities to improve how the skate park integrates with this part of the Common, including creating better links with Ladies' Mile, Avenue de Caen, and Clarence Esplanade, as well as better landscape integration and views through the skate park.



5.4.3 THE PYRAMIDS CENTRE

CONTEXT

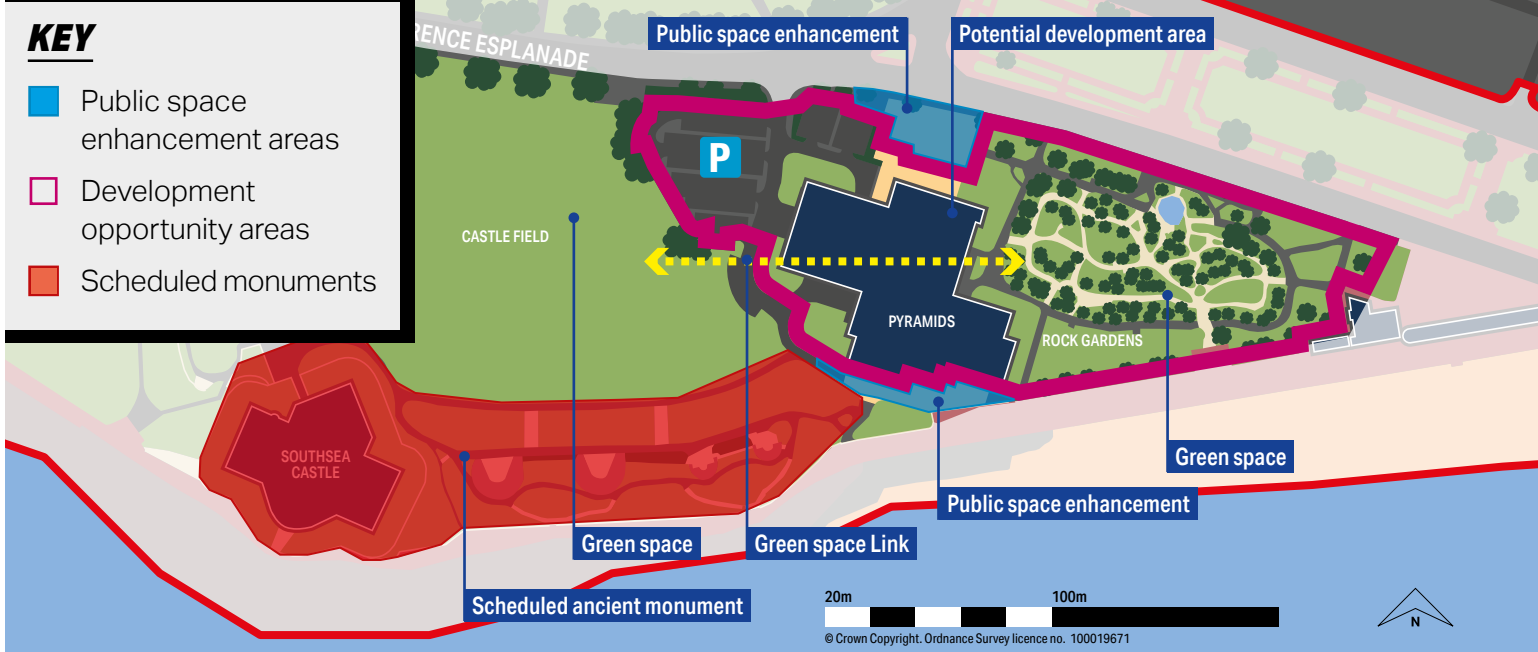
The Pyramids Centre is located between Castle Fields and the Rock Gardens. It was opened in July 1988 on the site of the former Rock Gardens Pavilion. The complex currently consists of a leisure centre and swimming pool, a live arena for events, and various function rooms. The building is unique in design, with a mostly concrete base incorporating external stairs and ramps, and glazed roof structures which appear as pyramids.

GUIDANCE

The location of the Pyramids Centre is arguably, its best asset, adjacent to the waterfront and Southsea Castle. There is great opportunity to make more of the location.

The existing building's appearance and aesthetic is regarded by some to be tired and dated, whilst the public spaces around the building are unattractive and unwelcoming. The maintenance of the building is expensive and significant investment would be needed to bring the standard of the building up to a higher level, in order to continue in its existing leisure uses.

In the short to medium term, there is opportunity for 'meanwhile' and/or complementary uses to be introduced, which could contribute to the



vitality of the seafront and ensure the short to medium term upkeep and maintenance of the building.

In the longer term, however, whether through adaptation or through comprehensive redevelopment, there is the opportunity to have a building or collection of buildings which could accommodate a mix of uses, for example a high-quality hotel with spa and swimming facilities, concert and events venue, art gallery space, and food and beverage. The building, or buildings, should have strong frontages onto the promenade and Clarence Esplanade.

The public space around the Pyramids site should be enhanced as part of any development so that there is an attractive and harmonious transition between the site and the surrounding Common and seafront. Due consideration should be given towards how the new sea defences would integrate with any

development proposals both for the building and the public space around it.

The creation of a green link between the Rock Gardens and Castle Fields, physically and/or visually, should also be incorporated if practicable. The Rock Gardens themselves should also be incorporated into any development scheme so that routes through the gardens and passive surveillance can be improved. Improvements to the Rock Gardens could also help to successfully integrate new buildings into the surrounding area.

Overall building height, mass, volume, scale, and layout should be guided by how these design elements would have an impact on the setting of Southsea Castle and the conservation area, and the wider townscape and landscape. Impact on the SPA and on the Brent geese/ Solent waders population must also be given specific attention.



5.4.4 SPEAKERS' CORNER, SOUTH PARADE GARDENS & ROCK GARDENS

CONTEXT

Speakers' Corner (named for its historic association as a place for public speaking) is a large expanse of hard surface that does not immediately serve a particular use. However, it is used regularly as an informal meeting place for social activity, such as ParkRun and other running or sport activities. To the north and west are the South Parade Gardens and Rock Gardens, which are ornamental gardens created in the 1920s as part of the improvements made by the Council when it purchased the land from the War Department.

Speakers' Corner offers great views over the Solent; however it is under-utilised as a space.

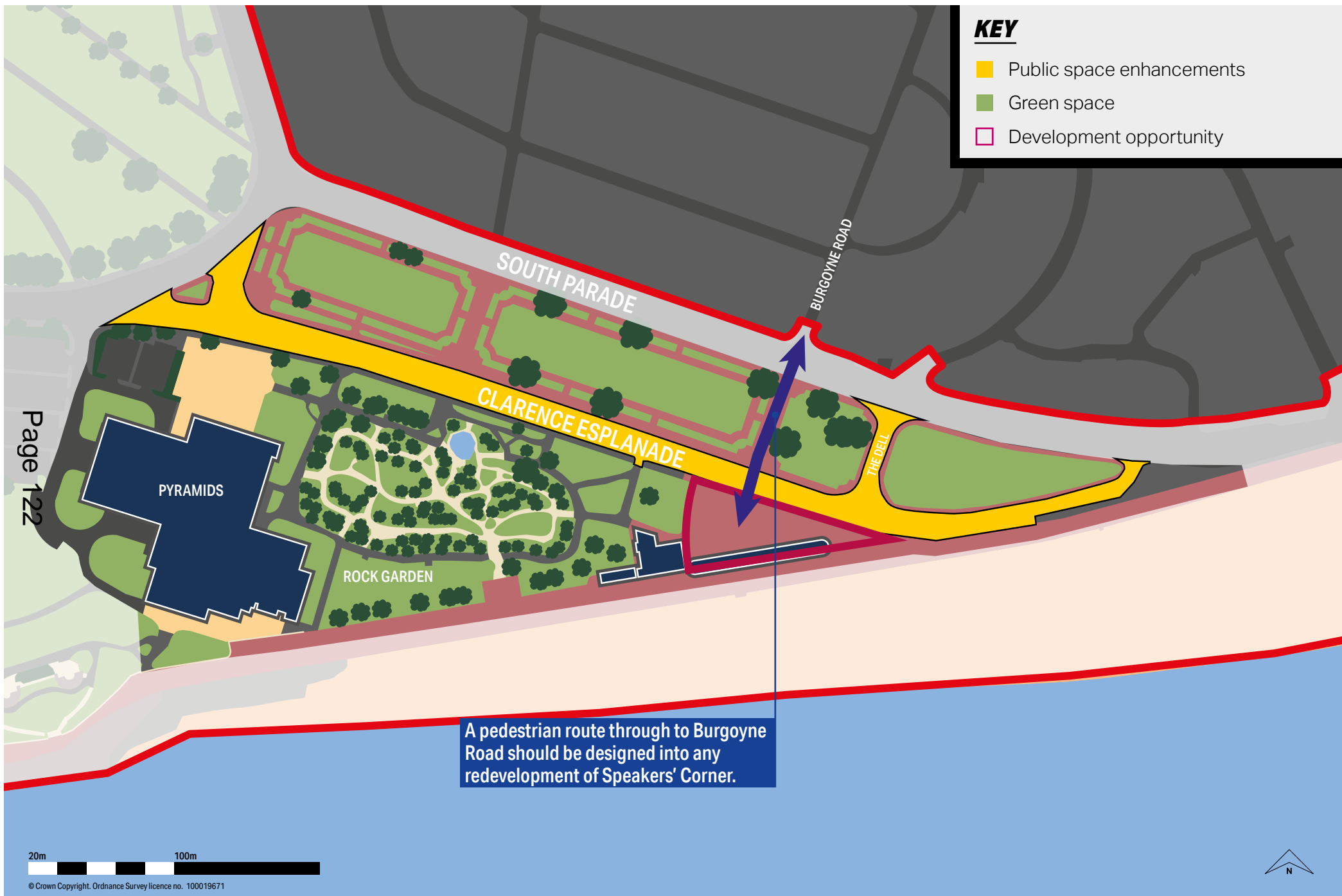


GUIDANCE

There is an opportunity to enhance this part of Southsea Common through the pedestrianisation of the section of Clarence Esplanade that lies south of South Parade Gardens (see map). This would consolidate this area of public space, linking the Rock Gardens and South Parade Gardens and create a new, safer and more attractive route for walking and cycling. This intervention, in connection with the future redevelopment of the Pyramids and Speakers Corner, would create a new

focal point featuring an enhanced high-quality public space and a series of linked green spaces. The public space could be used for a variety of activities such as public performance space, social activity meet-ups, and public seating with sea-views.

In conjunction, there is an opportunity to enhance Speakers' Corner as a new leisure cluster with a focus on food and beverage through accommodating more permanent buildings that take advantage of the Solent views. Redevelopment could also incorporate a cycle hub and changing/shower facilities.

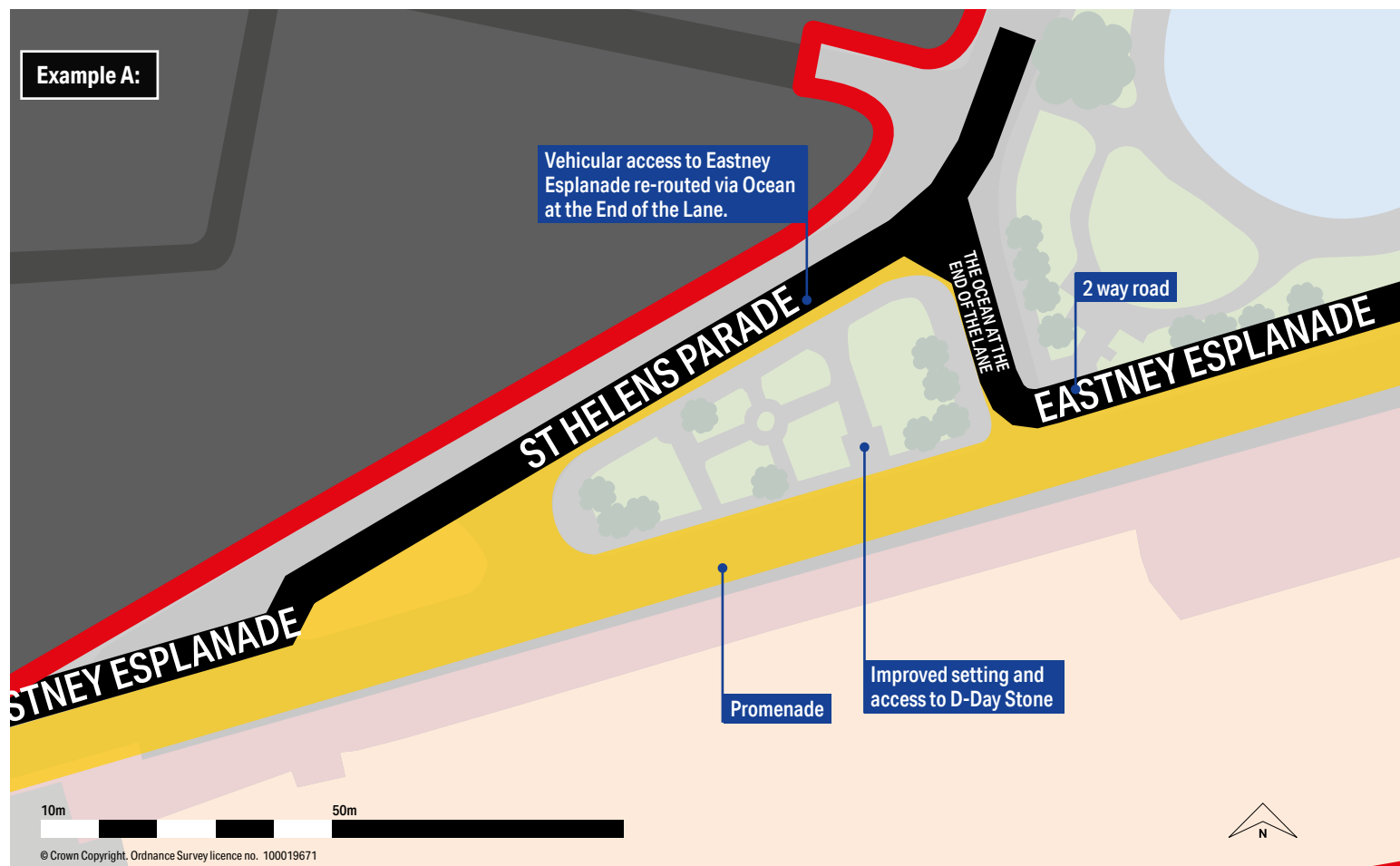


5.4.5 SOUTH PARADE PIER AND ST HELEN'S PARADE

South Parade Pier should continue to be a key destination and attraction for social, leisure, and food and beverage uses. However, any development proposals associated with or would have an impact on South Parade Pier should ensure that its designation as a Grade II listed building is respected. Development proposals must include an assessment of significance of this heritage asset based on its archaeological, architectural, artistic and historic value. This assessment should be proportionate to the asset's importance and should state how the design has responded to the asset, and should result in an appropriate and sympathetic design response.

It could be investigated as to whether the former landing stage could be repaired and restored to use by small coastal cruise vessels or water taxis. The possibility of introducing a seasonal ferry service from Gosport to South Parade Pier, also serving Clarence Pier, could be explored.

This area offers the opportunity to make enhancements to the public realm, centred on the D-Day Stone that is located in a memorial garden which is currently bounded by roads on all sides.





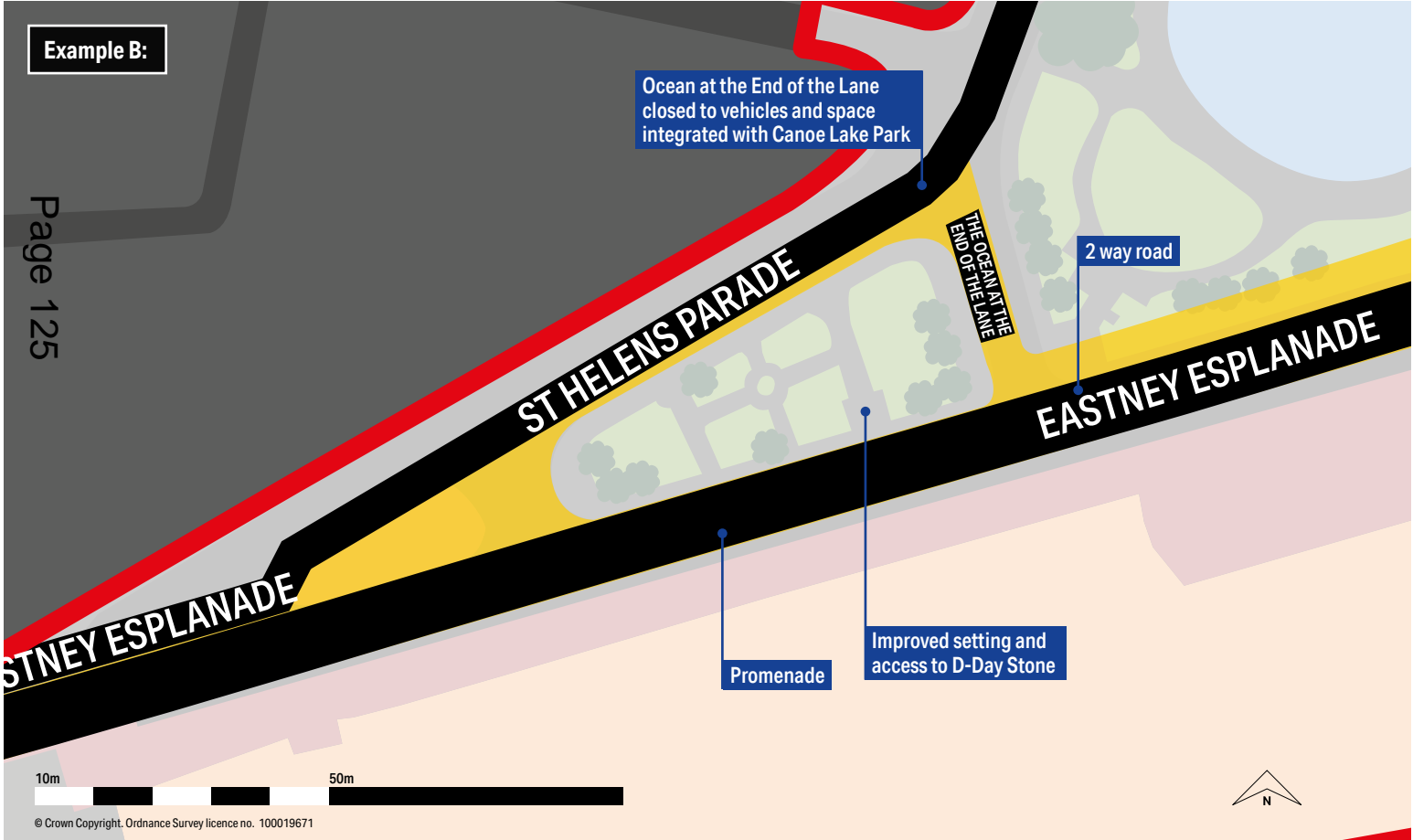
This could be achieved through a number of different approaches, such as those illustrated in the following examples. Example A illustrates the opportunity to pedestrianise a short section of road between the D-Day Stone and the Promenade. This could allow better integration of the space with the promenade and the new sea defences. It could allow the D-Day Stone public space to be more accessible directly from the promenade, and could also create space for a cluster of food and beverage outlets at this location.

Alternatively, Example B would involve pedestrianising the 'Ocean At The End Of The Lane' highway in order to better integrate this public space with Canoe Lake Park, which would also improve its accessibility. Any proposed approach would have to include consideration of the location of bus stop facilities and the effect upon bus services and routes.

This area also presents an opportunity to better integrate with the cycle route along

Eastney Esplanade. The preferred solution would be to relocate the cycle lane on the south part of the carriageway. This would need to be a fully segregated cycle lane, in order to be safe and practical.

Any proposals relating to highway/street design changes for this area around the D-Day Stone would be subject to further public consultation, including consultation as part of the Traffic Regulation Order statutory process.





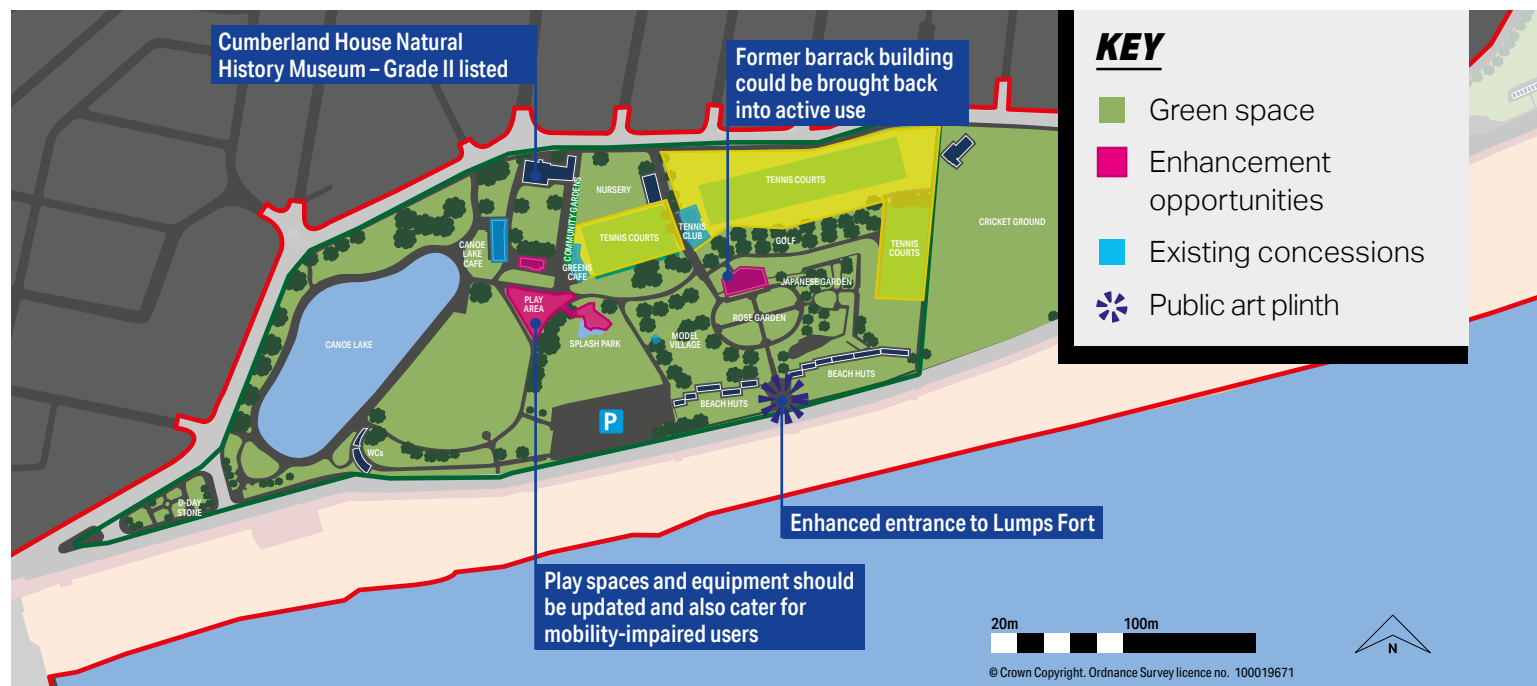
5.4.6 CANOE LAKE PARK TO ST GEORGE'S ROAD

CONTEXT

Canoe Lake was originally created in 1886 and, over the years, the park around it developed to what it is today. As well as the main boating lake, there is a large children's play area, several food and beverage units, tennis courts and social pavilion space (run by Canoe Lake Leisure) along with various sports courts, and a community-run garden called Southsea Green.

Cumberland House (a Grade II listed building) currently houses Portsmouth's Natural History Museum. Lumps Fort, a locally-listed former military installation dating from the 19th century, is currently home to the Rose Gardens, the Japanese Garden, and the Model Village, which is a visitor attraction housing 1/12th scale models.

Canoe Lake Park is within the Southsea Common designation as a listed park.



GUIDANCE

Canoe Lake Park should continue to be consolidated as a leisure and recreation destination for individuals, families, and sports enthusiasts alike.

Proposals that seek to increase the quantity of food and beverage floorspace within Canoe Lake Park should consider the overall food and beverage offer within Canoe Lake Park and avoid over-provision.

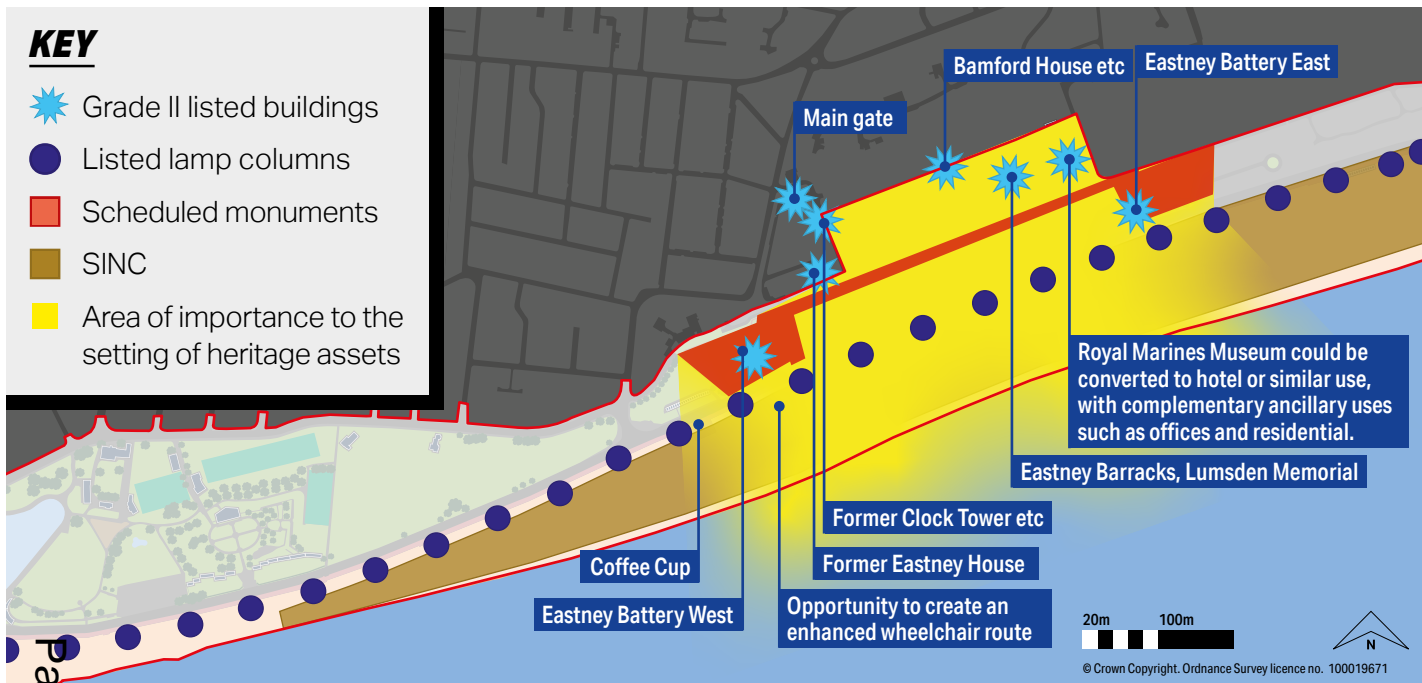
The quality of play spaces and equipment within Canoe Lake Park should be enhanced and cater for mobility-impaired users.

There are opportunities for enhancements to Lumps Fort, including the entrance from Eastney Esplanade which could utilise better surfacing materials, public furniture, and public art as a

focal point to enliven and enhance the attractiveness of this entrance. Within Lumps Fort, the existing Japanese Garden could be improved in aesthetic and appearance with higher-quality materials and finishing. There is the opportunity to re-utilise the former barrack building at the northern side of the Fort and to bring it into active use, for example as an event/exhibition space.

Any proposals should consider its impact on the heritage significance of the park and opportunities for enhancement, including on listed and locally-listed heritage assets, in accordance with heritage principles.





5.1 ST GEORGE'S ROAD TO HENDERSON ROAD

CONTEXT

This part of the seafront is more natural and quiet in character than other areas of the seafront to the west. Much of Eastney Beach is vegetated shingle, which is considered to be a special habitat where conditions are stable enough for specially adapted plants to grow. It is a priority habitat in the UK Biodiversity Action Plan and is designated as a Site of Importance for Nature Conservation. Eastney Beach also provides part of the setting for a number of heritage assets, including Eastney Barracks, Eastney Batteries, and the WWII defences near Eastney Swimming Pool.

GUIDANCE

Because of the particular heritage and natural environment constraints of this area, development opportunities in this area are considered to be limited, but all proposals will be considered on their merits. The map indicates an area whose openness (i.e. state of being undeveloped) is considered to be important to the setting of heritage assets or the integrity of the SINC/SPA located within this part of the seafront, and therefore these will be important considerations for any proposed schemes within this area. Any development that would have a negative impact on the special historic or natural environment characteristics of this area will not normally be granted planning permission.



FORMER ROYAL MARINES MUSEUM

The former Royal Marines Museum that was housed within Eastney Barracks is described in its historic listing as “among the most architecturally distinguished officers’ barracks in England”. Lying within Eastney Barracks conservation area, the building is bounded to the east and west by a perimeter defence wall, which is a scheduled monument. To the south lies Eastney Fort East, also a scheduled monument. The immediate area is residential and quiet and the wider area of the seafront is quiet and natural in character.

The building which housed the former museum features a piano nobile, reception (vestibule), grand staircase (colours hall), picture gallery, and dining hall (Mountbatten Room). This could be converted to hotel use with complementary ancillary uses such as offices and residential. However, fundamentally, any proposal would need to respect the historic significance of the building and the character of the wider area, and ensure that its special historic architectural features are retained.



NEW WHEELCHAIR ACCESS ROUTE

There is an existing wheelchair access path on the beach opposite Eastney West Battery, but the path is fairly limited and much of it consists only of rubber matting. Linking this route up with another existing access ramp further east with upgraded surfacing, such as a board walk, would provide beach access to wheelchair users.

There is also an aspiration to enable wheelchair users to access the sea itself. However, it is also recognised that both of these aspirations entail technical challenges that need to be further assessed.

Eastney beach,
looking across
Langstone harbour
to Hayling Island

5.6 HENDERSON ROAD TO EASTNEY POINT

CONTEXT

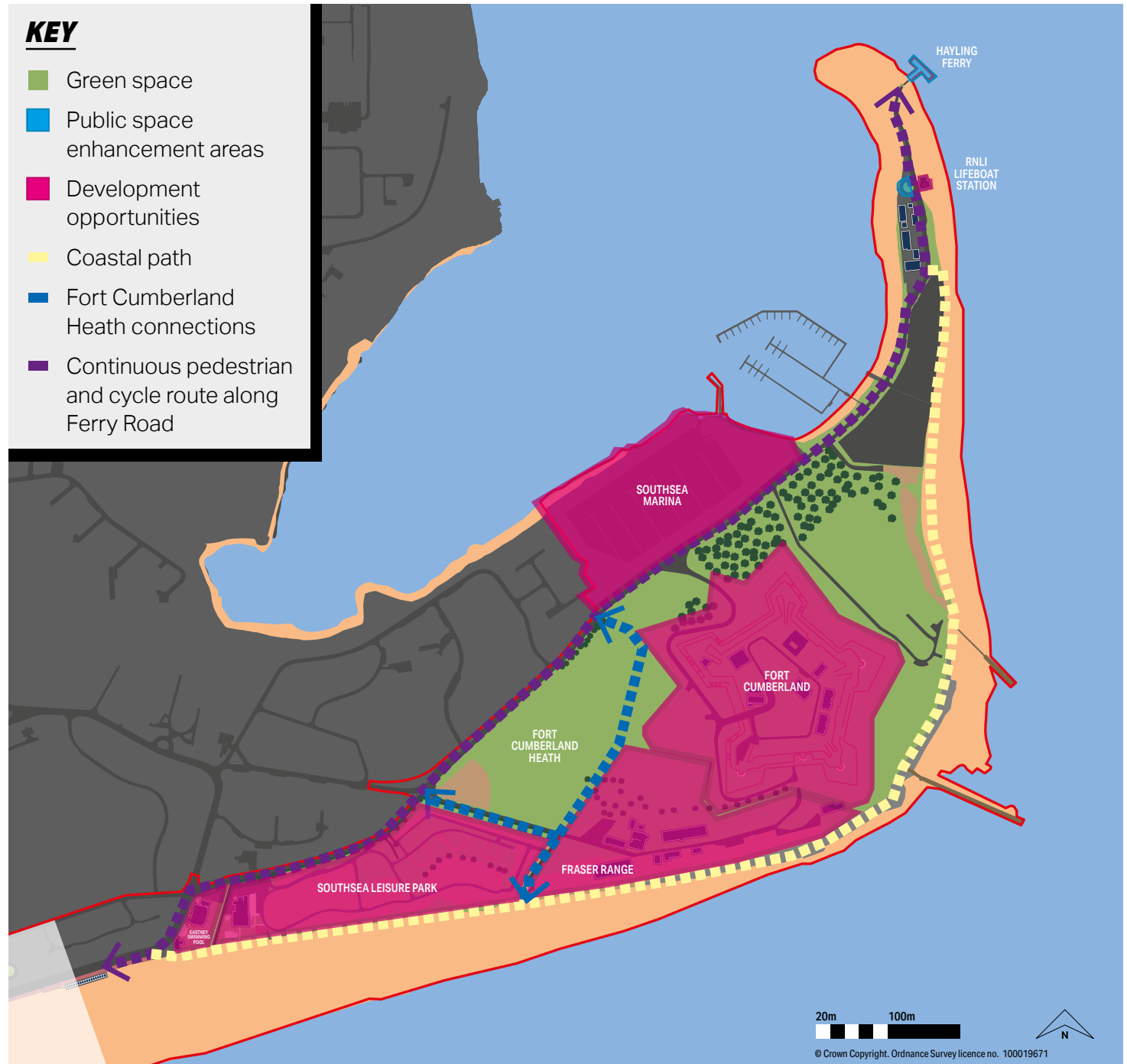
This part of the seafront has a mixed character, and feels detached from the rest of the seafront. There are residential properties located to the north of Ferry Road. To the south of Ferry Road lies Fort Cumberland - which is a historic 18th century military fortification designated as a scheduled ancient monument and a grade II* listed building - currently occupied by Historic England offices. Further south is the Fraser Range site, a former military gunnery range and research centre, which has been derelict since 2006 when the site was closed permanently.

Further along Ferry Road, the area takes on a more prominent maritime character, with the presence of Southsea Marina, Eastney Cruising Association boat yard, and the informal moorings along the shore. The University of Portsmouth's Institute of Marine Science and the RNLI are also present in this area. At Eastney Point, the Eastney-Hayling Island ferry service currently operates from a pontoon connected by a linkspan to a fixed approach.

The area is often less visited compared to other areas of the seafront. Whilst there is adequate vehicle access, it lacks high-quality infrastructure and connectivity by foot/cycle.

KEY

- Green space
- Public space enhancement areas
- Development opportunities
- Coastal path
- Fort Cumberland Heath connections
- Continuous pedestrian and cycle route along Ferry Road





Eastney Swimming Pool

EASTNEY SWIMMING POOL

The Eastney Swimming Pool site is located on the corner of Henderson Road and Melville Road, with Southsea Leisure Park to the east, and Eastney beach and the Solent to the south.

As well the swimming pool building, the site also comprises a car park, toilet block, and the listed WWII pillbox and tank traps.

The swimming pool building is well over 100 years old, and the condition and quality of the facility is considered inadequate for modern needs - requiring significant investment to bring it to standard and ensure future maintenance.

There is an opportunity to redevelop the whole site. This could accommodate a range of leisure-type uses, such as a new swimming pool (subject to assessment of wider need for the city) and/or space to accommodate watersports, such as stand-up paddle boarding, and kite-surfing - though further feasibility work would be needed to ascertain whether the site is suitable given the site's distance to the sea.

Complementary to this or standalone, a building with a café with views over the Solent could also be possible, which could also house a visitor information point linked with the local ecology and the WWII historic assets. Public exhibition space, and/or a cycle hub could also be part of this new facility.

Given the prominent location of the site, any scheme would need to exhibit a high degree of innovative, excellent, and sustainable design. Proposals would also need to significantly improve the setting of the listed WWII pillbox and tank traps. The site is close to an

important winter roosting site for the protected dunlin and ringed plover, and therefore construction work would need to take place between March and October to avoid the roosting period.

To the east of Eastney Swimming Pool is Southsea Leisure Park, which currently accommodates both touring and static caravans, and a bar/restaurant. Subject to further assessment of flood risk and other planning considerations, this site may be suitable for redevelopment in the future.

EASTNEY POINT

Fort Cumberland is deemed to be a 'heritage asset at risk', due in part to its poor overall condition. There is an opportunity to diversify the use of Fort Cumberland through allowing viable uses consistent with its conservation that would also secure its future conservation and enjoyment as a heritage asset. Proposals should take into consideration how any proposed uses would benefit the wider social, cultural, economic, and environmental aims of the Seafront Masterplan and for the wider city - and any proposal will be assessed accordingly on its individual planning merits.

Given that it is currently vacant, the Fraser Range site might interest a developer(s) to come forward with proposals for its redevelopment, and, therefore, should this happen, careful consideration should be given to how a scheme could be sensitively designed in relation to its proximity and relationship with Fort Cumberland and its setting, in terms of building heights, style, materials, and opportunities to improve physical connections to Fort Cumberland and other routes, such as the coastal path. The England Coast Path, a project by Natural England to create a footpath all around the coast of England, has aspirations to create a new route along this area, and therefore reasonable measures to accommodate this route would be expected.

Further important considerations for the Fraser Range site are the opportunities to enhance the natural environment in terms of providing for net-gain in biodiversity, and the enhancement of flood defences (subject to assessment).

At Southsea Marina, there is opportunity to increase the provision of leisure-type uses and facilities, such as food and beverage, watersports equipment hire, cycle hire, and short-term holiday-let accommodation.

Further along Ferry Road, should the RNLI facility be relocated elsewhere, the site could be redeveloped for other uses, such as a café with public toilets facilities, integrated with a local nature and ecology information and visitor centre. The bus stop nearby could also be enhanced to tie-in with the redevelopment to provide for an architecturally distinctive integrated bus stop and nature viewing platform.

At Eastney Point, the ferry terminal could be replaced with an architecturally distinctive pier to add a point of interest to this gateway in and out of the city.

Vital to this area is the improvements needed to the existing pedestrian and cycle access provision, to better connect and make more attractive the route from Eastney Point to the rest of the seafront area and the wider city.

Subject to more detailed technical highway assesment, there is need for a pedestrian pavement that runs continuously along Ferry Road up to Eastney Point, as well as an enhanced cycle route. A more aspirational provision (either as part of the England Coast Path or otherwise) would be to also have a coastal path that runs south of Fraser Range and Fort Cumberland, which would also connect with Fort Cumberland Heath.

Due to the proximity upon the nearby SPA/ Ramsar, any proposals within this area of the seafront should be informed by a project-level HRA. In order to avoid adverse effects on waterfowl through increased recreational pressure on the Chichester and Langstone Harbours SPA/Ramsar, any holiday lets would not normally be permitted to operate between October and March to avoid recreational disturbance of overwintering waterfowl. All proposals should also ensure that any unacceptable impacts on European and nationally designated areas and species are avoided, or mitigated where appropriate and necessary.

DELIVERY

6.1 DELIVERY AND IMPLEMENTATION

The Seafront Masterplan is a supplementary planning document, providing a vision, objectives, and guidance to enable development and investment to happen in order to shape the seafront and ensure this area is enjoyed for many more generations by residents and visitors alike.

As one of the main landowners in the seafront, and as the Local Planning Authority, Portsmouth City Council has a major role in shaping the seafront. The council cannot, however, deliver all the proposals outlined this masterplan on its own, and therefore the council will work closely in collaboration with other landowners and stakeholders to realise the vision of this masterplan.

The replacement sea defences are likely to be the most significant infrastructure development project that the seafront will see, and it represents the best opportunity to implement much of the content of the Seafront Masterplan.

Some proposals involving improvements to transport and highways may be incorporated and implemented through the City Council's other projects, such as the Portsmouth Transport Strategy (also known as the Local Transport Plan - LTP4).

Where appropriate, mixed-use development could be proposed to better support place-making objectives and enable the viability of individual sites. Such proposals would be considered on a case-by-case basis and determined on its planning merits.

Other proposals contained in the masterplan could be funded through the Community Infrastructure Levy, grant funding, or sponsorship. Since the masterplan has a horizon of 15 years, it is anticipated that projects will be delivered as and when funding opportunities allow.





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Seafront Masterplan SPD - Schedule of modifications

| ID | Page(s) of Draft SM SPD | Page(s) of final SM SPD | Modification(s) |
|-----|-------------------------------|----------------------------------|--|
| | | | 1.1 Purpose of the Seafront Masterplan |
| 001 | 4 | 4 | The masterplan is a S supplementary P lanning D ocument that, when as an adopted document of by the Council, will be <u>is</u> a material consideration for <u>the determination of</u> planning applications and decision-making. |
| | | | 2.2 Policy context |
| 002 | 8 | 8 | <p>The Seafront Masterplan is a Ssupplementary Planning Document. It supplements the Local Portsmouth Plan, providing more detailed policy guidance for the seafront area.</p> <p>The Local Portsmouth Plan is one of three main documents that make up the development plan for Portsmouth. The other two are known as Aarea Aaction Plans: the Somerstown and North Southsea Area Action Plan (2012), and the Southsea Town Centre Area Action Plan (2007). The Southsea Town Centre Area Action Plan is of relevance to the Seafront Masterplan, largely due to the proximity of Southsea town centre to the seafront.</p> <p>Relevant parts of the Local Portsmouth Plan and the Southsea Town Centre Area Action Plan are referred to below. A new Local Plan is currently being developed, <u>though it will continue to contain a strategic policy for the seafront.</u></p> <p>Local Portsmouth Plan policy PCS9 concerns the seafront, and is reproduced in full on the following page, but there are also other parts of the Local Portsmouth Plan that directly refer to the seafront.</p> <p>In relation to the seafront, the existing Local Portsmouth Plan seeks to:</p> |
| 003 | 9 | 9 | The Seafront Masterplan has been subject to a S sustainability A ppraisal, a H abitats R egulations A assessment, and an equalities <u>Integrated</u> I mpact A assessment. All of these assessments, as well as local and national policy, have influenced the content of the Seafront Masterplan. |
| 004 | 10 | 10 | <p><u>HABITATS REGULATIONS ASSESSMENT</u></p> <p>Habitats Regulations Aassessment (HRA) is a requirement of the Conservation of Habitats and Species Regulations 2017 (‘the Habitats Regulations’). The HRA focuses on whether the Seafront Masterplan would have likely significant effects on the nature conservation interests of European protected nature conservation sites in and around the seafront and seeks to establish whether or not there will be any adverse effects on the ecological integrity of these European sites as a result of the proposals.</p> <p><u>INTEGRATED IMPACT ASSESSMENT</u></p> |

| ID | Page(s) of Draft SM SPD | Page(s) of final SM SPD | Modification(s) |
|-----|-------------------------------|----------------------------------|--|
| | | | <p>The Equality Act requires local authorities to consider the needs of all individuals in exercising public functions. In order to ensure this is done, the Seafront Masterplan has been subject to an <u>equalities-Integrated Impact Assessment, which includes an element of Equality Impact Assessment</u>.</p> <p><u>Nevertheless, the Equality Impact Assessment has also been conducted at various stages of the Seafront Masterplan's preparation.</u></p> |
| | | | 2.3 Climate change |
| 005 | 11 | 11 | <p><u>MITIGATION</u></p> <p>Mitigating climate change is primarily accomplished through reductions of greenhouse gas emissions such as carbon dioxide. There are a number of ways in which this can be achieved, and the Seafront Masterplan, along with the <u>Local Portsmouth Plan</u>, seeks to promote and achieve appropriate reductions through mitigation interventions <u>possible</u> within the scope of the <u>masterplan</u>.</p> <p><u>ADAPTATION</u></p> <p>Adapting to climate change means making the seafront more resilient to the effects of climate change. Anticipated effects, such as more extreme weather events, higher temperatures and declining quality of habitats, all need to be taken into consideration. The Seafront Masterplan identifies adaptation measures that could be implemented to address some of these challenges. However, it will also be for the <u>Local Portsmouth Plan</u> and other projects to set out how to respond to climate change in this way.</p> |
| | | | 2.4 Replacement sea defences |
| 006 | 12 | 12 | <p>In the context of climate change, the existing sea defences are coming to the end of their serviceable life. Replacement sea defences along much of the seafront frontage are being developed and delivered by the <u>Eastern Solent Coastal Partnership Coastal Partners (the partnership organisation between Portsmouth City Council, Gosport Borough Council, Fareham Borough Council, and Havant Borough Council, who manage 162km of coastline within the boundaries of these Local Authorities)</u>.</p> |
| | | | 2.5 Health and wellbeing |
| 007 | 13 | 13 | <p>Like many cities across the country, Portsmouth is facing a serious problem with air quality. Newly available monitoring data from 2018 shows that there are persistent air quality exceedance issues in the city. Portsmouth City Council is therefore working on a citywide plan to tackle air pollution as quickly as possible, with a focus on addressing air pollution caused by road vehicles.</p> <p><u>Poor air quality is the largest environmental risk to public health in the UK, as well as in Portsmouth. The council has been required by the government to achieve compliance with legal limits for nitrogen oxide (NO₂) in the shortest possible time. Technical transport modelling has shown that the introduction of a charging Clean Air Zone will be the most effective measure available to deliver cleaner air and meet the</u></p> |

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| | | | <u>council's legal obligations. Alongside this, the council is pursuing a number of complimentary measures such as the installation of electric vehicle (EV) charging points and retrofitting of buses. There is opportunity to reduce road traffic and provide more space for walking, cycling and public transport, hence cleaner air for everyone. The council will aim for continual improvement of air quality, better than the limits for NO₂ set by the government.</u> |
| 008 | 13 | 13 | While it is outside the scope of the Seafront Masterplan to solve all the root causes of health and wellbeing issues <u>of residents of the city</u> , the seafront area can still help to contribute towards addressing them |
| | | | 2.6 Heritage context |
| 009 | 15 | 15 | The range of heritage assets within the area includes: <u>67</u> scheduled ancient monuments (SAMs), <u>13020</u> listed buildings/structures, 1 listed park/garden, <u>63</u> conservation areas <u>(Old Portsmouth; The Seafront; Eastney Barracks)</u> , and a number of locally listed assets. <u>ThisThe range of heritage assets</u> includes (but is not limited to): |
| | | | 2.8 Landscape and townscape |
| 010 | 19-22 | 19-22 | <i>Restructure of paragraphs to reflect movement hierarchy</i> |
| 011 | 20-21 | 20-21 | » Fort Cumberland and Fraser Range – historic military defences <u>and structures</u> ; green space Nodes Nodes are spaces which can serve as focal points of a particular area. Although not exclusively, nodes are usually the result of various paths converging to form a focal point. Examples of nodes <u>(or focal points)</u> within the seafront: » The Point, Old Portsmouth » Clarence Pier interchange / <u>Pier Road</u> » Ave de Caen junctions at both ends » South Parade/St Helens Parade/Eastney Esplanade junction » St Georges Road junction » Area at Eastney Toilet Block <u>Esplanade/ Henderson Road junction</u> » <u>Eastney Point/</u> Hayling Ferry |

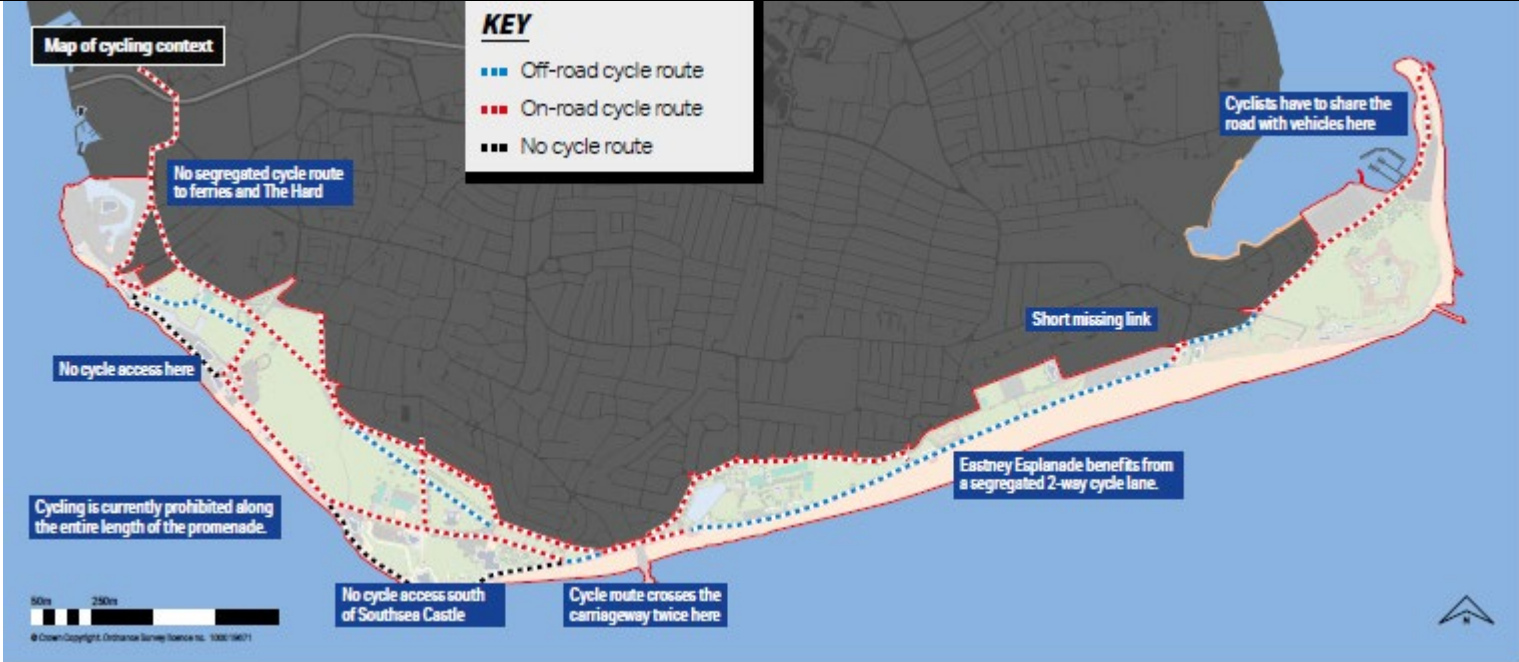
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| 012 | | | <div data-bbox="436 338 1742 914" data-label="Figure"> </div> <p>Added node at Eastney Point; Relabelled 'Eastney toilets' to 'Henderson Road junction'; Deleted repeated 'The Point' label shown at Southsea Common (green block)</p> |
| | | | 2.9 Transport & access |
| 013 | 23 | 23 | <p>The above data suggests that, while some of the figures are national (rather than only for Portsmouth), 10% of Portsmouth residents are likely to have an impairment that limits their mobility, 14% a hearing impairment (the wide range is likely to relate to severity), and a small proportion are blind or partially sighted. 32% of Portsmouth households do not have access to a car.</p> <p><u>Other groups such as</u> children, <u>parents</u>, and <u>the</u> elderly also have specific needs, which need to be taking into account.</p> |

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| 014 | 23 | 23 | <p><u>TRANSPORT & ACCESS PROFILE</u></p> <p>Wider context Portsmouth is a ferry hub, with <u>international</u> services to France, Spain, the Channel Islands, and <u>domestically to Isle of Wight, Gosport, and Hayling Island.</u>, and <u>Additionally, Portsmouth International Port</u> serves <u>international</u> cruise ships, and commercial shipping <u>through the International Port.</u></p> |
| 015 | 24 | 24 | <p><u>GETTING TO THE SEAFRONT FROM THE LOCAL AREA WITHIN THE CITY AND LOCAL REGION</u></p> <p><u>This section describes how getting to the seafront from within the city and local region by various modes of travel is achieved. Although this section addresses individually the various modes of travel that are mainly used, it is also acknowledged that there are inter-relationships between each mode, and that people may use more than one mode of travel in order to get around and access the seafront from within the city and local region.</u></p> <p><u>Walking</u></p> <p><u>Clarence Pier is 20–25 minutes from the city centre and Southsea Castle is a 10 minute walk from Southsea town centre. Further west, South Parade Pier is a 15 minute walk from Albert Road and Milton Market is a 10 to 15 minute walk from the Coffee Cup St George's Road/Eastney Esplanade junction. Various wayfinding signage and boards located across the city also aid in navigating by foot to the seafront.</u></p> |
| 016 | 24 | 24 | <p>Cycling</p> <p>By cycle, the seafront can be reached from almost anywhere on Portsea Island within 20 minutes. The area <u>Portsea Island</u> is also largely flat. Cosham, Drayton and Farlington are a 30–40 minute ride from the seafront. There are ten quieter cycle routes across the city. The city has aspirations to improve the infrastructure provision for cyclists, and a Local Cycling and Walking Infrastructure Plan is being developed by the council <u>to improve utility journeys (i.e. commuting) within the city, which will include suggestions for.</u> This may lead to further improvements to routes accessing the seafront.</p> |
| 017 | 24 | 24 | <p><i>Replaced bus network map with a photograph</i></p> |


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| 018 | 25 | 25 | <p>Bus and coach</p> <p>The city has a comprehensive bus network, which that serves the seafront at multiple points, including Clarence Pier, where coaches also terminate, (in addition to The Hard <u>Interchange</u>), South Parade Pier, and St Georges Road. <u>Clarence Pier is an important interchange between buses, long distance coach services, and the Hovercraft, and will form part of the South East Hampshire Rapid Transit network. The Hoverbus currently serves the route between the City Centre and the Hovertravel terminal at Clarence Pier. Currently, some of the visitor attractions such as the D-Day Museum and Southsea Castle are not well served by bus, with the nearest stops being on Clarendon Road or at South Parade Pier.</u></p> <p><u>A bus route running west-east from The Hard to Eastney Point via Old Portsmouth, Southsea shops, and Bransbury Park, is also being trialled (commenced 30 August 2020).</u> However, accessing the seafront from a number of <u>other</u> areas within the city requires taking two, or even three bus <u>transfers</u>. <u>Portsmouth park & ride service runs from Tipner to the city centre and the Hard Interchange, but it does not currently serve the seafront (although this has been trialled previously).</u> The Hoverbus currently serves the route between the City Centre and the Hovertravel terminal.</p> <p><u>Future improvements to bus services to the seafront area, and particularly the visitor attractions and during events, are likely to be needed in order to bring the expected additional visitors to the seafront without substantially increasing traffic flows.</u></p> |
| 019 | 25 | 25 | <p>Rail</p> <p>None of Portsmouth's five rail stations directly serve the seafront, though Portsmouth Harbour is only a 15 minute walk from Old Portsmouth, at the western end of the seafront. Portsmouth & Southsea is around 25 minutes from the seafront on foot and Fratton is about 30 minutes. There are bus connections to the seafront from Portsmouth and Southsea station and <u>from Portsmouth Harbour via The Hard Interchange.</u></p> |
| 020 | 25 | 26 | <p>Waterways</p> <p><u>The Hovercraft route from Ryde, Isle of Wight, serves the seafront directly at Clarence Esplanade with a crossing time of 10 minutes. Ryde is also served by a passenger ferry from The Hard Interchange with a 22-minute crossing time. Car ferry to Fishbourne on the, Isle of Wight, is served by a car and passenger ferry with a 40-45 minute crossing time from Portsmouth Car Ferry terminal near Gunwharf Quays (40-45 minute crossing).</u></p> <p><u>Hayling Island is served by passenger ferry from Eastney Point with a five minutes crossing time.</u></p> |

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| | | | <u>A ferry link to Gosport runs every 7.5-15 minutes (from The <u>Hard Interchange (4 minute crossing)</u>).</u> |
| 020 | 25 | 26 | Car/vehicles The main road access to the seafront <u>from off of Portsea Island</u> is via the west of Portsea Island, along M275/A3/A288, to Clarence Pier. It can also be accessed <u>coming down</u> the <u>eastern side</u> of the city, taking the A2030 and A288. The A288 provides a west-east route through the seafront area, as well as Clarence and Eastney Esplanades. <u>According to 2019 figures, car parking at within the seafront masterplan area currently consists of just over 1,0001,500 off-street parking spaces across 10 car parks and in excess of 2,700 on-street spaces. S, though streets further back from adjacent to the seafront masterplan area also provide allow parking to access to the seafront, albeit some streets have parking restrictions.</u> |
| 021 | 25 | 26 | Disabled parking Disabled car parking spaces <u>provision can be found are provided at various locations, including Eastney Esplanade car park (several locations), Clarence Esplanade Pier car park (several locations), Southsea Common car park, Pyramids car park, D-Day car park and the Seafront Esplanade car park.</u> |
| 022 | 26 | 27 | <u>GETTING AROUND THE SEAFRONT</u> By footWalking There are a number of formal walking routes around the seafront, such as the promenade, pavements adjacent to the carriageway, shared walking and cycling routes and pedestrian-only routes. The promenade runs continuously from the Round Tower in the west to Henderson Road in the east. From Henderson Road to Eastney Point, there is no formal continuous <u>paved route east of Southsea Marina</u> . North-south links include routes through Canoe Lake Park (pedestrian-only), along Avenue de Caen (pavement) and Pier Road (pavement). Ladies Mile provides an additional transverse route for pedestrians and cyclists only. <u>There have been improvements made to road crossings in recent years.</u> However, many pedestrian desire lines are <u>still</u> hindered by roads that are either very wide, or heavily trafficked, or both, <u>and therefore there are opportunities to further make improvements to road crossings in the area.</u> |
| 023 | 26 | 27 | By cycleCycling Cyclists travelling east-west through the seafront would generally follow the 2.1km two-way segregated cycle route along Eastney Esplanade, 2.4km of on road unsegregated routing between Canoe Lake and Pier Road, and a 500m shared pedestrian and cycle route between Pier |

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| Page 144 | | | <p>Road and Penny Street. There is also the 700m Ladies' Mile, a shared pedestrian and cycle route through part of Southsea Common. North-south routes around the seafront and beyond are all on road and unsegregated.</p> <p><u>Despite the provided infrastructure,</u> Public consultation has indicated that <u>some of the road layout and missing cycling infrastructure can</u> discourage some people from using it. Examples of issues raised in public consultation include the following: cycle routes crossing the vehicular carriageway; sharp turns in routes; conflict between pedestrians and cyclists on the segregated cycle lane on Eastney Esplanade; narrow shared use pavements and roads without any dedicated cycle lanes at all. Cycling on the promenade is also a divisive issue.</p> <p><u>Users of adapted cycles (such as tricycles, hand cycles, recumbent cycles, and wheelchair cycles) are able to access the seafront by utilising the main carriageways, though likely to may find certain sections of the segregated cycle routes may not fully provide suitable widths for using these forms of transport to move around the seafront difficult.</u></p> |
| | 27 | 27 | <p>Public transport <u>By public transport</u></p> <p>While there are a number of bus routes and stops in the seafront area, there is not a simple route along the seafront from The Hard Interchange to Eastney Point <u>that runs along the seafront</u>, and the main parts of the network are <u>predominantly</u> north of the seafront <u>area, with the exception of a Sunday only service.</u></p> <p>Travel <u>to/</u>from significant places within the seafront would require walking other means or a bus transfer. <u>In past years a west-east open top bus route serving visitor attractions had been provided.</u> Consultation responses have indicated a desire for <u>the reinstatement of a bus</u> service that runs west-east across the seafront.</p> <p>All buses operating in Portsmouth are wheelchair accessible and all bus stops have raised kerbs.</p> <p><u>Taxis/Private Hire Vehicles also contribute towards the city's public transport provision. The seafront includes a taxi rank at Clarence Pier.</u></p> <p>Rail stations are located outside the seafront area and there are <u>currently</u> no water taxis.</p> |

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| 025 | 27 | 28 |  <p>Map of cycling context</p> <p>KEY</p> <ul style="list-style-type: none"> Off-road cycle route On-road cycle route No cycle route <p>Annotations on map:</p> <ul style="list-style-type: none"> No segregated cycle route to ferries and The Hard No cycle access here Cycling is currently prohibited along the entire length of the promenade. No cycle access south of Southsea Castle Cycle route crosses the carriageway twice here Short missing link Eastney Esplanade benefits from a segregated 2-way cycle lane. Cyclists have to share the road with vehicles here <p>Scale: 0m, 250m</p> <p>© Crown Copyright, Ordnance Survey (Licence no. 100019407)</p> |
| 026 | 28 | 28 | <p>Deleted 'However, this is perceived to have some problems'</p> <p><u>By car/vehicles</u></p> <p>The existing seafront movement network predominantly lends itself to serve road vehicles. The road network allows access to all parts of the seafront but routes are often duplicated. There are over 1,700 car parking spaces in car parks and roads immediately adjacent to the <u>beach/sea</u> (discounting any roads/car parks further north <u>away from the beach/sea</u>). Leisure driving and parking is a common activity. Nevertheless, parking provision has been one of the most commonly raised issues at consultation events. Resident parking is a contentious issue across the city, but at the seafront the issue is exacerbated by visitor parking demand during peak times, which impacts on residents' parking provision.</p> |

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| | | | <p>Parking at the seafront is highly seasonal, with swathes-high numbers of empty parking spaces for much of the low peak season. However, at periods of high demand, such as summer weekends and bank holidays, demand for parking usually surpasses supply, hence at times overflow parking is provided on Southsea Common itself.</p> <p>Additionally, high volumes of traffic during high peak season often congest the road network at the seafront (which also has a knock-on effect on the wider city), causing a negative impact on local air quality and user-experience for residents and visitors.</p> |
| 027 | 28 | 29 | <p>Wheelchair, <u>mobility scooter</u>, and <u>pushchair</u> users</p> <p>The promenade provides a wide, flat, uninterrupted route along much of the seafront. However, the existing surface materials of the promenade consists of both tarmac and slabs which cross the promenade back-and-forth. This creates a minor level change where surface materials meet, which can be problematic for wheelchair, <u>mobility scooter</u>, and <u>pushchair</u> users.</p> <p>There are access points to the beach at Eastney Beach (three ramps, though one of these has dropped, leaving a 5–10cm level change between the promenade and the ramp), and a purpose-built access <u>near-on</u> the <u>Coffee Cup beach opposite the Eastney West Battery</u> (includes matting onto the beach). While other areas of the promenade are largely flush with the beach, there are no other wheelchair access points to the beach itself.</p> <p>Portsmouth City Council has recently launched an inclusive mobility app called Route4U allowing wheelchair and pram <u>pushchair</u> users to identify safer and more accessible routes across the city. It provides route planning and turn-by-turn navigation, indicating pavement obstacles, surface quality, kerb heights, widths, inclines and travel distances (www.route4u. org).</p> |
| 028 | 29 | 30 | <p><u>Conclusion</u></p> <p>The main issues with getting around the seafront and its connectivity with the rest of the city can be broadly summarised as follows:</p> <ul style="list-style-type: none"> » At peak times, car/vehicle parking capacity at the seafront is often stretched and the local and city wide road network often congested » <u>Much of the seafront is suitable for walking and cycling in terms of distance but, since many areas/routes predominantly cater for vehicular traffic, pedestrian and cycle routes are not prioritised which causes conflicts in some areas</u> » The flat and compact nature of the seafront and city encourages cycling, but some people perceive the existing cycling infrastructure as undesirable due to the current layout <u>unsuitable and unsafe</u> problematic, -and/or the area as a whole lacks the additional cycle infrastructure necessary for it to be a truly usable and safe cycling experience. » Much of the seafront is walkable and cyclable in terms of distance but, since many areas/routes predominantly cater for vehicular traffic, pedestrian and cycle routes are not prioritised which causes conflicts in some areas |

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| | | | <p>» The main mode of public transport for the city is the bus, but <u>Overall bus usage is significantly lower than comparable cities. The seafront area is not currently served by a dedicated west-east route running along the seafront (though a west-east route from The Hard to Eastney Point via Old Portsmouth, Southsea shops, and Bransbury Park is being trialled).</u></p> <p><u>» At peak times, car/vehicle parking capacity at the seafront is often stretched and the local and city-wide road network often congested</u></p> |
| | | | 2.10 Economy and visitor attractions |
| 029 | 30 | 31 | and, in early 2018, the transformed D-Day Story with exterior landscaping and interactive water feature in front of Southsea Castle. <u>The LCT7074 landing craft is also a major addition to the tourism offer.</u> |
| 030 | 31 | 32 |  <p>Added label for 'LCT7074 landing craft'</p> |
| | | | 3.0 Vision and objectives |
| 031 | 33 | 34 | 10 Ensure that new development, including alterations to roads, seek to minimise space allocated to motor vehicles, in order to better accommodate other <u>travel modes as attractive alternatives</u> |

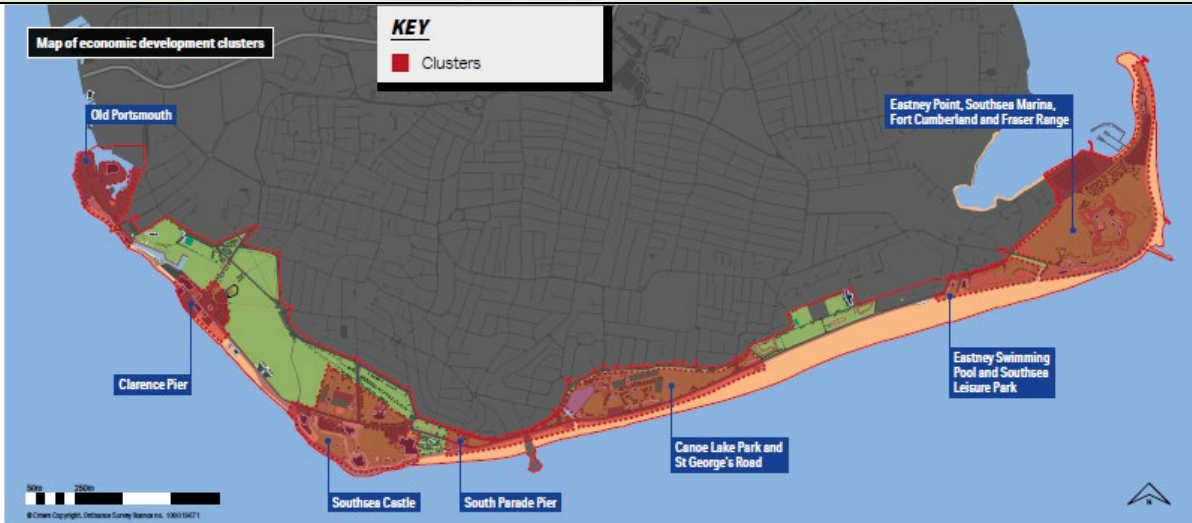
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| | | | Development at the seafront is expected to contribute toward meeting these objectives in a proportionate and appropriate way. Larger or more significant developments are likely to have more scope to help to realise these objectives, whereas smallscale developments may have more of a limited contribution. |
| | | | 4.2 Climate change |
| 032 | 36 | 37 | Development at the seafront should be designed to be resilient to the predicted effects of climate change. This means considering: » Development use and location in relation to flood risk and vulnerability to coastal change, <u>including any residual impact from all sources of flood risk</u> ; |
| P age 148 | | | 4.3 Health and wellbeing |
| 033 | 38 | 39 | Portsmouth City Council is currently working with other authorities to deliver the South East Hampshire Rapid Transit. 'Active' should be interpreted in its wider sense - it includes simple activities, such as walking <u>and cycling</u> , as much as more vigorous activities like playing sport. |
| | | | 4.4 Heritage |
| 034 | 39 | 40 | In summary, the seafront area contains: » Six scheduled monuments » Three grade I listed buildings and one grade II* listed building » 126 grade II listed buildings » One registered park & garden » Five <u>Three</u> conservation areas <u>(Old Portsmouth; The Seafront; Eastney Barracks)</u> » Numerous locally listed assets |
| | | | 4.7 Transport and access |
| 035 | 44 | 45 | Portsmouth City Council is currently working with other authorities to deliver <u>the</u> South East Hampshire Rapid Transit <u>and its future phases, as well as improvements and enhancements to local walking, cycling, and public transport infrastructure</u> . The supporting text to the policy <u>PCS17</u> also recognises the importance of active travel to improving health, but also the potentially damaging effects of transport through |

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| | | | road traffic injuries and pollution. National planning policy in relation to transport also seeks to achieve a sustainable transport network, and an approach to development that minimises the need to travel, <u>and to provide opportunities for active travel. This is further supported by recent publications from the Department for Transport to transform the role of walking and cycling within the country's transport system (Gear Change: A bold vision for walking and cycling; and LTN 1/20 Cycle infrastructure design - DfT, 2020).</u> |
| 036 | 45 | 46 | <p><u>PRINCIPLES</u></p> <p>Most of the roads, pavements, crossings, parking and other public spaces in the seafront area were <u>historically</u> designed based on the principle that everywhere should be accessible by car and that the car is to be prioritised. We now know that this approach results in significant impacts on health and wellbeing caused by air pollution and lack of exercise, as well as a congested road system with high demand for parking, taking up valuable public space. Active travel can have a positive effect on our physical and mental health and sustainable modes of transport can free up space on our congested roads, reduce pollution and reduce energy consumption and costs to society.⁶</p> <p><u>To help encourage people to make active and sustainable travel choices, we must take opportunities to make improvements to our transport and highway infrastructure, and other public spaces, prioritising walking, cycling, and public transport for all journeys.</u></p> <p><u>Active travel can have a positive effect on our physical and mental health and sustainable modes of transport can free up space on our congested roads, reduce pollution and reduce energy consumption and costs to society.</u>⁶</p> <p>To help encourage people to use sustainable modes of transport, we need to take opportunities to redesign our roads, pavements, crossings, parking and other public spaces, so that space is balanced more fairly between users and to encourage modal shift and leisure. Measures should also be taken to improve public transport or the use of innovative solutions like water taxis or automated shuttle buses to move west-east along the seafront.</p> <p>Development proposals should take into account the wider walking and cycling networks across the seafront and to other parts of the city, in particular, the aspiration for a safe and convenient cycle route from Gosport Ferry to Hayling Ferry. All reasonable opportunities <u>should be taken</u> to support and enhance these networks <u>and integrate them with public transport modes</u> should be taken.</p> |


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| 037 | 46 | 46 | <p>Cycle infrastructure</p> <p>The seafront is an area of strategic importance for cycling, as it contains the main west-east link across the south of Portsea Island, creating a connection between Gosport and Hayling Island via the seafront. There are also a number of secondary cycle routes around the seafront, such as along Pembroke Road, Duisberg Road and Avenue de Caen. Cycling is considered to be an important element in helping to address climate change, air quality, physical and physical <u>and mental</u> health, as well as supporting the visitor economy.</p> <p>Cycling infrastructure should be safe, convenient and enjoyable for cyclists and safe for pedestrians and other road users. Wherever possible, the design of cycle infrastructure should not be diminished in order to accommodate motor vehicles, should be consistent across the seafront, and should be designed to avoid unnecessary crossing of the carriageway.</p> <p>Chevron parking can create danger for cyclists, because drivers have poor visibility when reversing from chevron spaces. Therefore, <u>cycle</u> routes should be designed to avoid this potential conflict.</p> <p>When designing cycle infrastructure, the range of types of cyclist should be considered, especially those types of cyclist who could be encouraged to cycle more, through the provision of high quality cycle infrastructure. This includes <u>considering the needs of</u> children and cyclists who lack confidence, families and leisure cyclists, commuters, road cyclists, and disabled or reduced-mobility cyclists.</p> <p>For the primary cycle route across the seafront, the preferred design is a two-way segregated cycle route preferably <u>a minimum</u> of 1.5-2m width each way. This is a standard width that allows disabled users with adapted bikes, and cyclists of differing speeds to use the route together. Locating this route adjacent to the promenade itself would accommodate the vast majority of cyclists and should reduce or eliminate the issue of cycling on the promenade. Other approaches could also be acceptable, as long as the relevant policy principles and objectives are met. In designing the primary cycle route, great attention must be given to how it interfaces with other elements of the highway and the promenade, where applicable.</p> <p>Where space is limited and for secondary routes around the seafront, other design options could also be considered, such as shared paths.</p> <p>Cycle infrastructure should seek to link the seafront with other parts of the city. Missing <u>or inconsistent</u> links <u>and routes</u> should be addressed, such as between Melville Road and the promenade.</p> <p>Secure and attractive cycle parking should be provided at convenient and regular locations.</p> |

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| | | | <p>The council's highways engineers and active travel team <u>Transport and Infrastructure teams</u> should be consulted <u>at the early stages of projects</u>, and other relevant guidance such as <u>the LTN 1/20 - Cycle infrastructure design, and</u> Manual for Streets 2 (or <u>any</u> other relevant up-to-date guidance) should also be referred <u>and adhered</u> to.</p> |
| 038 | 45-46 | 47 | <p>Car/vehicle infrastructure</p> <p>The car/vehicle road network and parking within the seafront area should be designed so as to avoid or, if unavoidable, minimise any detrimental impact on walking, and cycling, <u>and public transport</u> networks <u>and with the intention of reducing queueing and circulating traffic.</u></p> <p>Development involving alteration to roads in the seafront area should take into account the character and use of the seafront as an area for people to enjoy. This means taking opportunities to redesign roads to reduce vehicle speeds to an appropriate minimum and maximising the safety of vulnerable users such as pedestrians and cyclists and, in particular, people with disabilities or reduced mobility. Opportunities should be taken to reallocate road space to other users, such as pedestrians and cyclists, where appropriate.</p> <p><u>Where spaces are predominantly for the use of pedestrians, but cars are allowed, these spaces should be designed to ensure that vehicles are the guest and pedestrians have priority at all times.</u></p> <p>As far as reasonably practicable, the seafront should be accessible to those with limited mobility, including ensuring adequate vehicular access and parking for people with limited mobility or disability at points along the seafront. Cars-Road vehicles should continue to be catered for but they should not be prioritised over other users.</p> <p>When roads and parking areas are redesigned, these should include appropriate infrastructure to support and encourage the take-up of electric vehicles, such as <u>accessible</u> designated parking bays and both active and passive charging infrastructure.</p> |


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| 039 | - | 47 | <p><u>Public transport</u></p> <p><u>In the long term there is opportunity for the creation of a mobility hub in the space adjacent to Clarence Pier and including the Hovercraft terminal. The mobility hub could provide users with visitor information, toilets/changing facilities, and waiting areas for bus services. The existing toilet block would be removed and a large public space realised.</u></p> <p><u>The existing bus routes will be maintained and improved, in accordance with the emerging Public Transport Strategy. Bus lanes and signal priority for buses at junctions should be provided where practical and beneficial.</u></p> <p><u>Bus stops should be provided within easy walking distance (400m) of all main attractions. The main bus “hubs” at Clarence Pier, South Parade Pier, and St Georges Road should provide appropriate facilities to improve the passenger experience and access to nearby attractions.</u></p> <p><u>Opportunities for providing an east-west bus route serving the length of the seafront area should be explored. In connection with this, the possibilities for providing new bus stops close to the Pyramids, Southsea Castle, and other visitor attractions should be investigated.</u></p> <p><u>The possibility of restoring the landing stages at Clarence Pier and South Parade Pier for use by small coastal cruise vessels or water taxis could be investigated to provide a further alternative to the private vehicle.</u></p> |
| | | | 4.8 Economy and attractions |
| 040 | 47 | 48 | <p>A. Old Portsmouth – for enjoying the maritime environment and arts and culture hub, supported by high-quality food and beverage.</p> <p>B. Clarence Pier – for all-year round family and visitor economy-related leisure and ancillary uses, and transport activity linked with the wider city and the Isle of Wight.</p> <p>C. Southsea Castle (including The Pyramids) – the cultural, <u>leisure</u>, and recreational hub, with museums/culture/arts/<u>food and beverage</u> buildings and facilities; public spaces with a focus on lighting and landscape as a visitor attraction; plus supporting public and sports facilities.</p> |

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| 041 | | |  <p>Included 'Southsea Leisure Park' in cluster area</p> |
| | | | 5.1 Area Guidance - Introduction |
| 042 | 52 | 53 | <u>Map diagrams are included to give broad indication and illustration of the main guiding principles for each area, and are not intended to be prescriptive.</u> |
| | | | 5.2 Old Portsmouth |
| 043 | 53 | 54 | <p>In Old Portsmouth, there is the opportunity to build upon the successes of the Hotw Walls artist studios and the Round and Square Towers <u>and to establish-reinforce</u> the area's identity as <u>a destination for an</u> arts and cultur<u>real, and social leisure activities-hub.</u></p> <p>The development opportunities of Old Portsmouth include the former Wightlink workshop site at Broad Street. Planning permission had previously been granted for residential and restaurant and café uses on this site. A similar scheme, perhaps also incorporating a small art gallery and serviced offices, would be an opportunity to provide a new vibrant destination of high architectural quality, which would contribute to <u>wards reinforcing -creating an the</u> identity <u>for-of</u> the <u>Old Portsmouth</u> area as a <u>destination for</u> arts and cultur<u>real-hub.</u> The adjacent Council-owned car park and building could also be incorporated as part of the redevelopment.</p> |

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| Page 154 | | | <p>Near to this site, the existing public space known as 'The Point' could also be enhanced through upgrading the surface materials, more landscape planting, and the provision of public art. The space could have an arts 'plinth' as a focal point, which could be used for temporary art installations and sculptures, similar to the 'Fourth Plinth' project at Trafalgar Square in London. The 'plinth' could be used by local artists of the Hot Walls studios, for example, to publicly exhibit their artwork. A similar 'plinth' could also be installed in the public plaza at the Hot Walls to make it a more<u>further enhance this</u> vibrant space.</p> <p>There are also opportunities to improve the road space to prioritise pedestrian movement. Parts of Broad Street/Bath Square could either be wholly pedestrianised or access-only. A new pedestrian crossing could be installed across Broad Street to connect with the Feltham Row public right of way, which is part of the Millennium Promenade, to improve pedestrian movement and safety along this route.</p> <p><u>In the longer term,</u> the the fish market and nearby public conveniences are valuable assets which should be retained and supported. This could be done through the introduction of complementary uses, <u>such as</u> food and beverage, artisans' studios/workshops or even some residential <u>development</u>. Place-making and creating an identity which relates to the historical story of Camber Docks should be central to any development proposals for the site.</p> |


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| 044 | | |  <p>Amended label to read 'Parts of Broad Street/Bath Square could be enhanced for better pedestrian access'</p> |
| 045 | 55-57 | 56-58 | <p>5.3 Clarence Pier</p> <p><u>CONTEXT</u></p> <p>Clarence Pier has long been a popular destination of the seafront for leisure and recreation. However, the area is somewhat let down by its aesthetics and public space design, and the vitality and vibrancy of the area is highly dependant<u>dependent</u> on the seasons. To realise the full potential of Clarence Pier, it needs to be a destination attractive in all weathers, and during both the day and the evening.</p> <p><u>In the long term there is opportunity for the creation of a mobility hub in the space adjacent to Clarence Pier and including the Hovercraft terminal.</u> The hovercraft terminal could be redesigned to provide a multi-use <u>mobility</u> hub, with the primary function of serving as a hovercraft terminal but with facilities that would also support its function as a transport interchange, as well as other facilities and uses that would support the visitor economy.</p> |


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| Page 156 | | | <p>Facilities at the hub could include:</p> <p>» Changing rooms and toilets (including accessible), cycle storage / hire, Wi-Fi, <u>personal device</u> charging facilities.</p> <p>» Café/bar with views over Solent</p> <p>» Learning & historical – develop a learning facility / museum of the hovercraft.</p> <p><u>The adjacent area to Clarence Pier should be redesigned and enhanced to provide an attractive public space, but also enhanced terminal facilities for bus and coach services to facilitate easy and convenient interchange between these modes and with Hovertravel services.</u> Such a facility should consider future growth plans for hovercraft and other transport, such as bus rapid transit <u>and active and micro-mobility modes such as a cycle hub, and bike share/ rental e-scooters.</u> Provision should also be made for electric vehicles, such as charging points, <u>in nearby parking spots/car parks.</u></p> <p><u>The adjacent area to Clarence Pier should be redesigned and enhanced to provide an attractive public space, but also enhanced terminal facilities for bus and coach services to facilitate easy and convenient interchange between these modes and with Hovertravel services.</u> Such a facility should consider future growth plans for hovercraft and other transport, such as bus rapid transit <u>and active and micro-mobility modes such as a cycle hub, and bike share/ rental e-scooters.</u> Provision should also be made for electric vehicles, such as charging points, <u>in nearby parking spots/car parks.</u></p> <p><u>It could be investigated as to whether the former landing stage at Clarence Pier, once used by Isle of Wight ferries and coastal cruise ships, could also be repaired and restored to use for small coastal cruise vessels or water taxis. These new sea services could bring visitors to the seafront through an alternative means to the private vehicle.</u></p> |
| | 046 | 57 | 58 |

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| 048 | 56 | 57 |  <p>Map of Clarence Pier vision</p> <p>KEY Development opportunity area</p> <p>Opportunity to include enhanced bus/coach interchange facilities as part of new public space</p> <p>Revised cycle route</p> <p>Strengthen pedestrian crossing and links to Castle Road and Southsea town centre.</p> <p>Preference for segregated two-way cycle route on southern side of Clarence Esplanade</p> <p>Opportunity for comprehensive mixed use redevelopment</p> <p>CLARENCE PIER</p> <p>NEW PUBLIC SPACE</p> <p>WC</p> <p>HOVERCRAFT</p> <p>LONG CURTAIN ROAD</p> <p>PIER RD</p> <p>PLAY AREA</p> <p>P</p> <p>New, larger hovercraft building to incorporate a wider range uses including accessible public toilets and changing rooms and café/bar with views over the Solent</p> <p>20m 100m</p> <p>© Crown Copyright. Ordnance Survey Licence no. 1000196071</p> |

Added label for 'Opportunity to include enhanced bus/coach interchange facilities as part of new public space'


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| | | | 5.4.1 Southsea Castle to Palmerston Road |
| 049 | 60-63 | 61-64 | <p><u><i><u>GUIDANCE</u></i></u></p> <p>The collection of buildings and facilities in this area make up a broad cluster categorised as culture, <u>leisure</u>, and recreational (<u>e.g. sport/museum/ attractions/ food and beverage</u>).</p> <p>This type of use is well-established here and should be retained and enhanced upon. All of this area is part of Southsea Common, and therefore any development proposals would need to be guided by this heritage designation. The main other heritage asset here is the scheduled monument of Southsea Castle. Development in this area would need to have due regard to this asset and its setting.</p> <p>Certain buildings in the area are of low architectural value, some of which also have a negative effect on the setting of Southsea Castle's west battery. Any proposals to redevelop these buildings or introduce further proliferation of buildings in this area <u>of Southsea Castle's west battery</u> should take into consideration the special characteristics of this historical environment, but should also be of high architectural quality.</p> <p>The objectives of strengthening Avenue de Caen and Ladies' Mile and walking and cycling routes could be realised through closing <u>the northern end of</u> Avenue de Caen between Ladies' Mile and Clarence Parade, and introducing traffic calming measures and improved crossings at the southern end of Avenue de Caen, as shown on the map. <u>This could be supplemented with integration with Intelligent Transport System signage to inform about the number of parking spaces that are available along Avenue de Caen.</u></p> <p>Avenue de Caen is not considered to be a critical part of the road network <u>for vehicles</u>, since there is a nearby alternative route via Clarence Esplanade and Clarence Parade. However, <u>by readdressing the street design of Avenue de Caen between Ladies' Mile and Clarence Parade, this would provide opportunity to improve Ladies' Mile as a walking and cycling route. The design could allow this end of Avenue de Caen to be closed seasonally according to peak/off-peak time periods and activity</u>the design would need to allow Avenue de Caen to be open to traffic when Clarence Esplanade is closed for events, to allow access to Southsea Castle and the D-Day story. This would maintain most of the parking on Avenue de Caen while creating <u>a route of a character an environment that would be more pedestrian and cycle-friendly and is more appropriate sensitive</u> to the <u>heritage designation of Southsea Common as a</u> Registered Park and Garden designation.</p> <p><u>Nevertheless, any proposals relating to highway/street design changes for Avenue De Caen would be subject to further public consultation, including consultation as part of the Traffic Regulation Order statutory process.</u></p> |

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| 050 | 60 | 61 | <p>Map of Southsea Castle area context</p> <p>Most of this area lies within Southsea Common, a grade II listed park and garden and protected open space. Any new redevelopment in this area must respect the characteristics of the common that give it significance – openness being a key characteristic in this respect.</p> <p>Avenue de Caen should be a safer route for pedestrians and cyclists</p> <p>Ladies' Mile should be a continuous route, not severed by a road.</p> <p>Avenue de Caen is one of the principal routes between the seafront and Southsea town centre.</p> <p>Retain leisure and sport function of this area.</p> <p>Buildings here negatively affect the setting of Southsea Castle's west battery. More could be made to make the most of this location, with views across the Solent and Southsea Common.</p> <p>LCT7074 landing craft is likely to attract more visitors to the area.</p>  <p>Amended label to read 'Avenue de Caen should be a safer route for pedestrians and cyclists'</p> |

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| 051 | 61 | 62 |  <p>Map of Southsea Castle area vision</p> <p>KEY ■ Development opportunity area</p> <p>Retain and enhance culture, leisure, and recreational uses</p> <p>Development should address the Common and the Solent and maximise views</p> <p>This site is considered capable of accommodating a high quality building or buildings with a larger footprint</p> <p>Create space around the west battery to improve the setting of the scheduled monument</p> <p>LCT7074 landing craft</p> <p>Provision should be made for electric vehicles, such as charging points.</p> <p>Closing the northern end of Avenue de Caen between Ladies' Mile and Clarence Parade to provide opportunity to improve Ladies' Mile as a walking and cycling route. This would also enhance the setting of Southsea Common as a Registered Park and Garden. The design could allow this end of Avenue de Caen to be closed seasonally according to peak/off-peak time periods and activity.</p> <p>Redesign the junction of Avenue de Caen and Clarence Esplanade, and in front of the D-Day Story, to complement recent improvements to the public space around the D-Day Story and to improve crossing safety for pedestrians and cyclists and reduce traffic speed. This could be done by reducing carriageway widths, tightening corner radii, introducing a second zebra crossing and alterations to the surface treatment of the carriageway.</p> <p>20m 100m <small>© Crown Copyright, Ordnance Survey (licence no. 100019671)</small></p> |

Added label for 'retain and enhance culture, leisure, and recreational uses'

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| | | | 5.4.2 Southsea Skate Park |
| 052 | 64 | 65 | <p><u>GUIDANCE</u></p> <p>Around <u>or near</u> the skate park, a landscaped public space with seating could be created with <u>the potential for</u> a new adventure play park next to it, and new pedestrian routes to better connect the facility to the wider area, especially Avenue De Caen and Ladies' Mile. If more comprehensive proposals to enhance or improve the skate park come forward, the primary use should remain as a skate park but there could be scope for uses that complement the skate park and the wider leisure focus of this part of the Common. This should also consider aspirations for a stronger evening economy at the seafront. Proposals should consider potential impacts on the historic Common and its setting, and therefore proposals should respond and be designed in a sensitive manner. There are also opportunities to improve how the Stakepark <u>skate park</u> integrates with this part of the Common, including creating better links with Ladies' Mile, Avenue de Caen, and Clarence Esplanade, as well as better landscape integration and views through the skate park.</p> <p><u>GUIDANCE</u></p> <p>Around <u>or near</u> the skate park, a landscaped public space with seating could be created with <u>the potential for</u> a new adventure play park next to it, and new pedestrian routes to better connect the facility to the wider area, especially Avenue De Caen and Ladies' Mile.</p> |

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| 053 | 64 | 65 |  <p>KEY</p> <ul style="list-style-type: none"> Green space Pedestrian route <p>Indicative location for new play equipment</p> <p>SKATE PARK</p> <p>CLARENCE ESPLANADE</p> <p>AVENUE DE CAIN</p> <p>New landscaped seating area</p> <p>New route connections</p> <p>20m 100m</p> <p>© Crown Copyright, Ordnance Survey (Licence no. 100019671)</p> <p>Pyramids</p> |
| | | | Amended label to read 'Indicative location for new play equipment' |
| | | | 5.4.3 The Pyramids Centre |
| 054 | 65 | 66 | <p><u>GUIDANCE</u></p> <p>The location of the Pyramids Centre is arguably, its best asset, adjacent to the waterfront and Southsea Castle. There is great opportunity to make more of the location.</p> |

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| Page 164 165 | | | <p>The existing building's appearance and aesthetic is regarded by some to be tired and dated, whilst the public spaces around the building are unattractive and unwelcoming. The maintenance of the building is expensive and significant investment would be needed to bring the standard of the building up to a higher level, especially in order to continue in its foreexisting leisure uses.</p> <p><u>In the short to medium term, there is opportunity for 'meanwhile' and/or complementary uses to be introduced, which could contribute to the vitality of the seafront and ensure the short to medium term upkeep and maintenance of the building.</u></p> <p><u>In the longer term, however, Wwhether through adaptation or through comprehensive redevelopment, there is the opportunity to have a building or collection of buildings which could accommodate a mix of uses, for example a high-quality hotel with spa and swimming facilities, concert and events venue, art gallery space, and food and beverage. There may also be scope for an element of residential development, if this was required as an enabling use.</u> The building, or buildings, should have strong frontages onto the promenade and Clarence Esplanade.</p> |
| | | | 5.4.5 South Parade Pier and St Helen's Parade |
| | 68 | 69 | <p><u>South Parade Pier should continue to be a key destination and attraction for social, leisure, and food and beverage uses. However, any development proposals associated with or would have an impact on South Parade Pier should ensure that its designation as a Grade II listed building is respected. Development proposals must include an assessment of significance of this heritage asset based on its archaeological, architectural, artistic and historic value. This assessment should be proportionate to the asset's importance and should state how the design has responded to the asset, and should result in an appropriate and sympathetic design response.</u></p> <p><u>It could be investigated as to whether Tthe former landing stage could be repaired and restored to use by small coastal cruise vessels or water taxis. The possibility of introducing a seasonal ferry service from Gosport to South Parade Pier, also serving Clarence Pier, could be explored.</u></p> <p>This area offers the opportunity to <u>make</u> enhancements to the public realm, centred on the D-Day Stone that is located in a memorial garden which is currently bounded by roads on all sides.</p> <p>This could be achieved through a number of different approaches, such as those illustrated in the following examples. Example A illustrates the opportunity to pedestrianise a short section of road between the D-Day Stone and the Promenade. This could allow better integration of the space with the promenade and the new sea defences. It could allow the D-Day Stone public space to be more accessible directly from the promenade, and could also create space for a cluster of food and beverage outlets at this location. Alternatively, Example B would involve</p> |

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| Page 156 157 | | | <p>pedestrianising the 'Ocean At The End Of The Lane' highway in order to better integrate this public space with Canoe Lake Park, which would also improve its accessibility. <u>Any proposed approach would have to include consideration of the location of bus stop facilities and the effect upon bus services and routes.</u></p> <p>This area also presents an opportunity to better integrate with the cycle route along Eastney Esplanade. The preferred solution would be to relocate the cycle lane onto the south <u>part of the carriageway</u>. This would need to be a fully segregated cycle lane, in order to be safe and practical.</p> <p><u>Any proposals relating to highway/street design changes for this area around the D-Day Stone would be subject to further public consultation, including consultation as part of the Traffic Regulation Order statutory process.</u></p> |
| | | | 5.5 St George's Road to Henderson Road |
| | 73 | 77 | 'Eastney Swimming Pool' section moved to section 5.6 |
| 72 | 74 | | <div> <div> <p>KEY</p> <ul style="list-style-type: none"> Grade II listed buildings Listed lamp columns Scheduled monuments SINC Area of importance to the setting of heritage assets </div> <p>Map amended as Eastney Swimming Pool moved to following chapter</p> </div> |

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| 058 | 73 | 75 | <p><u>NEW WHEELCHAIR ACCESS ROUTE</u></p> <p>There is an existing wheelchair access path to the east of the Coffee Cup <u>on the beach opposite Eastney Battery West</u>, but the path is fairly limited and much of it it consists only of rubber matting. Linking this route up with another existing access ramp further east with upgraded surfacing, such as a board walk, would provide beach access to wheelchair users.</p> |
| | | | 5.6 Henderson Road to Eastney Point |
| 059 | 73 | 77 | 'Eastney Swmning Pool' section inserted from section 5.5 |
| 060 | 74 | 76 | The area is often less visited compared to other areas of the seafront. Whilst there is adequate vehicle access, it lacks decent <u>high-quality</u> infrastructure and connectivity by foot/cycle. |
| 061 | 75 | 77 | <p><u>EASTNEY POINT</u></p> <p>Subject to heritage considerations, there is an opportunity to diversify Fort Cumberland by opening it up to compatible uses, such as co-working offices and studios, a start-up hub for new businesses, an activity centre, or an entertainment/event space. Fort Cumberland includes a number of casemates that could be converted for such uses.</p> <p>Such proposed uses should take into consideration how these would contribute to the conservation and enhancement of this important heritage asset and viably secure its long term condition and future.</p> <p><u>Fort Cumberland is deemed to be a 'heritage asset at risk', due in part to its poor overall condition. There is an opportunity to diversify the use of Fort Cumberland through allowing viable uses consistent with its conservation that would also secure its future conservation and enjoyment as a heritage asset. Proposals should take into consideration how any proposed uses would benefit the wider social, cultural, economic, and environmental aims of the Seafront Masterplan and for the wider city - and any proposal will be assessed accordingly on its individual planning merits.</u></p> |
| 062 | 75 | 78 | Should <u>Given that it is currently vacant,</u> the Fraser Range site <u>might interest a developer(s) to</u> come forward <u>with proposals</u> for <u>its</u> redevelopment; and, therefore, should this happen, <u>-careful</u> consideration should be given to how a scheme could be sensitively designed in relation to its proximity and relationship with Fort Cumberland and its setting, in terms of building heights, style, materials, and opportunities to improve physical connections to Fort Cumberland and other routes, such as the coastal path. The England Coast Path, a project by Natural England to create a footpath all around the coast of England, has aspirations to create a new route along this area, and therefore reasonable measures to accommodate this route would be expected. |

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| 063 | 75 | 78 | At Southsea Marina, there is opportunity to increase the provision of leisure-type uses and facilities, such as food and beverage, watersports equipment hire, cycle hire, and <u>short-term</u> holiday-let accommodation. |
| 064 | 75 | 78 | Due to the proximity upon the nearby SPA/ Ramsar, any proposals within this area of the seafront should be informed by a project-level HRA. In order to avoid adverse effects on waterfowl through increased recreational pressure on the Chichester and Langstone Harbours SPA/Ramsar, a Any holiday lets should <u>would</u> not <u>normally</u> be permitted to operate between October and March to avoid recreational disturbance of overwintering waterfowl. <u>All proposals should also ensure that any unacceptable impacts on European and nationally designated areas and species are avoided, or mitigated where appropriate and necessary.</u> |
| | | | 6.1 Delivery and implementation |
| 065 | 77 | 80 | Some proposals involving improvements to transport and highways may be incorporated and implemented through the City Council's other projects, such as the <u>Portsmouth Transport Strategy (also known as the</u> Local Transport Plan <u>- LTP4).</u> |

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Seafront Masterplan SPD March 2021

Sustainability Appraisal Report

Final Version

March 2021

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1. Introduction and Background

- 1.1. The purpose of this Sustainability Appraisal report (SA) is to promote sustainable development in the preparation of the revised Seafront Masterplan Supplementary Planning Document (SM SPD) through the consideration and integration of social, environmental, and economic effects.
- 1.2. The revised SM SPD seeks to replace the current 'Seafront Masterplan SPD' adopted in April 2013. As an SPD, the document supplements the adopted Local Plan¹, in particular Policy PCS9, and provides more detailed policy and guidance for the seafront area.
- 1.3. Policy PCS9 of the Local Plan is reproduced in full below:

PCS9 - The Seafront

New development will contribute to the revitalisation of the seafront, tourism and the wider regeneration strategy for Portsmouth. This will be achieved by:

- Encouraging and supporting redevelopment of existing buildings for leisure and tourism uses, especially where outlined in the Seafront Strategy, at South Parade Pier, Clarence Pier, Southsea Castle area and Canoe Lake
- Encouraging and supporting proposals for small scale restaurants, cafés and other uses and activities that will diversify the leisure and cultural offer without detracting from the open character of the seafront
- Protecting the open nature of the area around the Common and other undeveloped areas, and improving the quality of the open spaces
- Protecting the nature conservation value at Eastney Beach
- Improving the quality of the promenade including enhanced maintenance, reducing clutter and physical barriers where appropriate and ensuring that any new or enhanced sea defences integrate sensitively with the local environment
- Using CIL to part fund environmental improvements
- Making clearer links between the seafront and the nearby centres of Southsea and Castle Road

- 1.4. The revised SM SPD will set out a framework for future regeneration of the seafront, following the principles of the revised National Planning Policy Framework issued by the Ministry of Housing, Communities & Local Government in February 2019.
- 1.5. The National Planning Policy Framework ("the Framework") published in 2019 states in Paragraph 32:

¹ The Portsmouth Plan (adopted January 2012) by Portsmouth City Council

'Local plans and spatial development strategies should be informed throughout their preparation by a sustainability appraisal that meets the relevant legal requirements. This should demonstrate how the plan has addressed relevant economic, social and environmental objectives (including opportunities for net gains). Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered).'

- 1.6. The SM SPD therefore needs to be assessed during its preparation and before its adoption (which is also a requirement set out in The Environmental Assessment of Plans and Programmes Regulations 2004; the "SEA Regulations") to the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives. The SEA Regulations implement the requirements of the EU Strategic Environmental Assessment Directive ("SEA Directive")².
- 1.7. The three overarching objectives set out in the Framework to achieving sustainable development cover a range of issues:
 - Social objective - the SPD will need to address the issue of supporting *'strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being'*;
 - Environmental objective - the SPD will need to *'contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy'*;
 - Economic objective - the SPD will need to *'help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity, and by identifying and coordinating the provision of infrastructure'*.
- 1.8. Of key importance for the Framework and relevant to the city of Portsmouth are the impacts of climate change, which includes considerable areas of the city being increasingly vulnerable to damage by flooding from the sea. There are

² Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment

also the effects of coastal change as sea levels rise and habitats are lost, affecting protected environments and the species that depend on them.

- 1.9. Water is also an important issue, from flooding as the water table rises to contamination by leachate from existing areas of the city or poorly constructed landfill from many decades ago. These can also pollute watercourses and the marine environment. All this means water quality and water supply are increasingly threatened as the area grows.

Sustainability Appraisal and Strategic Environmental Assessment

- 1.10. The SEA Directive is a European Union requirement that seeks to provide high level protection of the environment by integrating environmental considerations into the process of preparing certain plans and programmes.
- 1.11. In the case of SPDs, the Planning Practice Guidance (PPG) states that a Strategic Environmental Assessment (SEA) is unlikely to be required where a SPD deals only with a small area at a local level, unless it is considered that there are likely to be significant environmental effects. This is also stated in the SEA Regulations³.
- 1.12. The PPG also states that SPDs do not require a Sustainability Appraisal (SA). However, the Council has considered it prudent to undertake the SA process in the preparation and production of the revised SM SPD in order to fully appraise all relevant sustainability issues. This is consistent with the approach taken with the adopted SM SPD from 2013.
- 1.13. However, it is worth noting that the current adopted Portsmouth Local Plan and any future revision(s) also include the seafront area in the strategic and spatial plan-making process, which has been and will be subject to the SA process and assessment.
- 1.14. The SEA will be integrated with the SA at each stage of production. It is an opportunity to consider ways in which the SM SPD can contribute to improvements in the environmental, social and economic conditions of the area and the wider city.
- 1.15. This approach satisfies the provision of the SEA Regulations which requires assessment of plans which are likely to have significant impacts on the environment. It also allows the Council to identify and mitigate against any adverse effects the SM SPD might have.

Equalities Impact Assessment / Integrated Impact Assessment

- 1.16. An Equalities Impact Assessment will also be undertaken to appraise the SM SPD in terms of its impact on equality, diversity, and inclusivity. This process is related to the Council's duties under the Equalities Act 2010 and the Crime and

³ Regulation 5(6) of the Environmental Assessment of Plans and Programmes Regulations (2004)

Disorder Act 1998. Separate to this, an Integrated Impact Assessment covering issues relating to communities and safety, regeneration and culture, environment and public space, as well as equality and diversity, will also be undertaken.

Health Impact Assessment

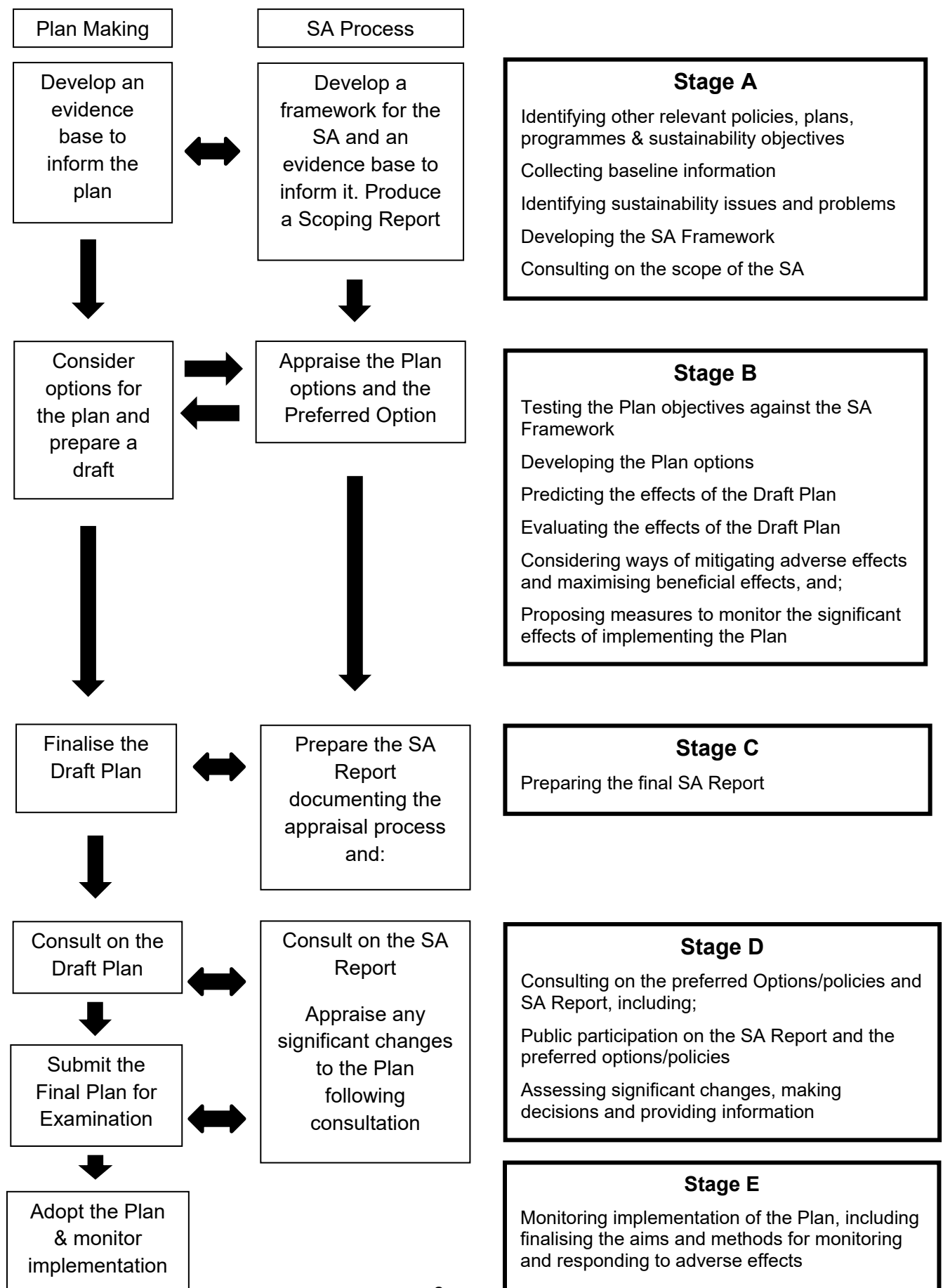
- 1.17. A Health Impact Assessment is not a statutory requirement but is generally recognised as good practice, to promote health gains for the local population, reduce health inequalities and ensure new policies do not actively damage health. This follows on from the Health and Social Care Act of 2012.

The stages of a Sustainability Appraisal

- 1.18. There are five key steps in production of a Sustainability Appraisal (see below table and Figure 1 on the following page). This SA report is the third step (Stage C) which presents the framework for the Sustainability Appraisal and the evidence base to inform it, and the assessment of policies and proposals of the revised SM SPD.

| | |
|----------------|---|
| Stage A | Identifying other relevant plans and programmes |
| | Collection of baseline data |
| | Identification of sustainability issues and problems |
| | Development of the Sustainability Framework |
| | Consulting externally on the scope of the SA |
| Stage B | Appraise the Seafront Masterplan SPD |
| Stage C | Prepare the final Sustainability Appraisal Report |
| Stage D | Consult on the final SA report |
| | Appraise any significant changes to the Seafront Masterplan SPD (if any) following consultation |
| Stage E | Post-adoption implementation and monitoring |

Figure 1 - The SA Process (based on the Planning Advisory Service diagram)



What the Sustainability Appraisal will encompass

- 1.19. The revised Seafront Masterplan SPD boundary predominantly covers the southern coastal frontage of Portsea Island, from Old Portsmouth to Eastney, and goes inland as far as Western Parade/Clarence Parade and South Parade/Eastern Parade, with the boundary extending north around the former Eastney Barracks and incorporating Fort Cumberland and the Ferry Road area.



Figure 2 - revised SM SPD boundary

- 1.20. The SM SPD will contain a framework for the development and conservation of land, and identify opportunities for new development or the redevelopment of existing buildings, together with a strategy to improve and enhance the historic and natural environment, public spaces, active travel provision, public transport, visitor economy, and health and wellbeing.

Seafront Masterplan SPD Review - Project Timescales

- 1.21. The below timetable presents the project timescales for the SM SPD review, including previously completed stages and estimated timescales for future stages.

| | | |
|-----------------------------|---|---------------------|
| Stage 1 - Initiation | Initial analysis of issues | Apr - Jun 2018 |
| | Public consultation | Jul - Aug 2018 |
| Stage 2 - Options | Identifying options | Sep 18 - Jan 2019 |
| | Public consultation | Feb - Mar 2019 |
| Stage 3 - Draft | Production of draft SM SPD | Mar 19 - Aug 2020 |
| | Public consultation | Sep - Oct 2020 |
| Stage 4 - Final | Making modifications and production of final publication for adoption | Nov 2020 - Feb 2021 |
| Stage 5 - Adoption | Final publication adopted | Mar 2021 |

2. General introduction and context to Portsmouth and the seafront

- 2.1. Portsmouth (along with Southampton) are the two key cities in the polycentric area of urban south Hampshire, running along the south coast. Strategic planning and levels of growth are agreed by the Partnership for South Hampshire (PfSH), a partnership of local authorities in the Hampshire sub-region.
- 2.2. Portsmouth itself is the only island city in the UK, and Portsea Island itself is mainly flat and low lying. It began life as a small town around 1180, and grew in importance as a port. In 1494 Henry VII strengthened the town's fortifications and built a dockyard in 1495 where royal warships could be built or repaired. In 1663 a new wharf was built for the exclusive use of the navy. At the end of the 17th century the town began to expand to house dockyard workers and sailors' families.
- 2.3. By 1871 the population of Portsmouth had grown to 100,000, and as it continued growing the surrounding villages were swallowed up. Today the island part of Portsmouth is the most densely populated area outside of London, with people living and working on 40 square kilometres of land.
- 2.4. The city's population at the 2011 census was approximately 205,100 people, an increase of 9.9% compared to the 2001 census. Current Nomis⁴ projections for 2019 put the population at 216,812, of which 110,533 are male and 106,279 are female.
- 2.5. The surrounding county of Hampshire is the third most populous county in England and is home to one in seven of people in the South East region (excluding London). The population of the PfSH sub-region in 2014 was 1,217,500 and 17.2% of this population live in Portsmouth.
- 2.6. Approximately 87.8% of the Portsmouth population at the 2011 Census were born in the UK, a reduction from 92.5% in 2001. The next biggest region of origin is Europe at 4.8%; then Middle East & Asia at 4.5%; Africa at 2.0%; the Americas and Caribbean at 0.6%; and Oceania at 0.2%.
- 2.7. 52.2% of the population stated they are Christian (a large drop since 2001 when it was 68.1%). The next largest group is Muslim at 3.5%; then Buddhist and Hindu at 0.6%; Sikh at 0.2%; Jewish at 0.1%; Other at 0.5%; and No Religion at 35% and Not Stated at 7.3% respectively.
- 2.8. Portsmouth International Port opened in 1976 and is one of Britain's most successful municipal port. It is owned by the City Council which is also the Competent Harbour Authority for the whole of Portsmouth Harbour and the approaches (excluding the Ministry of Defence facilities).

⁴ A statistics database service provided by the Office for National Statistics

- 2.9. Over 58% of total employment in the UK is concentrated in cities and 72% of knowledge-intensive employment. Portsmouth City is a key employer in the sub-region providing c. 101,900 jobs, with marine manufacturing related to defence, other marine and aerospace and information and communications technology.
- 2.10. Portsmouth Naval Base is the home of the Royal Navy and has almost two-thirds of the Royal Navy's surface ships based there. It is home to two new aircraft carriers.
- 2.11. The University of Portsmouth is ranked 25th of the UK's universities in the Guardian University Guide 2019 and 51st in the Times Higher Education World University Rankings 2019. They have around 24,000 students, 4,000 of whom are international students from over 150 different countries.
- 2.12. Gunwharf Quays retail and leisure outlet is a popular draw from outside the city, and is the location for the iconic Spinnaker Tower, the defining image of the new Portsmouth while looking back to its maritime history.
- 2.13. The nearby Historic Dockyard attracts visitors from across the region and beyond with a variety of attractions including HMS Victory, which was Nelson's flagship at the Battle of Trafalgar in 1805.
- 2.14. In the south of the city is Southsea with its shingle beach and a promenade overlooking the sea and the Isle of Wight. The wide open space of Southsea Common is a popular area and Southsea itself was first recorded as a place name in a royal plan in 1577. Local houses were built for the skilled workers to serve the castle and the street names still reflect those trades such as Stone Street, Copper Street, Flint Street and Silver Street as well as Castle Road. Henry VIII attended the castle in 1545 and witnessed the sinking of the warship Mary Rose in the Solent.
- 2.15. In the Victorian age with the advent of the railways Southsea developed as a seaside resort. The area is still a popular tourist destination with two piers, amusement arcades, the D-Day Museum, the Royal Marines Museum plus a number of traditional seaside facilities and cafes.
- 2.16. Portsmouth has a rich natural environment with internationally protected harbours and other nationally and locally protected sites: 4 Special Protection Areas; 4 Special Areas of Conservation; 3 Ramsar sites; and 3 Sites of Special Scientific Interest. There are also 28 identified Sites of Importance for Nature Conservation within the city's administrative boundaries.
- 2.17. There are also a number of sites within Portsmouth that provide alternative roosting and foraging locations for SPA species, especially Solent Waders and Brent Geese. The interim Solent Waders and Brent Goose Strategy (SWBGS) by the SWBGS Steering Group sets out a hierarchy of non-designated sites classified by their importance to maintaining the overall ecological network for

these species in the region, and aims to ensure that the current geographical spread of sites across the network is maintained and enhanced.

- 2.18. Additionally, with its extensive maritime heritage, the city boasts 18 Scheduled Ancient Monuments, 446 entries in the statutory list of buildings of architectural or historic interest, 25 Conservation Areas and 3 areas listed in the Register of Parks and Gardens of Special Historic Interest in England. In addition there is a growing Local List identifying buildings of local interest.

PART 1

Review of Policies, Plans, Programmes, Strategies and Initiatives (PPPSIs), and Baseline Data

A review of all the documents that affect the parameters of the SM SPD has been carried out. A summary is available in Appendix 1.

The key areas covered in Appendix 1 are:

- International and European Union Legislation
- UK Legislation, Government guidance and strategies as well as best practice on a number of topic areas
- Regional Guidance, strategies and research as well as the Partnership for Urban South Hampshire (PUSH)
- County Council strategies and research
- Portsmouth City and other local strategies and research

Collection of baseline data

Baseline data gives a context for assessing all the matters covered by a Sustainability Appraisal. It covers a broad range of issues, including important ones related to health and equalities.

Baseline information needs to cover national as well as local data for purposes of comparison, and give a picture of the underlying state of Portsmouth.

A summary table of collected baseline data is available in Appendix 2.

Limitations

It is required that the SA fully assesses 'the likely current and future state of the environment'. However, the collection of baseline data, in some circumstances, highlights that there are data gaps (e.g. most recent available data source is not current and out-of-date). Nevertheless, should more recent and up-to-date become available then the baseline data should be updated as appropriate.

Monitoring

The SA process is an iterative process, so its success and effectiveness will be monitored by the collection of baseline data according to the identified indicators. Indicators may change or require a new focus throughout the assessment stage. It may be necessary to adjust indicators to reflect this.

PART 2

The Key Sustainability Issues

2.19. This Report sets out the topic areas the Sustainability Appraisal will cover. This is informed and guided by the statutory requirements contained in Schedule 2 of the SEA Regulations to have due consideration on issues such as: biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; cultural heritage (including architectural and archaeological heritage); and landscape, as well as the inter-relationship between these issues.

2.20. The Council previously produced a Sustainability Appraisal report for the SM SPD adopted in April 2013, which used the below sustainability topic areas as the basis for appraisal:

- i. Natural resources & climate change;
- ii. Flood risk;
- iii. Biodiversity;
- iv. Landscape & townscape quality;
- v. Heritage;
- vi. Homes for everyone;
- vii. Education, employment & economy;
- viii. Health & wellbeing;
- ix. Culture, leisure & recreation; and
- x. Social inclusion & quality of life.

2.21. The above previous sustainability themes have been revisited and it is considered appropriate that the list be updated to the below in order to capture all relevant sustainability topic areas which the SM SPD may have implications upon:

| | Sustainability Topic Area | Key Sustainability Objectives of Topic Area |
|----------|--------------------------------------|---|
| A | Travel and transport | <ul style="list-style-type: none">• To promote a transport system that provides choice, minimises environmental harm by reducing road congestion and traffic pollution, and promotes the use of public transport and active forms of transport |
| B | Water (resources and quality) | <ul style="list-style-type: none">• Reduce total water consumption and maximise efficient use• To safeguard the health and productivity of sea water by minimising the risk of water pollution• To promote flood resilient buildings and infrastructure |
| C | Energy | <ul style="list-style-type: none">• Minimise total energy consumption and support the use of renewable energy rather than fossil fuel/non-renewable sources |

| | | |
|----------|---|--|
| D | Noise and vibration | <ul style="list-style-type: none"> Minimise disturbance and annoyance to people and wildlife and stresses to historic assets caused by uncontrolled noise and vibration |
| E | Air quality | <ul style="list-style-type: none"> Minimise greenhouse gases and other pollutants |
| F | Waste and resource management (soil, contaminated land, & waste) | <ul style="list-style-type: none"> Reduce waste production and promote reuse, recycling and recovery Minimise risk to human health and the environment from contaminated land To protect ground stability and features of geological importance To minimise soil loss and enhance soil quality |
| G | Sustainable construction and buildings | <ul style="list-style-type: none"> Ensure that development provides optimum economic, environmental, and social benefits, whilst integrating sustainable construction principles |
| H | Biodiversity and nature conservation | <ul style="list-style-type: none"> Seek to protect habitats and species and promote opportunities to enhance and conserve wildlife |
| I | Historic environment and cultural heritage | <ul style="list-style-type: none"> To protect, conserve, and, where possible, enhance the historic environment in recognition that it is an integral part of the city's cultural heritage |
| J | Landscape and townscape | <ul style="list-style-type: none"> To protect, and where possible, enhance the character of landscapes and townscapes, particularly areas of historic and cultural interest |
| K | Human population, safety, and health and wellbeing | <ul style="list-style-type: none"> Maximise opportunities to promote healthy, safe and secure environments in which to live, play, and work, regardless of ethnicity, race, gender, age, or disabilities, and other equality factors |
| L | Communities, amenities, and social value | <ul style="list-style-type: none"> To support the welfare, cultural, recreational, and infrastructure needs of communities Provide opportunities for partnership-working and public involvement |
| M | Climate change resilience | <ul style="list-style-type: none"> Improve resilience to current and future climate change by avoiding, reducing, and managing existing and future vulnerabilities and climatic risks affecting or arising from existing and new development Integrating climate change resilience within other management areas, e.g. water resources, coastal defences, waste. |
| N | Economy, employment, and material assets | <ul style="list-style-type: none"> Help maintain and encourage a strong, diverse, and stable economy of the seafront and wider city |

PART 3

The SA Framework

The framework consists of the SA topics and objectives with the assessment criteria which will provide the methodology to check whether a particular strategy or proposal achieves the social, economic, and environmental aims of sustainability, and whether it is the most suitable and appropriate strategy or proposal for the SM SPD to include.

| | SA Topic/Objectives | Assessment Criteria: <i>"What contribution does the strategy or proposal make to..."</i> | Potential Indicators |
|----------|---|--|---|
| A | Travel and Transport <ul style="list-style-type: none"> <i>To promote a transport system that provides choice, minimises environmental harm by reducing road congestion and traffic pollution, and promotes the use of public transport and active forms of transport</i> | <ol style="list-style-type: none"> 1. Minimise and discourage the need to travel by private car/vehicle? 2. Encourage walking and cycling to create a healthier city? 3. Encourage use of public transport? 4. Improve air quality? | <ul style="list-style-type: none"> • % of journeys to the Seafront area by public transport, walking, and cycling • % of journeys to the Seafront area by private vehicles • No. of bus routes serving the Seafront area • % reduction in pollutants and carbon emissions |
| B | Water (resources and quality) <ul style="list-style-type: none"> <i>Reduce total water consumption and maximise efficient use</i> <i>To safeguard the health and productivity of sea water by minimising the risk of water pollution</i> | <ol style="list-style-type: none"> 1. Maintain or improve water quality? 2. Include surface water drainage management and/or water consumption and efficiency measures? 3. Avoid, where possible, or reduce the risk of flooding to manage and mitigate | <ul style="list-style-type: none"> • Compliance with Water Framework Directive monitoring requirements • No. of surface water flooding issues • No. of dwellings and buildings at risk from flooding |

| | SA Topic/Objectives | Assessment Criteria: <i>"What contribution does the strategy or proposal make to..."</i> | Potential Indicators |
|---|---|---|--|
| | <ul style="list-style-type: none"> To promote flood resilient buildings and infrastructure | flood risk? | |
| C | Energy <ul style="list-style-type: none"> Minimise total energy consumption and support the use of renewable energy rather than fossil fuel/non-renewable sources | <ol style="list-style-type: none"> 1. Reduce the reliance on, and the consumption of, finite fossil fuels for energy? 2. An increased proportion of energy needs being met from renewable resources? | <ul style="list-style-type: none"> % reduction in pollutants and carbon emissions No. of developments that include/integrate renewable energy generation solutions |
| D | Noise and vibration <ul style="list-style-type: none"> Minimise disturbance and annoyance to people and wildlife and stresses to historic assets caused by uncontrolled noise and vibration | <ol style="list-style-type: none"> 1. Minimise disturbance and annoyance to people cause by uncontrolled noise and vibration? 2. Minimise disturbance to wildlife, especially protected species, caused by uncontrolled noise and vibration? 3. Minimise stresses to historic assets caused by uncontrolled noise and vibration? | <ul style="list-style-type: none"> No. of incidents/reports of disturbance and annoyance due to uncontrolled noise and vibration sources No. of incidents/reports of damage to historic assets due to uncontrolled noise and vibration sources |
| E | Air Quality <ul style="list-style-type: none"> Minimise greenhouse gases and other pollutants | <ol style="list-style-type: none"> 1. Improve air quality? 2. Minimise greenhouse gases, carbon emissions, and other pollutants? | <ul style="list-style-type: none"> No. of days where air pollution is moderate or high No. of air pollution incidents |

| | SA Topic/Objectives | Assessment Criteria: <i>"What contribution does the strategy or proposal make to..."</i> | Potential Indicators |
|----------|--|--|--|
| F | Waste and resource management (soil, contaminated land, & waste) <ul style="list-style-type: none"> <i>Reduce waste production and promote reuse, recycling and recovery</i> <i>Minimise risk to human health and the environment from contaminated land</i> <i>To protect ground stability and features of geological importance</i> <i>To minimise soil loss and enhance soil quality</i> | <ol style="list-style-type: none"> 1. Avoid or minimise waste and increase the re-use, recycling, or recovery of waste? 2. Contribute to the reduction of minerals extraction and increase the reuse/recycling of aggregate resources? 3. Minimise the risk to human health and the environment from contaminated land? 4. Minimise soil loss and, where possible, enhance soil quality? | <ul style="list-style-type: none"> • No. of general and recycle waste bins in Seafront area • % of recycled material being disposed in recycle waste bins in Seafront area • No. of developments achieving BREEAM Very Good or higher • No. of incidents arising from contaminated land issues |
| G | Sustainable construction and buildings <ul style="list-style-type: none"> <i>Ensure that development provides optimum economic, environmental, and social benefits, whilst integrating sustainable construction principles</i> | <ol style="list-style-type: none"> 1. Ensure the highest sustainable design standards are met and sustainable construction principles are integrated? 2. Create economic opportunities to increase the learning, training, and skills of the city's population? | <ul style="list-style-type: none"> • No. of developments achieving BREEAM Very Good or higher • No. of residential developments achieving at least Level 3 of the Code for Sustainable Homes • No. of training or apprenticeship programs or schemes created through development |
| H | Biodiversity and nature conservation | <ol style="list-style-type: none"> 1. Maintain and/or improve the condition and integrity of internationally, nationally, and locally designated | <ul style="list-style-type: none"> • Integrity and condition of European sites, SSSIs, SINCs, and locally designated sites should not worsen |

| | SA Topic/Objectives | Assessment Criteria: <i>"What contribution does the strategy or proposal make to..."</i> | Potential Indicators |
|---|--|---|---|
| | <ul style="list-style-type: none"> Seek to protect habitats and species and promote opportunities to enhance and conserve wildlife | <p>nature conservation and habitat sites?</p> <ol style="list-style-type: none"> 2. Safeguard and enhance the role of non-designated sites in supporting wildlife and habitats? 3. Minimise impacts on and provide net gains for biodiversity? 4. Provide for increased understanding, appreciation, and enjoyment of the natural environment? | |
| I | Historic environment and cultural heritage <ul style="list-style-type: none"> To protect, conserve, and, where possible, enhance the historic environment in recognition that it is an integral part of the city's cultural heritage | <ol style="list-style-type: none"> 1. Conserve or enhance the significance of conservation areas? 2. Conserve or enhance the significance of listed buildings/structures, Scheduled Ancient Monuments, and registered parks and gardens? 3. Conserve or enhance the significance of sites of potential archaeological importance? 4. Conserve or enhance historic character and key views? 5. Provide for increased understanding, | <ul style="list-style-type: none"> No. of Conservation Areas (this should not decrease) No. of heritage assets on the Heritage at Risk register (this should not increase and ideally decrease) |

| | SA Topic/Objectives | Assessment Criteria: <i>"What contribution does the strategy or proposal make to..."</i> | Potential Indicators |
|---|--|---|--|
| | | appreciation, and enjoyment of the historic environment? | |
| J | Landscape and townscape <ul style="list-style-type: none"> <i>To protect, and where possible, enhance the character of landscapes and townscapes, particularly areas of historic and cultural interest</i> | <ol style="list-style-type: none"> 1. Protect, and where possible, enhance the positive design and aesthetic qualities of the seafront's built environment? 2. Protect, and where possible, enhance the positive characteristics of the seafront's landscape? 3. Foster positive perceptions of the seafront and wider city through high-quality design? | <ul style="list-style-type: none"> • No. of planning applications granted where design is considered to enhance positively to the wider environment • No. of planning applications refused on design grounds relating to, for example, impact on streetscene and/or impact on assets of architectural significance |
| K | Human population, safety, and health and wellbeing <ul style="list-style-type: none"> <i>Maximise opportunities to promote healthy, safe and secure environments in which to live, play, and work, regardless of ethnicity, race, gender, age, or disabilities, and other equality factors</i> | <ol style="list-style-type: none"> 1. Improve the health and wellbeing of the city's population and users of the seafront? 2. Ensure that all users are treated fairly and equally, regardless of ethnicity, race, gender, age, or disabilities, and other equality factors? 3. Reduce the fear of crime and levels of crime? | <ul style="list-style-type: none"> • Levels of obesity in all age groups should decrease • No. of incidents reported relating to equality • Fear of crime should decrease and no. of crime incidents should decrease |
| L | Communities, amenities, and social value | <ol style="list-style-type: none"> 1. Benefit deprived communities within the city? | <ul style="list-style-type: none"> • Surveys/data relating to attendees attending or engaging in cultural, leisure, and recreation activities and |

| | SA Topic/Objectives | Assessment Criteria: <i>"What contribution does the strategy or proposal make to..."</i> | Potential Indicators |
|----------|---|---|--|
| | <ul style="list-style-type: none"> <i>To support the welfare, cultural, recreational, and infrastructure needs of communities</i> <i>Provide opportunities for partnership-working and public involvement</i> | <ol style="list-style-type: none"> 2. Improve access to culture, leisure, recreation, and social infrastructure for communities? 3. Promote and improve partnerships and relations between the council and stakeholders? | <p>events held within the Seafront area (to capture socio-demographic statistics)</p> <ul style="list-style-type: none"> No. of proposals backed or jointly-ventured by the council with stakeholders |
| M | Climate change resilience <ul style="list-style-type: none"> <i>Improve resilience to current and future climate change by avoiding, reducing, and managing existing and future vulnerabilities and climatic risks affecting or arising from existing and new development</i> <i>Integrating climate change resilience within other management areas, e.g. water resources, coastal defences, waste.</i> | <ol style="list-style-type: none"> 1. Improve resilience to current and future climate change impacts? 2. Integrate climate change resilience within resource management, e.g. water, waste, minerals? 3. Avoid, where possible, or reduce the risk of flooding to manage and mitigate flood risk? | <ul style="list-style-type: none"> No. of dwellings and buildings at risk of flooding (this should not increase) No. of incidents relating to damage of property and material assets from flooding/bad weather events should be low and not increase |

| | SA Topic/Objectives | Assessment Criteria: <i>"What contribution does the strategy or proposal make to..."</i> | Potential Indicators |
|---|---|--|---|
| N | Economy, employment, and material assets <ul style="list-style-type: none"> • <i>Help maintain and encourage a strong, diverse, and stable economy of the seafront and wider city</i> | <ol style="list-style-type: none"> 1. Maintain and encourage a strong, diverse, and stable economy of the seafront and wider city? 2. Grow the cultural, visitor, and tourism sector? 3. Support existing and new businesses to establish and thrive? | <ul style="list-style-type: none"> • Overall position / rank of Portsmouth in the UK Competitive Index should be maintained and ideally increase • No. of visitors annually • Figures of vacant floorspace should be low |

PART 4

Sustainability Appraisal

The table below sets out the SA process conducted in this report.

| | Sustainability Appraisal steps |
|----------|---|
| A | Likely evolution without the revised SM SPD |
| B | Developing the SM SPD proposals and policies (including reasonable alternatives) |
| | i <i>Testing the SM SPD objectives against the SA Framework</i> |
| | ii <i>Predicting and evaluating the effects of the SM SPD</i> |
| C | Appropriate Assessment |
| | i <i>Considering ways of mitigating adverse effects and maximising beneficial effects</i> |
| | ii <i>Proposing measures to monitor the significant effects of implementing the Plan</i> |

The SA Framework will be used to assess the vision and objectives, and proposals or policies of the SM SPD for their compatibility with the SA objectives.

SA objectives are a recognised way in which the likely environmental, economic and social effects of the SM SPD can be described, analysed and compared in the SA process. SA objectives are distinct from the SM SPD objectives, although there can be considerable overlap between the two. The SA objectives take account of relevant international and national policy, the key sustainability issues facing the seafront area, and the environmental effects which the SEA Directive requires consideration of (biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape, and the interrelationships between them).

Scoring Methodology

To undertake the assessment, a criteria-based scoring method will be used to determine the likely effects of a proposal or policy against each SA objective. The scoring criteria is set out in Appendix 3.

| SA Scoring Categories | |
|------------------------------|-----------------------------|
| ++ | Significant positive impact |
| + | Positive impact |
| +/- | Mixed |
| - | Negative impact |
| -- | Significant negative impact |
| ? | Uncertain |
| 0 | No effect |

The scoring ranges from 'significant positive impact' to 'significant negative impact'. Where there is an 'uncertain' effect, this means that there is not enough information to make a judgement, or implementation requirements will remain unclear until development stage. This does not mean that there will be any absence of impacts,

rather impacts are anticipated but, without any detailed information, it is entirely uncertain whether impacts would be positive or negative.

Where there is 'no effect' attributed to a proposal or policy, this means that the proposal or policy has no direct relationship with the specific SA objective or that there is anticipated to be no or negligible impact on the SA objective.

When attributing a score to a proposal or policy to best represent its sustainability credentials and to assess its likely impact, the 'precautionary principle'⁵ will be used. This adopts a 'worst-case scenario' approach. Practically, this involves attributing to a proposal or policy an overall negative score within an individual SA objective if at least one criterion within the SA objective is scored negatively, even if it has scored positively in another criterion within the same SA objective. Equally, if at least one criterion within the SA objective is scored 'Uncertain' then the overall score will remain 'Uncertain' and then further discussed, unless it also has a negative score in which case the overall negative score applies.

Similarly, the 'precautionary principle' is applied to positive scores, so that in the scenario where a proposal or policy scores both 'positive' and 'significant positive' within a specific SA objective then an overall 'positive impact' will be scored.

Limitations of predicting effects

SA is a tool for predicting potential likely significant effects and operates at a strategic level. Predicting effects relies on an evidence-based approach and incorporates professional judgement. It is often not possible to state with absolute certainty whether effects will occur, as many impacts are influenced by a range of factors such as the specific design of a proposal and the design and success of mitigation measures.

The assessments in this report are based on the best available information, including that available to the Council and information that is publicly available. The assessment of reasonable alternatives is somewhat limited in terms of available data resources. For example, up to date ecological surveys and/or landscape and visual impact assessments have not been undertaken, which are resource-heavy undertakings that are not entirely practical for a geographically large area. Every attempt has, however, been made to predict effects as accurately as possible.

⁵ The European Commission describes the precautionary principle as follows: *"If a preliminary scientific evaluation shows that there are reasonable grounds for concern that a particular activity might lead to damaging effects on the environment, or on human, animal or plant health, which would be inconsistent with protection normally afforded to these within the European Community, the Precautionary Principle is triggered."*

A. Likely evolution without the revised SM SPD

The SEA Regulations⁶ requires information on ‘... *the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme*’ and ‘*any existing environmental problems which are relevant to the plan....*’ Therefore, to satisfy the SEA Regulations, this section of the report considers the likely evolution of the seafront area in the absence of the revised SM SPD.

In the absence of the revised SM SPD, planning and development of the seafront area would be guided by the current adopted Local Plan and 'Seafront Masterplan SPD (2013)'⁷. It is considered that any future development would need to be in accordance to the strategy, proposals, and guidance contained in these documents. Therefore, in assessing the likely evolution of the seafront area in this scenario, reference should be made to the SA produced for the 2013 version of the SM SPD (included in Appendix 4).

B. Developing the SM SPD proposals and policies (including reasonable alternatives)

In developing the proposals and policies for the SM SPD, consideration has been made to reasonable alternatives, which are "*the different realistic options considered by the plan-maker in developing the policies in its plan.*"⁸ The SEA Directive requires that reasonable alternatives are identified, described, and evaluated for their likely impacts. Additionally, the SEA Regulations require an "outline of the reasons for selecting the alternatives dealt with".

The following are considered to be reasonable alternative options for the SM SPD:

| | |
|-----------------|---|
| Option A | Do nothing - with current adopted SM SPD 2013 in place |
| Option B | Do nothing - with revocation of current adopted SM SPD 2013 |
| Option C | Implementation of 'Options Consultation' proposals and guidance |
| Option D | Implementation of final SM SPD (March 2021) |

Option A: Do nothing - with current adopted SM SPD 2013 in place

As stated previously, in this scenario any future development would need to be in accordance to the strategy, proposals, and guidance contained in the current adopted SM SPD 2013. Therefore, in assessing the likely evolution of the seafront area in this scenario, reference should be made to the SA produced for the 2013 version of the SM SPD (included in Appendix 4).

⁶ Regulation 12(3) and Schedule 2 of the 'Environmental Assessment of Plans and Programmes Regulations 2004'

⁷ 'The Portsmouth Plan' (adopted January 2012) and the 'Seafront Masterplan SPD' (adopted April 2013), both produced by Portsmouth City Council

⁸ Planning Practice Guidance (PPG) Paragraph: 018 Reference ID: 11-018-20140306

Option B: Do nothing - with revocation of current adopted SM SPD 2013

In this scenario, planning policy would default to Local Plan Policy PCS9 (The Seafront), and development proposals would need to accord with this policy, as well as the Local Plan as a whole. Therefore, in assessing the likely evolution of the seafront area in this scenario, reference should be made to the SA conducted on Policy PCS9 (extract included in Appendix 5).

Option C: Implementation of 'Options Consultation' proposals and guidance

An interim stage document was produced in February 2019, which identified both challenges and opportunities for the seafront, and sought to identify overarching strategies and key project opportunities.

The strategies and key project opportunities from the interim stage document have been scored against the SA Framework, and the results tables are included in Appendix 6.

It should be noted that these strategies and key project opportunities were formulated at an interim stage of the overall SM SPD review project, whereby it was considered at that particular point in time pertinent to consult and gather the views and opinions of various internal and external stakeholders. Therefore, whilst the scoring result demonstrates that some strategies and key project opportunities are considered to have negative impacts, the overall aim of the interim stage consultation was to 'acid test' a broad range of ideas and options against a wider agenda extending outside of the SA process.

Nevertheless, in deciding in which options should be taken forward, the results of the SA scoring for this option have been taken into account together with external factors (e.g. corporate-level decisions; feasibility; etc.) which have informed these particular decisions that then have fed into the draft version of the SM SPD.

Option D: Implementation of final SM SPD (March 2021)

A final version of the SM SPD has been produced which has taken into account the feedback received public consultation held between September to October 2020, feedback received on the 'Options' consultation, internal stakeholder meetings, and further work conducted by PCC Officers. This version of the SM SPD is intended to be the document for adoption by the Council.

This section of the report considers the sustainability credentials of the final SM SPD through the following steps:

- i. Testing the SM SPD vision and objectives against the SA Framework
- ii. Predicting and evaluating the effects of the SM SPD
- iii. Considering the ways of mitigating adverse effects and maximising beneficial effects

iv. Proposing measures to monitor the effects of implementing the SM SPD

i. Testing the SM SPD vision and objectives against the SA Framework

The vision for the SM SPD should complement the vision of Portsmouth's local plan, but be specific to the seafront area. The vision in the local plan is “To make Portsmouth the premier waterfront city, with an unrivalled maritime heritage – a great place to live, work and visit.” The SM SPD vision and objectives are informed by local and national planning policy, community and stakeholder engagement, and officer analysis & recommendations. The objectives of the SM SPD are more specific than the vision since the objectives help the vision to be realised.

The table below contains the vision and objectives of the SM SPD:

| | |
|-------------------|--|
| Vision | <i>"The seafront's natural and historic assets will be protected, conserved, and enhanced. The seafront will be a beautiful, functional, sustainable, and resilient place that is healthy, safe, enjoyable, and accessible to all"</i> |
| Objectives | |
| 1 | Protect and enhance the seafront's natural assets and achieve a net gain in biodiversity |
| 2 | Conserve and enhance the seafront's heritage assets |
| 3 | Ensure that new development at the seafront is of excellent design and enhances the seafront overall |
| 4 | Ensure that new development is functional and compatible with the overall functionality of the seafront |
| 5 | Ensure that new development is sustainable, mitigates climate change and is resilient to the effects of climate change |
| 6 | Ensure that new development maximises opportunities to improve people's health, wellbeing, and safety |
| 7 | Ensure that new development maximises opportunities to improve people's enjoyment of the seafront |
| 8 | Ensure that new development maximises opportunities to improve accessibility to all |
| 9 | Ensure that new development promotes active and sustainable travel |
| 10 | Ensure that new development, including alterations to roads, seek to minimise space allocated to motor vehicles, in order to better accommodate other travel modes as attractive alternatives |

The table below presents the scoring outcome of the SM SPD vision and objectives against the SA Framework, in accordance to the scoring methodology outlined

previously. Since the SM SPD objectives help the vision to be realised, the overall score of the SM SPD objectives are taken into account for the scoring of the vision.

| Seafront Masterplan SPD Review - Vision and Objectives | | SA OBJECTIVES | | | | | | | | | | | | | |
|---|--|----------------------|-------------------------------|--------|---------------------|-------------|--|--|--------------------------------------|--|-------------------------|--|--|---------------------------|--|
| | | Travel and Transport | Water (resources and quality) | Energy | Noise and Vibration | Air quality | Waste and resource management (soil, contaminated land, & waste) | Sustainable construction and buildings | Biodiversity and nature conservation | Historic environment and cultural heritage | Landscape and townscape | Human population, safety, and health and wellbeing | Communities, amenities, and social value | Climate change resilience | Economy, employment, and material assets |
| Overall scoring | | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| Vision | <i>The seafront's natural and historic assets will be protected, conserved, and enhanced. The seafront will be a beautiful, functional, sustainable, and resilient place that is healthy, safe, enjoyable, and accessible to all</i> | ? | + | + | + | ? | + | ? | ? | ? | + | ? | ? | ? | + |
| Objectives | | | | | | | | | | | | | | | |
| 1 | Protect and enhance the seafront's natural assets and achieve a net gain in biodiversity | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | 0 | 0 | 0 | + | 0 | 0 |
| 2 | Conserve and enhance the seafront's heritage assets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 | + |
| 3 | Ensure that new development at the seafront is of excellent design and enhances the seafront overall | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ++ | 0 | + | 0 | + |
| 4 | Ensure that new development is functional and compatible with the overall functionality of the seafront | + | 0 | 0 | 0 | ? | 0 | ? | + | + | + | + | + | + | + |

| Seafront Masterplan SPD Review - Vision and Objectives | | SA OBJECTIVES | | | | | | | | | | | | | |
|--|---|----------------------|-------------------------------|--------|---------------------|-------------|--|--|--------------------------------------|--|-------------------------|--|--|---------------------------|--|
| | | Travel and Transport | Water (resources and quality) | Energy | Noise and Vibration | Air quality | Waste and resource management (soil, contaminated land, & waste) | Sustainable construction and buildings | Biodiversity and nature conservation | Historic environment and cultural heritage | Landscape and townscape | Human population, safety, and health and wellbeing | Communities, amenities, and social value | Climate change resilience | Economy, employment, and material assets |
| Overall scoring | | | | | | | | | | | | | | | |
| 5 | Ensure that new development is sustainable, mitigates climate change, and is resilient to the effects of climate change | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| 6 | Ensure that new development maximises opportunities to improve people's health, wellbeing, and safety | + | 0 | 0 | + | + | + | 0 | + | + | + | + | + | + | 0 |
| 7 | Ensure that new development maximises opportunities to improve people's enjoyment of the seafront | ? | 0 | 0 | + | + | + | 0 | + | + | + | ++ | + | + | + |
| 8 | Ensure that new development maximises opportunities to improve accessibility to all | ? | 0 | 0 | 0 | ? | 0 | 0 | ? | ? | + | ? | + | 0 | + |
| 9 | Ensure that new development promotes active and sustainable travel | + | 0 | 0 | 0 | + | 0 | 0 | ? | ? | + | ? | 0 | 0 | + |
| 10 | Ensure that new development, including alterations to roads, seek to minimise space allocated to motor vehicles, in order to better accommodate other travel modes as attractive alternatives | + | 0 | 0 | 0 | + | 0 | 0 | 0 | ? | ++ | ? | ? | ? | + |

Discussion

| | |
|--------------------|--|
| Vision | <p>This scored positively against 6 out of 14 of the SA objectives.</p> <p>The vision scored 'Uncertain' in the following SA objectives-</p> <ul style="list-style-type: none">• Travel and Transport;• Air quality;• Waste and Resource;• Sustainable Construction and Buildings;• Biodiversity and Nature Conservation;• Historic Environment and Cultural Heritage;• Human Population, Safety, and Health and Wellbeing;• Communities, Amenities, and Social Value; and• Climate Change Resilience. |
| Objective 1 | <p>This scored positively against 2 out of 14 of the SA objectives.</p> <p>This objective seeks to protect and enhance the seafront's natural assets and achieve a net gain in biodiversity. In doing this, there is opportunity for improved partnerships with various stakeholders to achieve this.</p> <p>It is considered the other SA objectives are unaffected by the SM SPD objective.</p> |
| Objective 2 | <p>This scored positively against 4 out of 14 of the SA objectives.</p> <p>This objective seeks to conserve and enhance the seafront's heritage assets, including Fort Cumberland which is on the 'at risk' register. This objective will ensure the special historic quality of the seafront is kept and will enhance perceptions of the seafront. This will also create opportunities for improved partnerships with various stakeholders, and improve access to the appreciation of heritage and culture for communities. Also, by ensuring heritage assets are conserved and enhanced, this will contribute towards bringing about more economic and tourism activity.</p> <p>It is considered the other SA objectives are unaffected by the SM SPD objective.</p> |
| Objective 3 | <p>This scored positively against 4 out of 14 of the SA objectives.</p> <p>This objectives seeks to ensure that new development at the seafront is of excellent design and enhances the seafront overall. This will lead to enhanced aesthetic and sustainability qualities of the seafront's built environment, which enhances overall perception. With an enhanced seafront in terms of design and aesthetic, there may be various partnership opportunities available, for example event operators who may benefit from an increased attractiveness to the seafront. An enhanced seafront can also contribute towards bringing about more economic and tourism activity.</p> <p>The objective scored 'Uncertain' in the following SA objectives-</p> |

- Biodiversity and Nature Conservation; and
- Historic Environment and Cultural Heritage;

The successfulness of this objective against these SA objectives will be largely dependent on the detail of particular developments and schemes to ensure compatibility with various heritage and nature designations and assets.

It is considered the other SA objectives are unaffected by the SM SPD objective.

Objective 4 This scored positively against 8 out of 14 of the SA objectives.

This objective seeks to ensure that new development is functional and compatible with the overall functionality of the seafront (meaning the various functions the seafront fulfils or contribute towards, e.g. biodiversity, heritage, cultural, leisure, tourism, health and wellbeing, etc.).

The objective scored 'Uncertain' in the following SA objectives-

- Air quality; and
- Sustainable Construction and Buildings;

The successfulness of this objective against these SA objectives (which are inter-related to some extent) will be largely dependent on the detail of particular developments and schemes to ensure compatibility.

It is considered the other SA objectives are unaffected by the SM SPD objective.

Objective 5 This scored positively against 14 out of 14 of the SA objectives.

Objective 6 This scored positively against 10 out of 14 of the SA objectives.

This objective seeks to ensure that new development maximises opportunities to improve people's safety and health, which includes (but not limited to) travel and movement, amenity, air quality, risk to exposure of contamination, and flood risk. The objective also seeks to have positive influence towards people's health and wellbeing.

It is considered the other SA objectives are unaffected by the SM SPD objective.

Objective 7 This scored positively against 10 out of 14 of the SA objectives.

This objective seeks to ensure new development maximises opportunities to improve people's enjoyment of the seafront.

The objective scored 'Uncertain' in the following SA objective-

- Travel and Transport.

The successfulness of this objective against this SA objective will be largely dependent on the detail of particular developments and schemes to ensure compatibility. Since developments or schemes could lead to either an increase or decrease in vehicle traffic, this has unknown

implications on how enjoyment of the seafront is experienced by all user-groups.

It is considered the other SA objectives are unaffected by the SM SPD objective.

Objective 8 This scored positively against 3 out of 14 of the SA objectives.

This objective seeks to ensure new development maximises opportunities to improve accessibility to all. This objective seeks to have a positive impact to all users and social groups, engendering positive perceptions of the seafront. This could lead to the area to be more attractive and accessible to more visitors, which contributes towards economic and tourism activity.

The objective scored 'Uncertain' in the following SA objectives-

- Travel and Transport;
- Air quality;
- Biodiversity and Nature Conservation;
- Historic Environment and Cultural Heritage; and
- Human Population, Safety, and Health and Wellbeing;

The successfulness of this objective against these SA objectives will be largely dependent on the detail of particular developments and schemes to ensure compatibility. Since developments or schemes could lead to either an increase or decrease in vehicle traffic, this has unknown implications on how the accessibility of the seafront is experienced by all user-groups, especially those with mobility impairments. Whilst there is the aim to improve accessibility to the seafront overall, there is need to consider which specific areas of the seafront need to be controlled or restricted in terms of ease of access, since the various protected and/or designated heritage and nature assets and areas would necessitate different approaches and consideration. Accessibility also needs to be considered in the context of ensuring people's safety and safeguarding from crime.

It is considered the other SA objectives are unaffected by the SM SPD objective.

Objective 9 This scored positively against 4 out of 14 of the SA objectives.

This objective seeks to ensure development promotes active travel, which could lead to a higher proportion of travel movements coming from active modes of travel (i.e. walking and cycling) and public transport, instead of private motor vehicles. This could lead to an improvement in local air quality and thus overall perceptions of the area would be improved.

The objective scored 'Uncertain' in the following SA objectives-

- Biodiversity and Nature Conservation;
- Historic Environment and Cultural Heritage; and
- Human Population, Safety, and Health and Wellbeing;

The successfulness of this objective against these SA objectives will be largely dependent on the detail of particular developments and schemes to ensure compatibility. Specific details on new/enhanced cycle routes, for example, and their potential impact on heritage and nature assets would need to be assessed at implementation stage.

It is considered the other SA objectives are unaffected by the SM SPD objective.

**Objective
10**

This scored positively against 4 out of 14 of the SA objectives.

This objective seeks to ensure that new development (including alterations to roads) seeks to minimise space allocated to motor vehicles, in order to better accommodate other users, which could lead to a higher proportion of travel movements coming from active modes of travel (i.e. walking and cycling) and public transport, instead of private motor vehicles. This could lead to an improvement in local air quality and thus overall perceptions of the area would be improved.

The objective scored 'Uncertain' in the following SA objectives-

- Historic Environment and Cultural Heritage; and
- Human Population, Safety, and Health and Wellbeing;
- Communities, Amenities, and Social Value; and
- Climate Change Resilience.

The successfulness of this objective against these SA objectives will be largely dependent on the detail of particular developments and schemes to ensure compatibility. Specific details on new/enhanced cycle routes, for example, and their potential impact on heritage and nature assets would need to be assessed at implementation stage.

It is considered the other SA objectives are unaffected by the SM SPD objective.

Overall, the SM SPD vision and objectives perform favourably against the SA objectives. However, the successfulness of certain objectives against the SA objectives will be largely dependent on the detail of particular developments and schemes to ensure compatibility. Nevertheless, the exercise has highlighted there are not likely to be any outright negative impacts.

ii. Predicting and evaluating the effects of the SM SPD

The draft SM SPD contains a number of strategies, guidance, and key project opportunities which have been formulated from the objectives to help achieve the vision. These have also been informed through consultation and engagement with key stakeholders.

The strategies, guidance, and key project opportunities of the SM SPD have been scored against the SA Framework, and the results tables are included in Appendix 7.

Screening of Likely Significant Effects

The SA has identified a number of strategies, guidance, or key projects which may have adverse effects, including those with mixed effects and negative effects (slight or significant).

The below table presents such strategies, guidance, or key projects and summarises their potential impacts. These all have been screened in for Appropriate Assessment.

| Strategy/guidance/key project for which potential mixed or negative effects have been identified | | SA objective affected | Potential impact | Summary of issue |
|--|---|--|------------------|--|
| Theme 5 - Public realm | | | | |
| | Public Spaces - Gateway spaces (various) | Historic environment and cultural heritage | Mixed impact | Gateway enhancement interventions at the identified locations could take various forms and design styles, which would provide public benefits in the form of public enjoyment and stimulating tourism activity. However, it is considered that the historic character of the seafront could be adversely impacted as a result of any intervention. |
| | Lighting - Gateway lighting at Eastney Esplanade/Eastney toilet block | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| Theme 7 - Economy and Attractions | | | | |
| | Cluster at Old Portsmouth | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| | Cluster at Clarence Pier | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | Cluster at Southsea Castle | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to |

| Strategy/guidance/key project for which potential mixed or negative effects have been identified | | SA objective affected | Potential impact | Summary of issue |
|--|---------------------------------------|--------------------------------------|------------------------|--|
| | | | | designated nature conservation and habitat sites, such as increasing recreational footfall |
| | Cluster at South Parade Pier | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| | Cluster at Eastney swimming pool | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| | Cluster at Eastney Point | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| Theme 8 - Development Opportunities | | | | |
| | Wightlink site | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| | Hovertravel terminal and interchange | Biodiversity and nature conservation | Slight negative impact | Has potentially adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | Blue Reef aquarium | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | The Pyramids | Biodiversity and nature conservation | Slight negative impact | Has potentially adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | Speakers' Corner/South Parade Gardens | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as |

| Strategy/guidance/key project for which potential mixed or negative effects have been identified | | SA objective affected | Potential impact | Summary of issue |
|--|------------------------|--------------------------------------|------------------------|--|
| | | | | increasing recreational footfall |
| | Eastney Esplanade West | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | Royal Marines Museum | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| | Southsea Leisure Park | Biodiversity and nature conservation | Slight negative impact | Has potentially adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| | Fraser Range | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| | Fort Cumberland | Biodiversity and nature conservation | Slight negative impact | Has potentially adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | Clarence Pier | Biodiversity and nature conservation | Slight negative impact | Has potentially adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | St Helens Parade | Biodiversity and nature conservation | Slight negative impact | Has potentially adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | Eastney Swimming Pool | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |

| Strategy/guidance/key project for which potential mixed or negative effects have been identified | | SA objective affected | Potential impact | Summary of issue |
|--|--------------------------------------|--------------------------------------|------------------------|--|
| | Southsea Marina | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | RNLI site | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | Eastney Point ferry terminal | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | Fish market/public toilets | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| Area 1 - Old Portsmouth | | | | |
| | Wightlink site | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| | Fish market and public toilets | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| Area 2 - Clarence Pier | | | | |
| | Clarence Pier | Biodiversity and nature conservation | Slight negative impact | Has potentially adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as such as increasing recreational footfall or bird strike |
| | Hovertravel terminal and interchange | Biodiversity and nature conservation | Slight negative impact | Has potentially adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |

| Strategy/guidance/key project for which potential mixed or negative effects have been identified | | SA objective affected | Potential impact | Summary of issue |
|--|---|--------------------------------------|------------------------|--|
| | Increase capacity to car parks | Travel and transport | Slight negative impact | Has potentially adverse impacts due to potential increase in vehicle traffic to the area |
| Area 3 - Southsea Common | | | | |
| | Blue Reef aquarium | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | The Pyramids and car park | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | Speakers Corner | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| | South Parade Pier | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| | St Helens Parade gardens (D-Day Stone memorial) | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| Area 4 - St Georges Road to Henderson Road | | | | |
| | Guidance text | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| Area 5 - Henderson Road to Eastney Point | | | | |
| | Guidance text | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |

| Strategy/guidance/key project for which potential mixed or negative effects have been identified | | SA objective affected | Potential impact | Summary of issue |
|--|--|--------------------------------------|------------------------|--|
| | | | | and visual disturbance for protected species |
| | Eastney swimming pool and toilet block and beach | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | Southsea Leisure Park | Biodiversity and nature conservation | Slight negative impact | Has potentially adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| | Southsea Marina | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | Fort Cumberland | Biodiversity and nature conservation | Slight negative impact | Has potentially adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall |
| | RNLI building | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | Walking routes | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |
| | Landscape enhancement to Fort Cumberland Heath | Biodiversity and nature conservation | Mixed impact | Has potentially mix of positive and adverse impacts due to close proximity of this location to designated nature conservation and habitat sites, such as increasing recreational footfall and visual disturbance for protected species |

C. Appropriate Assessment - including considering the ways of mitigating adverse effects and maximising beneficial effects and proposing measures to monitor the effects of implementing the SM SPD

Requirement for Appropriate Assessment

The need for an assessment of impacts on European sites is set out within Article 6 of the Habitats Directive, and transposed into UK law by the Conservation of Habitats and Species Regulations 2017. The ultimate aim of the Habitats Directive is to “maintain or restore, at favourable conservation status, natural habitats and species of wild fauna and flora of Community interest” (Article 2(2)). This aim relates to habitats and species, not the European Sites themselves, although the European Sites have a significant role in delivering favourable conservation status.

The Habitats Directive applies the precautionary principle¹ to European Sites. Consent should only be granted for plans and projects once the relevant competent authority has ascertained that there will either be no likelihood of significant effects, or no adverse effect on the integrity of the European Site(s) in question.

Where an Appropriate Assessment has been carried out and results in a negative impact, or if uncertainty remains over the significant effect, consent will only be granted if there are no alternative solutions and there are Imperative Reasons of Over-riding Public Interest (IROPI) for the development and compensatory measures have been secured.

To ascertain whether or not site integrity will be affected, an Appropriate Assessment should be undertaken of the plan or project in question.

Following evidence gathering, the first stage of any Assessment is a Likely Significant Effect (LSE) test - essentially a risk assessment to decide whether the full subsequent stage known as Appropriate Assessment is required. The essential question is:

“Is the project, either alone or in combination with other relevant projects and plans, likely to result in a significant effect upon European sites?”

Where it is determined that a conclusion of ‘no likely significant effect’ cannot be drawn, the analysis has proceeded to the next stage of HRA known as Appropriate Assessment. Case law has clarified that ‘appropriate assessment’ is not a technical term. In other words, there are no particular technical analyses, or level of technical analysis, that are classified by law as belonging to appropriate assessment rather than determination of likely significant effects.

By virtue of the fact that it follows Screening, there is a clear implication that the analysis will be more detailed than undertaken at the Screening stage and one of the key considerations during appropriate assessment is whether there is available mitigation that would entirely address the potential effect. In practice, the appropriate

assessment would take any policies or allocations that could not be dismissed following the high-level Screening analysis and analyse the potential for an effect in more detail, with a view to concluding whether there would actually be an adverse effect on integrity (in other words, disruption of the coherent structure and function of the European site(s)).

A decision by the European Court of Justice⁹ concluded that measures intended to avoid or reduce the harmful effects of a proposed project on a European site may no longer be taken into account by competent authorities at the Likely Significant Effects or 'screening' stage of HRA. That ruling has been considered in producing this HRA.

Also in 2018 the Holohan ruling¹⁰ was handed down by the European Court of Justice. Among other provisions paragraph 39 of the ruling states that 'As regards other habitat types or species, which are present on the site, but for which that site has not been listed, and with respect to habitat types and species located outside that site, ... typical habitats or species must be included in the appropriate assessment, if they are necessary to the conservation of the habitat types and species listed for the protected area'

Appropriate Assessment of LSEs

Identified LSEs arising from the plan screened in for appropriate assessment fall under two SA objectives: historic environment and cultural heritage; and biodiversity and nature conservation. These will be considered in turn.

Historic environment and cultural heritage

It has been identified that the proposed strategy in the plan to create public spaces at gateway spaces could have a mixed impact on the historic environment and cultural heritage. The seafront area is covered by various Conservation Areas and is the location for numerous Scheduled Ancient Monuments, Listed Buildings, and locally-listed buildings. The proposed strategy identifies locations for gateway enhancements which could adversely affect one or more of these heritage assets.

Gateway enhancement interventions at the identified locations could take various forms and design styles, which would provide public benefits in the form of public enjoyment and stimulating tourism activity. However, whilst the plan does not stipulate any detailed design or plan for this, it is considered that, in principle, the historic character of the seafront could be adversely impacted as a result of any intervention due to the change from its baseline condition.

Whilst this would be the effect of the proposed strategy in isolation, the plan overall advocates for a 'heritage-centric' approach and seeks to ensure that development is sensitively and positively integrated with the historic environment to ensure

⁹ People Over Wind and Sweetman v Coillte Teoranta (C-323/17)

¹⁰ Case C-461/17

conservation and enhancement. A project-level heritage assessment to accompany any development proposal would be a necessary requirement as part of the planning consent process, which would ensure that these considerations are fully taken into account. It is therefore considered that, with this measure in place, there is no residual LSE arising from this particular strategy.

Travel and transport

The proposal to increase vehicle parking space capacity at Clarence Pier and Clarence Esplanade has the potential adverse impact of increasing the amount of vehicle traffic within this particular area.

However, this also has to be considered in combination with the other proposed strategies within the plan which advocate for removal of parking spaces in certain areas, and the promotion of active and sustainable modes of transport. Therefore, whilst it is considered that local adverse impact may arise, taking the plan area as a whole and the effective delivery and implementation of the plan, overall vehicle movements should reduce from the present baseline.

Mitigation options to support this overall strategy include: providing residents and visitors information on public transport and active modes of travel to encourage their use; providing real-time parking spaces information elsewhere in the city; setting local parking prices at a level which discourages users to need to drive to the area.

Biodiversity and nature conservation

Several development proposals were found to potentially result in mixed or slight adverse effects on European Sites, particularly the Solent and Dorset Coast SPA / Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, as well as the SWBG strategy areas.

Impact pathway of increasing recreational footfall

In terms of the impact pathway of increasing recreational footfall immediately adjacent to the Solent and Dorset Coast SPA, and/or Portsmouth Harbour SPA / Ramsar and/or Chichester and Langstone Harbours SPA / Ramsar; and putting at risk the integrity of the SWBG strategy areas, this would arise from proposals for development/redevelopment at the following:

- Old Portsmouth
 - Wightlink site
 - Fish market and public toilets
- Clarence Pier
 - Clarence Pier
 - Hovertravel terminal and interchange
- Southsea Common
 - Blue Reef

- The Pyramids and car park
- Speakers Corner
- South Parade Pier
- St Helens Parade gardens
- St Georges to Henderson Road
 - Former Royal Marines Museum
- Henderson Road to Eastney Point
 - Eastney Swimming Pool
 - Southsea Leisure Park
 - Southsea Marina
 - Fort Cumberland
 - RNLI building
 - Walking routes
 - Fort Cumberland Heath
 - Fraser Range
 - Eastney Point ferry terminal

Bird Aware Solent investigated the effects of recreation on Solent birdlife. Quoting results of this fieldwork, the HRA of a previous version of the Portsmouth Seafront Masterplan concluded that this section of the coast received over 3 million visits per year, yet brent geese were continuing to forage successfully. Of the 5 species investigated (brent goose, redshank, grey plover, little egret and dunlin), brent geese were least susceptible to disturbance when measured as major flight.

Additional surveys were undertaken for the Solent Waders and Brent Goose Strategy. As for Bird Aware Solent, the results showed that a recreational presence does not influence how supporting habitat is used by the geese. For example, on 13 survey occasions where disturbance events were noted, geese were also observed feeding. While, the response of brent geese to disturbance is variable, most active disturbance responses are triggered at distances of below 100m. Visitors of Southsea Common are free to walk anywhere on the common, which might often bring them within flight distances of the geese.

Due to the by-laws on commons it is not feasible to restrict public access during the wintering months, but a possible mitigation measure would be to introduce a dog-on-lead policy, which would reduce the number of disturbance events related to free-roaming dogs. Furthermore, the recommendations from a previous HRA regarding recreational pressure on Eastney Beach, specifically Code of Conduct rules, dog-on-lead policies and ecological information boards, should continue to be implemented.

Where proposals are immediately adjacent to SPA/Ramsar sites, development should incorporate ecological information signs and boards to help mitigate the impacts of recreational pressure. Furthermore, the proposals would need to be accompanied by its own project-level HRA to ensure that there are no adverse effects on the integrity of European Sites.

Impact pathway of increasing net residential population

Several development proposals, namely the proposed hotel/holiday-let uses at the Clarence Pier, the Pyramids site, the vacant Royal Marines Museum, and Southsea Marina; and possible residential development of the Wightlink site, Fish Market, and Fraser Range, would result in the net growth of the residential populations within 5.6km of the coastal SPAs / Ramsars, and as such could lead to adverse effects on site integrity through the impact pathway recreational pressure. In accordance with the Bird Aware Solent strategy, it is therefore recommended that all development (including hotels) resulting in the growth of the residential population within 5.6km of the Solent & Dorset Coast SPA, Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, is to provide a financial contribution to the Bird Aware Solent project at the rate of between £346 and £902 (dependent on the number of bedrooms to be delivered) per net additional dwelling, and charges for hotel development calculated on a case-by-case basis.

Further mitigation could also be imposed by placing seasonal restrictions on the rental of holiday-let accommodation to avoid adverse effects on waterfowl. Rental should therefore not be permitted between October and March to avoid recreational disturbance of overwintering waterfowl.

Impact pathway of tall buildings on flight lines and sight lines

While more detail on the construction details of individual buildings are needed, proposals could lead to potentially tall buildings to be delivered as part of the Seafront Masterplan impacting on bird flight lines and sight lines.

While ultimately it is concluded that the provision of such buildings in most opportunity areas would not result in adverse effects on site and species integrity, guidance for the hotel / spa proposed at Clarence Pier and the Pyramids site should implement wording for tall building proposals to consider bird strike in the context of the SPA and in general. If it is found through a project-level HRA that there would be an adverse impact due to a tall building being proposed, it is recommended to limit the height of this building to minimise its impact.

Blue Reef redevelopment is considered not to result in adverse impacts on flightlines of SPA birds since other areas to the east of the site are more likely to provide refuge for birds.

Impact pathway of noise and visual disturbance from construction

All construction work is inevitably accompanied by the presence of workers, machinery and the noise emitted by such works, and for several proposals works would be undertaken close to European Sites and / or functionally linked land. It is generally recommended that any construction work is carried out outside the core season for overwintering waterfowl, avoiding the November-February period. Where this is not possible, it is recommended that major construction work is not to be

carried out within 100m of known roost sides or feeding areas of SPA / Ramsar birds. If particularly sensitive species are present (e.g. redshank) it is recommended that a precautionary distance of 200m is used. Construction works that need to be carried out within these distances should ensure that appropriate screening is in place to minimise visual and / or noise disturbance.

Impact pathway of atmospheric and water quality

Atmospheric impact in the context of the Seafront Masterplan includes considerations around the potential for car/vehicle journeys in the area to increase due to overall increase in recreational and tourism visits, which in turn may lead to an increase in air pollution and degradation of local air quality that may also impact on the integrity of protected habitats, as well as human health.

The 2011 Portsmouth Local Plan HRA undertook air quality modelling that considered housing, employment, and retail allocations in the authorities of Portsmouth, Fareham, Gosport and Havant. The modelling also accounted for development in the North of Fareham Strategic Development Area (SDA), the Whitely major development, the West of Waterlooville major development area and the North Hedge End SDA.

The HRA concluded that the Core Strategy policies would not have adverse effects on the integrity of the Chichester and Langstone Harbours SPA / Ramsar, the Solent and Southampton Water SPA / Ramsar, the Solent Maritime SAC, and the Solent and Isle of Wight Lagoons SAC. However, it determined that measures were necessary to avoid / mitigate adverse effects on the Portsmouth Harbour SPA / Ramsar.

In the Seafront Masterplan this mitigation is reflected in its vision and objectives, and translated through to its guidance and proposals. For example, the measure 'Improving walking and cycling opportunities' is incorporated into the development proposal in the Avenue de Caen to Southsea Castle area. The proposal aims at creating an attractive environment for pedestrians to build a stronger link between Southsea town centre and the seafront. Furthermore, the plan promotes a modal shift towards active and sustainable transport within the seafront.

The air quality modelling work undertaken for the adopted Core Strategy is being revised for the emerging Portsmouth Local Plan and its HRA, as this is an issue associated with growth across Portsmouth and the Solent rather than specifically with redevelopment of Southsea seafront. That work is at an early stage of development. However, Havant Council have commissioned air quality and ecology analytical work (alone and in combination with growth in Portsmouth and further afield). That work confirms that most features for which Solent Maritime SAC is designated have low susceptibility to atmospheric nitrogen deposition. The most widespread interest feature that has some air quality vulnerability is saltmarsh.

For saltmarsh, the UK Air Pollution Information System provides a Critical Load range of 20-30 kgN/ha/yr and nitrogen inputs have been experimentally demonstrated to have an effect on overall species composition of saltmarsh. However, the Critical Loads on APIS are relatively generic for each habitat type and cover a wide deposition rate range. They do not (and are not intended to) take into consideration other influences to which the habitat on a specific given site may be exposed. Moreover, it is important to note that the experimental studies which underlie conclusions regarding the sensitivity of saltmarsh to nitrogen deposition have '... neither used very realistic N doses nor input methods i.e. they have relied on a single large application more representative of agricultural discharge', which is far in excess of anything that would be deposited from atmosphere. This is why APIS indicates that determining which part of the critical load range to use for saltmarsh requires expert judgment; there is good reason to believe the upper part of the critical load range (30 kgN/ha/yr) may be more appropriate than the lower part (20 kgN/ha/yr).

Moreover, AECOM has had cause to consider atmospheric nitrogen inputs to intertidal/estuarine habitats on the south coast of England in discussion with Natural England officers in that area and together we have concluded that for these particular sites, nitrogen inputs from air are not as important as nitrogen effects from other sources because the effect of any deposition of nitrogen from atmosphere is likely to be dominated by much greater inputs from marine or agricultural sources. This is reflected on APIS itself, which states regarding saltmarsh that 'Overall, N deposition [from atmosphere] is likely to be of low importance for these systems as the inputs are probably significantly below the large nutrient loadings from river and tidal inputs'. Moreover, the nature of intertidal saltmarsh in the Solent estuaries means that there is flushing from tidal incursion on a daily basis. This is likely to further reduce the role of nitrogen from atmosphere in controlling botanical composition.

The work undertaken by Havant Council identifies that the most nitrogen-sensitive habitat for which the Solent Maritime SAC is designated are small patches of 'perennial vegetation of stony banks' in the northern parts of Langstone Harbour. Due to their location, roads within 200m of these areas are unlikely to be key journey to work routes for Portsmouth residents and are likely to be little affected by traffic growth in Portsmouth City and particularly the Seafront.

Linked to the issue of nitrogen is the eutrophication effect that high levels of nitrogen and phosphorus nutrients cause within designated coastal waters, which arise from either agricultural sources or from wastewater from existing residential and other development. This causes dense mats of green algae which impacts on the Solent's protected habitats and bird species.

Whilst there is currently uncertainty as to the extent in which new growth can deteriorate designated sites, in the interim Solent LPAs are working with Natural England, Environment Agency, and water companies to strategically assess and analyse the issue and to work towards a long-term solution. Portsmouth City Council approved an Interim Nutrient Neutral Mitigation Strategy for New Dwellings for the 2019-2023/24 period (adopted 29 November 2019), which provides a robust framework through which planning applications can achieve 'nutrient neutrality' by addressing what types of development require mitigation, mitigation options, and developer contributions. All applications and the associated 'nitrate neutrality' mitigation proposals are determined on a case-by-case basis in consultation with Natural England and other key consultees.

Proposing measures to monitor the effects of implementing the SM SPD

The method for monitoring the effects of implementing the plan will follow the previous approach as the 2013 Seafront Masterplan.

The city council already operates an annual monitoring system (Annual Monitoring Report) of its planning documents. It is proposed that monitoring of the sustainability impacts will be part and parcel of the general monitoring of the progress of the plan.

The city council is a key landowner at the Seafront and also the Local Planning Authority. As such it will be able to guard against potential negative impacts of new development and to promote positive ones. In sustainability terms it will be particularly important to monitor and seek to avoid any negative effects highlighted in the SA as the areas most likely to be adversely affected.

Monitoring indicators for these and other matters will include:

- Percentage of the Seafront coastline protected to a 1 in 200 year flood event;
- Number of properties at risk from flooding;
- Change in areas and populations of biodiversity importance;
- Visitor numbers to Portsmouth (and the Seafront in particular);
- Percentage of residents that think their health is good;
- Participation in active recreation;
- Participation in cultural activities;
- Percentage of people satisfied with their local area as a place to live.

APPENDIX 1

List of Policies, Plans, Programmes, Strategies and Initiatives (PPPSIs)

| Document | Summary | Relevance / Implications for the Seafront Masterplan SPD |
|--|---|---|
| International | | |
| The Convention on Wetland Habitats of International Importance especially as Waterfowl Habitat (the Ramsar Convention) 1971 | The definition of wetlands are areas of marsh, fen, peatland or water, whether natural or artificial, permanent or temporary, with water that is static or flowing, fresh, brackish or salt, including areas of marine water the depth of which at low tide does not exceed six metres. Many birds are ecologically dependent on wetland. | Portsmouth is surrounded by coastal habitats with protection as SPAs and Ramsar sites |
| Convention on the Conservation of Migratory Species of Wild Animals (or Bonn Convention) 1979 | The Convention on Migratory Species, also known as the Bonn Convention aims to conserve terrestrial, aquatic and migratory species throughout their range | Large numbers of birds use the area around Portsmouth for winter feeding grounds |
| Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) 1979 | This protects over 500 wild plant species and more than 1,000 wild animal species. | Of particular importance because of migratory species as well as marine ecosystems. |
| Convention on biological Diversity 1992 | The main objectives are the conservation of biological diversity. Biodiversity in the UK is in decline and it is important to preserve and even enhance it. | The SM SPD needs to try and enhance biodiversity. |
| Agenda 21 1992 | A plan of action adopted by more than 178 governments. It underlines the growing awareness of the need to adopt a balanced and integrated approach to sustainability and environment and development issues | The SM SPD needs to try and improve the seafront's sustainability |
| The Kyoto Protocol under the United Nations Framework Convention on Climate Change 1997 | This commits participating nations to reduce greenhouse gas emissions with the objective of stabilising concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system | The SM SPD needs to promote reducing greenhouse gas emissions |
| Paris Agreement under the United Nations Framework Convention on Climate Change 2015 | This commits participating nations to determine, plan, and regularly report on the contribution that they undertake to mitigate global warming | The SM SPD needs to promote and contribute towards mitigating global warming |
| Habitat III - The New Urban Agenda under the United Nations Conference on Housing and Sustainable Urban Development - October 2016 | The New Urban Agenda represents a shared vision for a better and more sustainable future | The SM SPD needs to try and improve the seafront's sustainability |
| European Union | | |
| The Birds Directive - Directive 79/409/EEC in April 1979. Amended in 2009, it became the Directive 2009/147/EC | The oldest piece of EU work on the environment. Europe is home to more than 500 wild bird species but at least 32% of the EU's bird species are currently not in a good conservation status. The Birds Directive aims to protect all of the 500 wild bird species | This links up with the Habitats Directive below |
| The Habitats Directives (92/43/EEC) | This forms the cornerstone of Europe's nature conservation policy with the Birds Directive and establishes the EU wide Natura 2000 ecological network of protected areas, safeguarded against potentially damaging developments | SM SPD growth choices need to be aware of the SPAs and potential impacts |

| Document | Summary | Relevance / Implications for the Seafront Masterplan SPD |
|--|---|--|
| The Water Framework Directive (2000/60/EC) | The directive which commits European Union member states to achieve good qualitative and quantitative status of all water bodies (including marine waters up to one nautical mile from shore) by 2015 | The SM SPD will need to ensure growth does not affect local watercourses |
| The Strategic Environmental Assessment Directive (2001/42/EC) | The SEA Directive applies to a wide range of public plans and programmes (e.g. on land use, transport, energy, waste, agriculture, etc). The SEA Directive does not refer to policies | Key feature of the SM SPD evidence base |
| EU Renewable Energy Directive 2009/28/EC | The Directive sets out a common framework for the promotion of energy from renewable sources, which include wind, solar, aerothermal, geothermal, hydrothermal and ocean energy, hydropower, biomass, landfill gas, sewage treatment plant gas and biogases | The SM SPD must support any renewable energy proposals |
| The EU Energy Efficiency Directive | The 2012 Energy Efficiency Directive establishes a set of binding measures to help the EU reach its 20% energy efficiency target by 2020 | The SM SPD must promote more energy efficient buildings |
| The Convention for the Protection of the Architectural Heritage of Europe (Granada Convention) | The aim is to recognise that the architectural heritage constitutes an irreplaceable expression of the richness and diversity of Europe's cultural heritage, bears inestimable witness to our past and is a common heritage of all Europeans | The architectural heritage of the city needs protecting |
| The European Convention on the Protection of Archaeological Heritage (Valletta Convention) | The Valletta Treaty (formally the European Convention on the Protection of the Archaeological Heritage (Revised), also known as the Malta Convention) is a multilateral treaty of the Council of Europe. The 1992 treaty aims to protect the European archaeological heritage 'as a source of European collective memory and as an instrument for historical and scientific study'. | The architectural heritage of the city needs protecting |
| The Waste Framework Directive (2008/98/EC) | Sets out the basic concepts and definitions related to waste management, such as definitions of waste, recycling, recovery. It explains when waste ceases to be waste and becomes a secondary raw material (so called end-of-waste criteria), and how to distinguish between waste and by-products. The Directive requires that Member States adopt waste management plans and waste prevention programmes. | Waste is a key issue to tackle in the consumer society |
| National Legislation and Strategies | | |
| The National Planning Policy Framework 2019 & National Planning Practice Guidance by MHCLG | Key planning policy document and guidance for England | The key planning guidance from Government |
| Gear Change: A bold vision for cycling and walking by DfT July 2020 | National plan for the vision to make England a great walking and cycling nation | A key issue for the SM SPD |
| Cycle Infrastructure Design - LTN 1/20 by DfT July 2020 | Provides guidance and good practice for the design of cycle infrastructure | A key issue for the SM SPD |
| Waste Management Plan for England By Defra December 2013 | Provides an analysis of the current waste management situation in England and fulfils the mandatory requirements of article 28 of the revised Waste Framework Directive (rWFD) | Develop planning strategies in line with waste management hierarchy |
| National Planning Policy for Waste by DCLG October 2014 & National Planning Practice Guidance on Waste by DCLG updated 14 October 2015 | Detailed waste planning policies in line with the strategy of the National Waste Management Plan for England | Ensure the Plan considers waste management alongside other spatial planning concerns |

| Document | Summary | Relevance / Implications for the Seafront Masterplan SPD |
|---|---|---|
| The Ancient Monuments and Archaeological Areas Act 1979 | The Ancient Monuments and Archaeological Areas Act 1979 or AMAAA seeks to protect the archaeological heritage of Great Britain | The archaeological heritage of the city goes back into prehistoric times and the SM SPD will need to protect it |
| Housing our ageing Population: Panel for Innovation (HAPPI) By CLG December 2009 | Local authorities must take the lead in bringing together local housing providers, PCTs, Adult Social Care Services and the voluntary sector to ensure sufficient, well-designed homes, having regard to the ethos of Lifetime Neighbourhoods | The SM SPD must support any new homes for the ageing population |
| The Wildlife and Countryside Act 1981 | The Act consolidates and amends existing national legislation to implement EU Directives. The Act sets out protection for birds, other wildlife, certain rare plants. Protection for SSSIs is also set out | A key issue for the SM SPD |
| The Planning (Listed Buildings and Conservation Areas) Act 1990 | Contains the legislation on listing of buildings of special architectural or historic interest | A key issue for the SM SPD |
| Warm homes and Energy Conservation Act 2000 | An Act to requiring the Secretary of State to publish and implement a strategy for reducing fuel poverty; to require the setting of targets for the implementation of that strategy | Fuel poverty is a key problem and must be addressed through design and energy efficiency |
| Evidence Gathering - Housing in Multiple Occupation and possible planning responses Final Report 2008 By DCLG | Concerned that the concentration of HMOs and certain social groups can result in unintended consequences that can create friction with the local community and can also lead to both positive and negative effects upon a local housing market area, | Portsmouth City Council has its own SPD Houses in Multiple Occupation Ensuring mixed and balanced |
| The National Infrastructure Plan March 2016 Update the October 2010 version | Brings together the government's plans for economic infrastructure over the next 5 years with those to support delivery of housing and social infrastructure | The lack of certainty over flood risk funding may have implications |
| Climate Change and Sustainable Energy Act 2006 | Discusses greenhouse gas emissions, microgeneration, energy efficiency, building regulations for fuel and power, carbon emissions reduction target, dynamic demand technologies, community energy and renewable heat, and electricity from renewable sources | The SM SPD must support any renewable energy proposals |
| The Climate Change Act 2008 | To set a target for the year 2050 for the reduction of targeted greenhouse gas emissions | The SM SPD must support any proposals to reduce greenhouse gas emissions |
| The Planning and Energy Act 2008 | An Act to enable SM SPDning authorities to set requirements for energy use and energy efficiency in SM SPDs | The SM SPD must support any renewable energy and energy efficiency schemes |
| The UK Low Carbon Transition Plan - National Strategy for Low Carbon Energy Amended 20th July 2009 | The Government set out a five point plan; Protecting the public from immediate risk, prepare for the future, limiting the severity of future climate, building a low carbon UK and supporting individuals, communities and businesses to play their part | The SM SPD must support low carbon development and infrastructure |
| Flood and Water Management Act 2010 | Covers flood and coastal erosion mix management, that the Environment Agency must develop, maintain, apply and monitor a strategy for flood and coastal erosion risk management in England, and the lead local flood authorities for areas in England must develop a local flood risk management strategy | The SM SPD must support all proposals to deal with Flood Risk |
| The Air Quality (Standards) Regulations 2010 | Action to manage and improve air quality is largely driven by European (EU) legislation. The UK Government and the devolved administrations are required under the Environment Act 1995 to produce a national air quality strategy | A key issue for the SM SPD |

| Document | Summary | Relevance / Implications for the Seafront Masterplan SPD |
|--|---|---|
| The Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 By Defra | Sets out air quality objectives and policy options to improve air quality in the UK from now into the long term. Over the past ten years the quality of air has improved and the UK is meeting current objectives for all air pollutants in over 99% cent of the UK | The SM SPD must support any proposals to reduce emissions and improve air quality |
| National Policy Statement for Ports January 2012 By the Department of Transport | The Planning Act 2008 sets out the thresholds for nationally significant infrastructure projects in the ports sector | The SM SPD must support any proposals for new ports infrastructure providing it does not conflict with SPAs |
| The Natural Choice – securing the value of nature By Defra 2011 | The Government wants this to be the first generation to leave the natural environment of England in a better state than it inherited. | The SM SPD must support improvements to the natural |
| UK National Ecosystem Assessment - Synthesis of Key Findings (several documents) 2011 By UKNEA | The natural world, its biodiversity and its constituent ecosystems are critically important to our well-being and economic prosperity, but are consistently undervalued in conventional economic analyses and decision making | The SM SPD must balance economic needs with preserving and enhancing biodiversity |
| Biodiversity 2020: A Strategy for England's Wildlife and Ecosystems Services 2011 By Defra | In the UK over 40% of priority habitats and 30% of priority species were declining in the most recent analysis. Ecosystems have changed markedly in the last 60 years | The SM SPD must strive to increase biodiversity |
| The UK Post 2010 Biodiversity framework 2012 | The Four Countries' Biodiversity Group is the lead governance body for the UK Biodiversity Framework. | The SM SPD must strive to increase biodiversity |
| Coastal Squeeze Implications for Flood Management The Requirements of The European Birds and Habitats Directives Defra Policy Guidance | In the light of the assessment, and having had regard to the advice of the relevant nature conservation body, the plan or project may be authorised if the competent authority is certain that it will not adversely affect the site (meaning there is no reasonable scientific doubt as to the absence of such effects). | Portsmouth needs more flood defences but it needs to avoid coastal squeeze |
| Monitor of Engagement with the Natural Environment: A pilot to develop and indicator of visits to the natural environment by children | There are clear social inequalities in how children are accessing natural environments, showing a clear link between the frequency at which children visit the natural environment and both their ethnicity and socio-economic status | There are inequality issues here as well as concern about not valuing the natural environment |
| Fair Society, Healthy Lives (the Marmot Review) - Strategic review of Health Inequalities in England 2010 | People with higher socioeconomic position in society have a greater array of life chances and more opportunities to lead a flourishing life. | The SM SPD needs to do its part in raising living standards via regeneration and employment opportunities |
| National Renewable Energy Action Plan for the United Kingdom Article 4 of the Renewable Energy Directive 2009/28/EC | The document states the UK needs to radically increase its use of renewable energy | The SM SPD must support any renewable energy proposals |
| Designing out Crime - a Designers Guide By The Design and Technology Alliance against Crime, the Design Council and Home Office - Mar 2015 | Changing behaviour is of course one aspect of crime reduction, but design also has an important role to play in preventing crime and reducing criminal activity without compromising the enjoyment and usability of products, places and services by legitimate users. | A key issue for all new developments and any redevelopment initiatives |
| Natural England; Green Infrastructure Guidance 2009 | A good overview of green Infrastructure | Portsmouth has a limited supply that is very important |
| Door to Door A strategy for improving sustainable transport integration By the Department for Transport March 2013 | When people travel the Government wants a smaller environmental footprint - using sustainable means whenever possible. This would lead to greener travel, reducing carbon emissions, ease congestion on our roads, support economic growth, and lead to a healthier nation. | The need for a Modal Shift is a key one for the City |

| Document | Summary | Relevance / Implications for the Seafront Masterplan SPD |
|---|--|---|
| House of Commons Library Briefing Paper, Business statistics 7 December 2015 | Update on national statistics | Useful review of UK situation |
| The Councillors Guide to Urban Design by CABE | A good document outlining the key principles for developments | Urban design is a key issue |
| Sustainability Appraisal and Strategic Environmental Assessment Historic England Advice Note 8 - Dec 2016 | Sets out the key Historic England issues | The surviving historic environment after damage during the war in Portsmouth is important |
| Biodiversity 2020: A strategy for England's wildlife and ecosystem services and making space for nature by DEFRA - Aug 2011 | A biodiversity strategy for England that builds on the Natural Environment White Paper to provide a comprehensive picture of how the Government are implementing international and EU commitments | A key issue for the SM SPD |
| A Green Future: Our 25 year Plan to Improve the Environment' by DEFRA - Jan 2018 | Sets out Government action to deliver cleaner air and water in cities and rural areas, protect threatened species, and provide richer wildlife habitats | A key issue for the SM SPD |
| Natural Environment and Rural Communities Act 2006 | Makes provision about bodies concerned with the natural environment and in connection with wildlife and SSSIs | A key issue for the SM SPD |
| Conservation of Habitats and Species Regulations 2017 | Regulation designed to transpose Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora | A key issue for the SM SPD |
| County Council | | |
| Hampshire Minerals and Waste Plan October 2013 | Hampshire's total estimated waste arisings are about 4.8 Million tonnes per annum. Over half of this is recycled, with over 82% diverted from landfill. The County Council aim to meet the Governments goal of a 'zero waste' economy, which for the purposes of their Plan will mean zero waste to landfill | The main issue for the SM SPD is the waste recycling facilities and material recovery facilities and supporting the 'zero waste' economy idea |
| Minerals and Waste Safeguarding in Hampshire SPD Feb 2016 | The document safeguards mineral resources, as well as waste recycling centres | The SM SPD must ensure development does not sterilise mineral resources |
| Hampshire Ageing Profile by Hampshire County Council Spring 2015 | Give details of ageing trends in the County | Important issue to plan for |
| PUSH and economy related | | |
| Socio-Economic Impact Assessment of Portsmouth Naval Base By University of Portsmouth Centre for Economic Analysis and Policy, Solent Local Enterprise Partnership, PUSH Jun 2012 | It looks at geographic area of impact assessment. Estimated to produce more than £1.68 billion economic output in the area. It shows too much public sector employers and the need to widen the areas economic base | The SM SPD must support a more diverse economy |
| PUSH Spatial Position Statement Report Objectively Assessed Housing Need Update Final report April 2016 by GL Hearn | Updates previous work, suggesting the OAN housing needs of the sub-region | Housing need is a key consideration |
| PUSH Modelling Approach (Economic Development) By Oxford Economics - Dec 2011 | Overall, the PUSH labour market was estimated to have experienced a deeper and longer contraction in employment terms than the South East | The SM SPD must support economic growth |
| PUSH Strategic Flood Risk Assessment Update 2016 | The primary source of flood risk to Portsmouth is from the sea | The SM SPD must support sea defences |

| Document | Summary | Relevance / Implications for the Seafront Masterplan SPD |
|---|--|---|
| PUSH Integrated Water Management Study 2018 | A report to assess any implications from the planned growth in the region for the water resource and water quality environment | The SM SPD must support this strategy |
| PUSH Air Quality Impact Assessment 2018 | Gives a comprehensive picture of the impact of development on air quality in the PUSH region | A key issue for the SM SPD |
| Transforming Solent Marine & Maritime Supplement By Rear Admiral Rob Stevens March 2014 | The Marine and Maritime sector is one of the largest and most productive in the Solent | The SM SPD must support economic growth |
| South Hampshire: Integrated Water Management Strategy Partnership for Urban South Hampshire by PUSH and Atkins - Mar 2009 | Only one of the 13 treatment plants (Peel Common) will exceed its consented flow in the period to 2026 | The SM SPD must support any improved facilities |
| Biomass Supply Chains in South Hampshire PUSH and CEN - Jul 2009 | The report provides an analysis of how biomass supply chains could be developed within the area. Previous studies have identified that the region is resource rich | The SM SPD must support any biomass power |
| The South Hampshire Housing Market Assessment 2014 By PUSH and GL Hearn - Jan 2014 | The SHMA identifies that 4,160 homes per year would be needed to meet past demographic trends in full. This analysis takes no account of land supply or any development constraints | Housing need is a key consideration |
| PUSH Green Infrastructure Strategy By UE Associates, PUSH - Jun 2010 | Drawing on the GI Framework, the Strategy has identified extant green infrastructure features and prepared a spatial interpretation, known as the GI Architecture | GI is a key issue for Portsmouth |
| Towards a Green Infrastructure Strategy for South Hampshire: Advice to PUSH By TEP Consultants July 2008 | Contains advice and recommendations on protecting, enhancing and expanding green infrastructure in the South Hampshire sub-region | GI is a key issue for Portsmouth |
| South Hampshire Strategy - A framework to guide sustainable development and change to 2026 By PUSH October 2012 | Their vision is that by 2026, South Hampshire will enhance its status as an area offering prosperity and a high quality of life for residents and is a location of choice for growing businesses | Improving homes and employment is a key issue |
| South Hampshire Strategy Background Paper: Employment floorspace and housebuilding provision figures By PUSH October 2012 | The Strategy forecasts were prepared in 2009 - 2010 and were based on an economic outlook that is now regarded as over optimistic | The targets are ambitious, however the SM SPD should support them |
| South Hampshire Hotel Futures Final Report by Hotel Solutions - Executive Summary Prepared for (PUSH) Tourism South East Jul 2010 | Hotel Solutions' analysis suggests that the Sub-region could see the development of up to 38 new hotels. | The SM SPD should support new hotels, however there has been little progress in acting on permissions granted |
| Anchoring Growth; an Economic Assessment of the Solent Area By PUSH/Centre for Cities May 2013 | The area is more dependent on large employers and the public sector than the wider South East, making it vulnerable to business failure and public sector cuts | The SM SPD must support a more diverse economy |
| Transforming Solent Growth Strategy by Solent LEP - Oct 2014 | Aims for transformational change in employment provision, innovation, improving skills and supporting growth and strategic sectors | The SM SPD must support a more diverse economy |
| Transforming Solent - Solent Strategic Economic Plan 2014-20 By Solent LEP | Their new Growth Plan wants to create 15,500 new jobs, start-up of 1000 new businesses, building 24,000 homes in the Solent by 2020 | The SM SPD must support economic growth |

| Document | Summary | Relevance / Implications for the Seafront Masterplan SPD |
|---|---|---|
| Solent LEP EU Structural & Investment Fund Strategy 2014 – 2020 | Solent Local Enterprise Partnership (LEP) has been given strategic responsibility for the delivery of £36.9m (€43.1 m) of European Social Fund (ESF) and European Regional Development Fund (ERDF) funding over the 2014 – 2020 period. The proposals build on the strengths of the Solent area | The SM SPD must support economic growth |
| Solent Strategic transport Investment Plan - May 2016 | Follows on from the Productivity and Growth Supplement, which highlights the need for significant investment to modernise our transport system, recognising that transport has a vital role to play by bringing businesses and people closer together and fostering the agglomeration economies that make cities work | The SM SPD has a role to play in supporting better transport links. While working towards a modal shift |
| Portsmouth City Council plans and related strategies | | |
| The Portsmouth Plan - Jan 2012 | The Portsmouth Plan is the principal planning policy document and sets out the housing, employment, and retail development needs of the City to 2027 | The SM SPD should expand in more detail, as necessary, the adopted strategic policies |
| Local Plan Review - Portsmouth City Local Plan Consultation Document - Feb 2019 | This document summarises the work which has been produced for the new Local Plan | The SM SPD should support the emerging policies of the new Local Plan |
| Local Plan Review - Housing and Economic Land Availability Assessment - Feb 2019 | The HELAA sets out the housing and economic land supply position of the city to provide a context for the position in regard to sites in the city and for emerging Local Plan policies | The SM SPD must support economic growth and consider the need for housing in the city |
| Local Plan Review background paper - Biodiversity and Portsmouth - Feb 2019 | The paper considers the available evidence to develop an approach to biodiversity for the new Portsmouth Local Plan 2016-2036 | A key issue for the SM SPD |
| Local Plan Review background paper - Approach to Employment Land Study - Feb 2019 | The paper was commissioned to provide a review of the existing economic evidence base to provide sound employment land forecasts for the plan period and consideration of the relationship to the city's housing needs | The SM SPD must support economic growth |
| Local Plan Review background paper - Green Infrastructure - Feb 2019 | The paper pulls together all the available evidence relating to the various aspects of the GI network across Portsmouth | A key issue for the SM SPD |
| Local Plan Review background paper - Health and Wellbeing - Feb 2019 | The paper focuses on the needs of Portsmouth's residents with regards to public health | A key issue for the SM SPD |
| Local Plan Review background paper - Housing Needs & Housing Targets Update - Dec 2018 | The paper provides an update to the position published in 2017 and brings together the available evidence relating to the city's housing need | The SM SPD must consider the need for housing in the city |
| Local Plan Review background paper - Open Space Needs and Opportunities Assessment - Nov 2018 | The report provides a critical assessment of the city's open space provision in terms of quality, quantity, and accessibility | A key issue for the SM SPD |
| Local Plan Review background paper - Gypsy and Traveller Accommodation Assessment - Nov 2018 | The report provides a robust assessment of current and future need of Gypsy and Traveller sites in the city | The SM SPD must support this strategy |
| Local Plan Review background paper - Portsmouth Retail and Town Centres - Feb 2019 | The paper reviews Portsmouth's existing retail policies to inform a review of the retail and town centre strategy for the new Local Plan | The SM SPD must support economic growth |

| Document | Summary | Relevance / Implications for the Seafront Masterplan SPD |
|--|---|---|
| Local Plan Review background paper - Support for the Local Plan: Transport Modelling and Transport Assessment - Oct 2018 | The assessment's key purpose is to evaluate the impact of emerging proposed development sites on the surrounding transport network | The SM SPD must support this strategy |
| Local Plan Review background paper - An Assessment of Tree Cover in Portsmouth - Feb 2018 | Provides a detailed review of the current state of tree cover in Portsmouth | The SM SPD must support the strategies to improve the GI network |
| North Solent Shoreline Management Plan Document by New Forest District Council - Dec 2010 | The Shoreline Management Plan has been developed on behalf of the Coastal Local Authorities and the Environment Agency. It provides broad scale assessment of the coastal flooding and erosion risks and advice to operating authorities and private landowners on the management of their defences. | The SM SPD must support this strategy |
| Bird Aware Solent/SRMS Definitive - Interim Solent Recreation Mitigation Strategy | An interim framework to mitigate the impact on the Solent Special Protection Areas of increased visitor pressure arising from housebuilding by the Solent Forum. Some birds in the Solent area will be able to compensate for increased disturbance by altering their feeding habits. But they believe a number of species will suffer increased mortality due to additional visits generated by new housing. | A key issue as a consequence of growth is managing visitors |
| The South East River Basin District Management Plan Published in 2009 | By 2015, 18% of surface waters (rivers, lakes, estuaries and coastal waters) are going to improve for at least one biological, chemical or physical element | It is important that new development does not reverse this process. The data is quite old now |
| A City to Share, a cycling strategy for Portsmouth by Portsmouth Cycle Forum | Their vision is that Portsmouth becomes the pre-eminent cycling city of the UK. There are however a high rate of cycle accidents in Portsmouth, above the level of places of similar density in London | There is considerable scope for cycling as part of a modal shift |
| Travel Active Portsmouth - A walking and cycling strategy for 2013 to 2023 By Portsmouth City Council | The document discusses the walking and cycling issues | The SM SPD must promote walking and cycling in the City |
| Local Cycling and Walking Infrastructure Plan by Portsmouth City Council | Plan highlighting opportunities and routes to improve and transform existing cycling and walking networks within the city | A key issue for the SM SPD is promoting a modal shift |
| Portsmouth Local Transport Plan 4 by Portsmouth City Council | Draft strategic document setting out the context and challenges/opportunities for transportation and modal shift in Portsmouth | The SM SPD proposals and the LTP need to work closely together |
| Portsmouth Local Transport Plan 3 Context By Portsmouth City Council | Sets out the context for challenges & transport improvements in Portsmouth, reviewing what others are also doing including PUSH and the Highways Agency. | The SM SPD proposals and the LTP need to work closely together |
| Portsmouth Local Transport Plan 3 Implementation Plan 2015-2016 By Portsmouth City Council | One year implementation Plan (due to funding uncertainties). | There are difficulties with the one year implementation strategy |
| Parking Standards and Transport Assessments Supplementary Planning Document By Portsmouth City Council - Jul 2014 | The Supplementary Planning Document sets out standards and design principles for car parking in residential and non-residential developments. | The SM SPD needs to ensure development is compliant with these standards |
| Local Transport Plan 3 - Joint Strategy for South Hampshire | The Joint Strategy seeks to achieve reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling | A key issue for the SM SPD is promoting a modal shift |

| Document | Summary | Relevance / Implications for the Seafront Masterplan SPD |
|---|--|--|
| Hampshire Local Transport Plan Part B: Implementation Plan 2014 - 2017 By Portsmouth City Council | A joint project led by the three Local Transport Authorities of Hampshire County Council, Portsmouth and Southampton City Councils | There seems to be no major implications for the SM SPD |
| Air Quality Action Plan Appendix to the Local Transport Plan (LTP3) By Portsmouth City Council | The Council designated 13 AQMAs covering various parts of the city on the 5th April 2005. On the 23rd March 2010 PCC revoked 8 AQMAs, retaining 4 | Air Quality is a key issue for the SM SPD |
| Air Quality Local Plan 2019 by Portsmouth City Council | AQLP sets out the context and business case for a Clean Air Zone in Portsmouth | Air Quality is a key issue for the SM SPD |
| Local Development Framework Air Quality and Air Pollution Supplementary Planning Document Adopted – March 2006 | This Section deals with the planning issues associated with the quality of ambient air. Consideration is given only to those pollutants identified in the National Strategy for Air Quality, prescribed processes and other air pollution issues. | A key issue for the SM SPD |
| Revitalising Local High Streets and Secondary Shopping areas in the city By Economic Development, Culture & Leisure Scrutiny Panel - Mar 2015 | This review was to consider how to support a large array of retail offers in the city and how to make an attractive environment to encourage visitor loyalty and footfall | Of key importance for the SM SPD is the regeneration of the town centre and provision of enhanced facilities |
| Urban Characterisation Study By Portsmouth City Council | Identifies areas of the city that have broadly similar characteristics and the key elements that contribute positively and negatively to the overall character of the city | A key document for the SM SPD and any urban design issues and Policies |
| Tall Buildings SPD By Portsmouth City Council - Jun 2012 | The SPD is intended to direct the development of tall buildings towards specified parts of the city – the areas of opportunity | Further detail of massing and tall buildings may be needed |
| Healthy Weight Strategy for Portsmouth 2014 - 2024 By Portsmouth City Council | The increasing challenges associated with obesity for the individual, their family, our communities, society and economy are increasing | The SM SPD must create an environment that allows people to be active |
| Healthy Weight, Healthy Lives, a toolkit for developing strategies By the NHS | Overweight and obesity have a substantial human cost by contributing to the onset of disease and premature death | The SM SPD must create an environment that allows people to be active |
| Joint Health and Wellbeing Strategy: Working better together to improve health and wellbeing in Portsmouth 2014 - 2017 By Portsmouth City Council and the NHS | The document covers a range of issues including mental health, emotional wellbeing in children, sustainable and healthy environments, smoking, alcohol and substance abuse, lifestyle hubs, Clinical Commissioning Group priorities, dementia care, tackling poverties and accessing and sustaining employment | The SM SPD must do its part in supporting these issues, in particular the creation of 'Lifestyle Hubs' |
| Portsmouth's Tackling Poverty Strategy 2015 – 2020 By Portsmouth City Council | Poverty is one of the key determinants of life expectancy and health outcomes more generally. This strategy has been developed under the umbrella of Portsmouth's Joint Health and Wellbeing Strategy 2014-17 | Key issues for The SM SPD are affordable housing and creating employment opportunities |
| Fuel Poverty & Affordable Energy Guide for frontline staff (How to help people struggling with their fuel bills) By Portsmouth's Fuel Poverty and Affordable Energy Partnership | Under the new measure, 12.3% of households in Portsmouth across all tenures are deemed to be in fuel poverty (DECC 2013) and is above the English average. Each winter in Portsmouth can result in between 150 and 300 preventable deaths which are known as Excess Winter Deaths | In some cases the housing stock is substandard and there may in the long term need to be redevelopment to achieve good quality homes for residents |

| Document | Summary | Relevance / Implications for the Seafront Masterplan SPD |
|---|--|--|
| Houses in Multiple Occupation Ensuring mixed and balanced communities SPD October 2012 By Portsmouth City Council | Policy PCS20 seeks to avoid concentrations of HMOs within the city. A community will be considered to be 'imbalanced' where more than 10% of residential properties within the area are already in HMO use | A key issue is to maintain balanced communities |
| Portsmouth's Ageing Population Strategy 2010 - 2020 By Portsmouth City Council | In the next decade, demographic trends suggest that there will be a larger number of people aged 65+ living in the city of Portsmouth, particularly those aged over 85, but the growing needs of this age group are currently not fully recognised. | The SM SPD needs to tackle these issues |
| Parks and Open Spaces Strategy 2012 - 2022 By Portsmouth City Council | Implements a large amount of the 'Greener Portsmouth' section of the Portsmouth Plan regarding the management and improvement of the city's parks and open spaces. | Key issue for the SM SPD is protection and enhancement, creation of new spaces and improving links and access for people |
| Preliminary Flood Risk Assessment By Halcrow with Southern Water/The Environment Agency For Portsmouth City Council - Jun 2011 | The PFRA is a high level screening exercise that compiled information on significant local flood risk (any flood risk that does not originate from main rivers, the sea or large reservoirs) | A key issue for the SM SPD |
| Local Flood Risk Management Strategy Portsmouth City Council Coastal and Drainage Scheme - Runs up to 2018 and reviewed annually | As a unitary authority the Council is designated as a Lead Local Flood Authority under the Flood and Water Management Act 2010. It places a statutory duty on LLFA's to develop, maintain, implement and monitor a Local Flood Risk Management Strategy | A key issue for the SM SPD |
| Surface Water Management Plan Final Report By Southern Water, Environment Agency, Portsmouth City Council - Feb 2012 | This outlines a surface water management strategy and long term action plan for the management of local surface water flood risk | The SM SPD must support any infrastructure needed |
| Southsea and North Portsea Island Coastal Flood and Erosion Risk Management Schemes Scoping Stage Report 4 By Eastern Solent Coastal Partnership Nov 2012 | The vision for this and subsequent phases of the Management Schemes is to ensure the sustainable future of the City of Portsmouth by managing coastal flood and erosion risk | The SM SPD must support any infrastructure needed, but be aware of coastal squeeze |
| Portsea Island Coastal Strategy Study By Portsmouth City Council and Environment Agency - Apr 2010 | This is the key document which sets out the flood defence issues and describes the proposals for a 100 year flood and coastal erosion risk management strategy for Portsea Island. The whole life cost of the scheme (excluding inflation) is £372 million, including £131 million contingency | The SM SPD must support this strategy |
| Landscape Character Assessment - Portsea Island Coastal Defence Flood Risk Areas By Portsmouth City Council and Halcrow in 2012 | The document will become integrated in to the Scoping Stage as a technical report which will be used to support any Environmental Statement required for the coastal defence scheme proposals | The SM SPD needs to be aligned with this |
| Southsea Seafront Strategy 2010 - 2026 By Portsmouth City Council | Numerous studies, and engagement have highlighted that the city does not make enough of its seafront | The SM SPD needs to be aligned with this |
| Shaping the Future of Portsmouth, a Strategy for Growth and Prosperity in Portsmouth By Portsmouth City Council | The vision is that Portsmouth will become a great waterfront city with a globally competitive knowledge economy. In order to do this, the strategy supports economic growth, innovation and enterprise, and enhancing the competitiveness of the city | The SM SPD must support the vision |
| City of Portsmouth Local List of Buildings of Special Architectural and Historic Interest | Buildings and features not statutorily listed but of importance to the city | A key consideration for the SM SPD |

| Document | Summary | Relevance / Implications for the Seafront Masterplan SPD |
|---|--|--|
| Wider Portsmouth City Council initiatives | | |
| Portsmouth Equality and Diversity Strategy 2014-2017 By Portsmouth City Council | This document sets out Portsmouth City Council's approach to equality and diversity issues over the years (2014–2017). The document also outlines what the Council has | The SM SPD must ensure its Policies do not conflict with this strategy |
| Safer Portsmouth Partnership Plan (2013–18) - Reducing crime and substance abuse By the Safer Portsmouth Partnership | Crime is down over 20% in Portsmouth since 2006. Over the next five years the Safer Portsmouth Partnership aims to reduce overall crime by a further 20% | The main issue for the SM SPD is designing safer environments |
| The big picture of health and wellbeing Joint Strategic Needs Assessment Portsmouth, October 2014 | Gives details of all the health issues affecting the city, including physical and mental, addictions as well as educational attainment, poverty, lifestyle hubs | Where the SM SPD can make a difference this needs to be taken on board |
| The Children's Trust Plan (2011–14) By Portsmouth Children's Trust May 2011 | To improve the well-being of all children and young people age with issues such as immunisation, obesity, alcohol, substance abuse, good education and quality of services | The SM SPD will try to create safer environments |
| Improving Mental Health and Wellbeing in Portsmouth 2016 to 2021 By Portsmouth City Council | This five-year strategy covers all aspects of mental health and wellbeing. It is on purpose aspirational | Place shaping initiatives may help with creating communities |
| Implementing the national dementia strategy - an action plan for Portsmouth 2014/15 | Four priority areas are good quality early diagnosis, improved quality of care, living well with dementia in care homes, reduced use of anti-psychotic medication | The Plan would support any facilities, but training staff is the most important aspect |
| Providing affordable housing in Portsmouth, a Summary of Affordable Housing Policies for developers by Portsmouth City Council January 2012 | The amount of affordable housing required is on a sliding scale where site capacities are between eight and 15 dwellings. For larger sites with a capacity exceeding 15 dwellings a minimum of 30% affordable housing will be required | A4 leaflet, key issue |
| Developing watersport in Portsmouth 2016 - 2020 | A strategy to promote the watersports industry within the city | A key consideration for the SM SPD |
| Other Related Strategies | | |
| Building the foundations: Tackling obesity through planning and development by LGA/TCPA/Public Health England By February 2016 | England has one of the highest rates of unhealthy weight of other western countries. If we go on as we are, the amount of obese people is expected to double in the next 40 years | The SM SPD must create places where people can lead healthier lifestyles |
| Solent Waders and Brent Goose Strategy - Oct 2018 | The Strategy relates to internationally important Brent Goose and wading bird populations within and around the Special Protection Areas and Ramsar wetlands of the Solent Coast. It also maps playing fields and open space where these geese graze, which are not protected areas. | The SM SPD needs to align its policies with this strategy |
| The North Solent Management Plan | The document provides a large-scale assessment of the risks associated with shoreline evolution, coastal flooding and erosion and presents a framework to address the risks | The SM SPD needs to align itself with this plan |

| Document | Summary | Relevance / Implications for the Seafront Masterplan SPD |
|---|--|--|
| Promoting and creating built or natural environments that encourage and support physical activity by the National Institute for Health and Clinical Excellence - Jan 2008 | Directly related to the built environment and encouraging pedestrian/cycling movements and use of open spaces | Relatively old document but still valid for the SM SPD |
| Fat Chance? Exploring the evidence on who becomes obese By 2020 Health and AB Sugar - Nov 2015 | Structural characteristics such as good pavements, plenty of greenspace, proximity to necessary destinations, and safety from crime are all positively linked to lower BMI. | The SM SPD must support initiatives to tackle this |
| Inequalities in life expectancy; changes over time and implications for policy By The Kings Fund August 2015 | Health is influenced and determined by more than genetics or access to health care. More important influences are our lifestyle behaviours | The SM SPD must do what it can to improve the urban and green environment and encourage activity |
| Tipping the scales - why preventing obesity makes economic sense by UK Health prevention forum | Obesity is a major cause of illness and death | The SM SPD must support initiatives to tackle this |
| Coastal access: An audit of coastal paths in England 2008-09 - Natural England | Natural England has undertaken, with the 53 English access authorities with a coastline, a desk based audit of the extent to which legally secure paths currently exist around the English coast | The SM SPD needs to be aware there is an inherent conflict with this and preventing bird disturbance |
| Great Outdoors: How Our Natural Health Service Uses Green Space To Improve Wellbeing Briefing Statement by Natural England 2010 | There is mounting evidence demonstrating the contribution green spaces can make to mental and physical health and wellbeing | The SM SPD must promote and facilitate access to open spaces and green spaces |
| Water People. Places. A guide for master planning sustainable drainage into developments By the Lead Local Flood Authorities of the South East of England | Sets out best practice for Sustainable Urban Drainage Systems (SUDS) | The SM SPD must support SUDS as part of new development |
| Monitor of Engagement with the Natural Environment: a pilot to develop an indicator of visits to the natural environment by children By Natural England March 2013 to February 2015 | A 2 year pilot to develop a national indicator for children's access to the natural environment | The SM SPD will seek to encourage access to the natural environment of Portsmouth |
| The Great Outdoors: How Our Natural Health Service Uses Green Space To Improve Wellbeing' by Natural England in 2010 | There is mounting evidence demonstrating the contribution green spaces can make to mental and physical health and wellbeing | Protection and enhancement of greenspace is a key issue |
| Shaping Neighbourhoods - A guide for health, sustainability and vitality by Hugh Barton, Marcus Grant and Richard Guise - 2003 | The importance of good design and a range of other factors is well understood, but rarely applied | Design is a key issue for place making |
| Select Committee on Regenerating Seaside Towns and Communities - House of Lords - Apr 2019 | Report by a House of Lords Select Committee to consider and make recommendations on the regeneration of seaside towns and communities | The SM SPD should consider various strategies for regeneration |
| Healthy High Streets - Good place-making in an urban setting by Public Health England 2018 | Considers how the design of streets promotes and improves the health of residents | Design of public spaces is important towards improving health |

APPENDIX 2

Summary Table of Baseline Data

| | SUSTAINABILITY TOPIC AREA | BASELINE ENVIRONMENT |
|----------|---|---|
| A | Travel and transport | |
| | <ul style="list-style-type: none"> • To promote a transport system that provides choice, minimises environmental harm by reducing road congestion and traffic pollution, and promotes the use of a public transport and active forms of transport | <ul style="list-style-type: none"> • Travel to work in Portsmouth at the 2011 census showed: <ul style="list-style-type: none"> - There has been a small decrease in those driving a car (50.5% in 2001 down to 49.6% in 2011) - lower than the UK average of 54.5%, and a lower figure than surrounding areas - There has been an decrease in passengers in a car from 6.5% in 2001 to 5.8% in 2011 - higher than the England and Wales average of 5.0% - There has been a decrease in use of a motorcycle/scooter/moped from 1.3% to 1.1% - higher than the England and Wales average of 0.8% - There has been an increase in those walking (14.8% in 2001 up to 16.1% in 2011) - higher than the England and Wales average of 10.7% - There has been an increase in cycling (7.1% in 2001 up to 7.3% in 2011) - higher than the England and Wales average of 2.8% - There has been an increase in train use (2.4% in 2001 up to 3.5% in 2011) - lower than the UK average of 5.2% - There has been an increase in those working at home; (6.7% in 2001 up to 7.3% in 2011) - lower than the UK average of 10.3% - There has been a decrease in those using the bus (8.6% in 2001 down to 7.3% in 2011) - close to the England and Wales average of 7.2% - 34% of the population in the city do not have access to a car (this is the same level as in 2001 despite population increase) and is higher than the UK average of 25%. The highest rate of non-car ownership in Charles Dickens, Nelson and St Thomas Wards • There is also a commuting service from and to the Isle of Wight using the only commercial hovercraft in the world, as well as ferries and catamarans. 4,802 people commute out of the Isle of Wight to other local authorities, and 736 of these commute to Portsmouth. 2,109 people commute from other local authorities to the Isle of Wight, and 176 of them are from the city (Nomis). • There is also a pedestrian ferry service from and to Gosport, and 453 residents commute on foot to Portsmouth and 1,096 use bicycles. The total amount of cyclists commuting into Portsmouth is 1,884, and a large amount of this is from Gosport so it is assumed nearly all of these are using the ferry. • The Hayling Island Ferry service has been privately operated by Baker Trayte Marine Ltd since its reopening in August 2016, who run a summer and winter timetable to and from Hayling Island and Eastney. Passenger numbers collected from August 2017 to July 2018 show that a total of 45,315 passenger trips were made. |
| B | Water (resources and quality) | |
| | <ul style="list-style-type: none"> • Reduce total water consumption and maximise efficient use • To safeguard the health and productivity of sea water by minimising the risk of water pollution • To promote flood resilient buildings and infrastructure | <ul style="list-style-type: none"> • Groundwater levels can fluctuate by as much as 20 metres. At the end of December 2015 groundwater levels were close to the long term average as a result of average Autumnal rainfall. The high rainfall of January saw groundwater levels rise approximately 6 metres above the long term average and be considered 'high' in comparison to the average levels. • Water levels in summer 2016 began to fall as usual for that time of year, remaining approximately 2.7 metres above the long term average. • The South Hampshire Integrated Water Management Strategy from 2008 suggested the area had sufficient licensed resources to meet future demands for water. However there was concern expressed and companies began the process of installing water meters in all households. Forecasts suggest that this may reduce demand by between 5 - 15%. Southern Water and Portsmouth Water have told PUSH they have sufficient supply for more homes than those being proposed. • Portsmouth Water has no reservoirs and relies almost entirely upon groundwater reserves in the chalk aquifers of the South Downs and abstracts its water from wells, boreholes and springs. It has one river abstraction licence for Gaters Mill on the River Itchen, and if extraction is excessive it can affect the flow of the river. However if an excessive amount of water is taken out of the boreholes it can also affect the flow of the River Hamble, Meon, Wallington, Ems and Lavant. • Portsmouth is within the South East River Basin Management Plan area, and although no river flows through the city nearby watercourses affect the quality of the marine environment. There are four watercourses flowing into Portsmouth Harbour and Langstone Harbour that are monitored by the Environment Agency twelve times a year and tested for chemistry, biology and nutrient levels; <ul style="list-style-type: none"> - Boarhunt Mill at Fareham - Good - Hoeford Lake stream at Fareham - High - Warblington Stream at Emsworth - Moderate - Hermitage Stream at Havant - Good - Ems at Emsworth - Good |
| C | Energy | |
| | <ul style="list-style-type: none"> • Minimise total energy consumption and support the use of renewable energy rather than fossil fuel/non-renewable sources | <ul style="list-style-type: none"> • Heating and hot water for UK buildings make up 40% of our energy consumption and 20% of our greenhouse gas emissions. The issue of fuel poverty is also discussed later in this report. It will be necessary to largely eliminate these greenhouse emissions by around 2050 to meet the targets in the Climate Change Act and to maintain the UK contribution to action under the Paris Agreement of 2015. • There are many ways to create 'greener' buildings, including better design and insulation, alignment to improve solar gain and so on. Whole volumes have been written on this, and BREEAM is the world's leading sustainability assessment method for masterplanning projects, infrastructure and buildings. It addresses a number of lifecycle stages such as New Construction, Refurbishment and In-Use. They were involved with the LandRover Ben Ainslie Racing building in Old Portsmouth which achieved BREEAM Excellent building on a brownfield site. However, there is a need in the city to promote BREEAM Excellent on all commercial and residential buildings. • Many of these ideas are over quarter of a century old; the issue is pushing the development industry to embrace them. Many of these improvements in design will reduce emissions and also contribute towards modern, affordable, comfortable homes and workplaces. Considering the scale of new development needed in the city there is an opportunity here to create a greener Portsmouth. |

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| D | Noise and vibration | |
| | <ul style="list-style-type: none"> Minimise disturbance and annoyance to people and wildlife and stresses to historic assets caused by uncontrolled noise and vibration | <ul style="list-style-type: none"> In a busy city like Portsmouth, environmental noise is ever-present, meaning the Council's environment and public protection service cannot ensure peace and quiet or prevent occasional disturbance from noise. Environment and public protection works with partners such as the anti-social behaviour unit and the police to prevent or mitigate serious or persistently unacceptable levels of environmental noise, by investigating and resolving complaints of noise nuisance. The seven most common causes of noise complaint are: Noise from domestic properties; amplified music from pubs and clubs; animal noise; commercial noise, such as from deliveries and equipment; construction and demolition site noise; industrial noise; alarms from premises and vehicles Around 2,500 noise complaints are received each year, with the majority coming from residents who are suffering noise problems from their neighbours. |
| E | Air quality | |
| | <ul style="list-style-type: none"> Minimise greenhouse gases and other pollutants | <ul style="list-style-type: none"> Portsmouth has only three road entrances onto Portsea Island (the M275, A3 and A2030). These roads are locations where most of the Air Quality Management Areas have been designated (discussed next) and they get congested at peak times. The A2047 and the A288 can also be congested. Any incidents affecting traffic on one road can cause disruption to the entire network. In Portsmouth domestic road transport makes up to 24% of the total emissions, and in the UK accounts for around a quarter of UK greenhouse gas emissions and affects air quality at the roadside. Industrial and domestic pollution together with their impact on air quality, tend to be steady or improving over time. In the UK the major threat to clean air is now posed by traffic emissions (Defra). HGVs remained the highest polluter comparatively when considering the number of each type of vehicle. Local authorities have a statutory obligation to review and assess local air quality from time to time to determine whether it is likely to meet National Air Quality Objectives set out in the Air Quality (England) Regulations 2000 (as amended). The key indicators monitored by the roadside are; <ul style="list-style-type: none"> Particulate matter (PM2.5) Nitrogen dioxide (NO2) Ozone (O3) Particulate matter (PM10) A WHO Report in May 2016 highlighted problems with air pollution in over 40 UK cities. There are 11 urban areas across the UK and Ireland breaching the safe limit set for PM10, and more than 40 towns and cities across Britain and Ireland breaching the safe levels for another measure known as PM2.5. Top of the air pollution list was Glasgow, while Southampton was 7th on the list, and Portsmouth is 13th. It is of interest that Oxford is 15th on that list, even though 17% of the population cycle to work. |
| F | Waste and resource management (soil, contaminated land, & waste) | |
| | <ul style="list-style-type: none"> Reduce waste production and promote reuse, recycling and recovery Minimise risk to human health and the environment from contaminated land To protect ground stability and features of geological importance To minimise soil loss and enhance soil quality | <ul style="list-style-type: none"> Portsmouth City Council, as a minerals and waste planning authority, works in partnership with Hampshire County Council, Southampton City Council, New Forest National Park Authority and the South Downs National Park Authority ('the Hampshire Authorities') on minerals and waste matters in the County. Together the Hampshire Authorities produced the Hampshire Minerals and Waste Plan (2013) that aims to enable the delivery of sustainable minerals and waste development up to 2030. The Hampshire Minerals and Waste Plan (HMWP) commits to meeting the Waste Management Plan's goal of working towards a 'zero waste' economy (100% of waste diverted from landfill) and shifting the management of wastes up the waste hierarchy; the 'hierarchy' gives order and priority to waste management options, from prevention through to disposal (e.g. landfill). The HMWP acknowledges that the best way to reduce the need for waste disposal is to avoid its creation in the first place, by recognising waste as a resource. The HMWP estimates Hampshire's total estimated waste arisings to be around 4.8 million tonnes per annum (in 2010); almost half of which was generated by Construction, Demolition and Excavation (CDE) wastes (49%), followed by lesser amounts of Commercial and Industrial (C&I) (34%) and Municipal (Household) Wastes (17%). HMWP Policy 25: Sustainable Waste Management commits the Hampshire Authorities to contribute to achieving 60% recycling rates and 95% diversion from landfill of non-hazardous waste arisings by at least 2020. In order to contribute to reaching these targets, the reduction, beneficial reuse or recycling of non-hazardous wastes is therefore a key issue for Portsmouth. The HMWP considers that the projected increases in population and housing in the County can be managed by the existing WWTWs, without the need for further capacity in the plan period (up to the end of March 2030). However, it is important that the capacity of WWTWs facilities in areas of planned development should be kept under review. The Portsmouth City Council area also contains relatively minor safeguarded reserves of Brick Clay, Superficial Sand and Gravel and Soft Sand (HWMP Policy 15). Although deposits are largely focused in constrained areas where future development would be very unlikely, such as land adjacent to Langstone Harbour, Southsea Common and the onshore area off Portsea, there are Brickclay reserves around Tipner that will need consideration as part of any development proposals. |
| G | Sustainable construction and buildings | |
| | <ul style="list-style-type: none"> Ensure that development provides optimum economic, environmental, and social benefits, whilst integrating sustainable construction principles | <ul style="list-style-type: none"> There are many ways to create 'greener' buildings, including better design and insulation, alignment to improve solar gain and so on. Whole volumes have been written on this, and BREEAM is the world's leading sustainability assessment method for masterplanning projects, infrastructure and buildings. It addresses a number of lifecycle stages such as New Construction, Refurbishment and In-Use. They were involved with the LandRover Ben Ainslie Racing building in Old Portsmouth which achieved BREEAM Excellent building on a brownfield site. Nonetheless, there is a continuing need to promote BREEAM Excellent on all commercial and residential buildings. Many of these ideas are over quarter of a century old; the issue is pushing the development industry to embrace them. Many of these improvements in design will reduce emissions and also contribute towards modern, affordable, comfortable homes and workplaces. Considering the scale of new development needed in the city there is an opportunity here to create a greener Portsmouth. |

| H | Biodiversity and nature conservation | |
|---|---|---|
| | <ul style="list-style-type: none"> • Seek to protect habitats and species and promote opportunities to enhance and conserve wildlife | <ul style="list-style-type: none"> • There are three SPAs/Ramsar Sites in Portsmouth: <ul style="list-style-type: none"> - Portsmouth Harbour SPA/Ramsar Sites - 1,248.77 ha in size - Chichester and Langstone Harbours SPA/Ramsar Sites - 5,810.03 ha in size - Solent and Southampton Water SPA/Ramsar Sites - 5,505.86 ha in size • The intertidal area, particularly the mudflats, shingle and saltmarsh provide ideal feeding and roosting grounds for these species which are especially adapted to feeding in such a habitat. • Site Improvement Plans have been developed for each Natura 2000 site in England as part of the Improvement Programme for England's Natura 2000 sites. This Site Improvement Plan covers the following Natura 2000 sites; <ul style="list-style-type: none"> - Chichester and Langstone Harbours SPA - Portsmouth Harbour SPA - Solent & Southampton Water SPA, and - Solent Maritime SAC |
| I | Historic environment and cultural heritage | |
| | <ul style="list-style-type: none"> • To protect and, where possible, enhance the historic environment in recognition that it is an integral part of the city's cultural heritage | <ul style="list-style-type: none"> • Portsmouth's Listed Buildings are: <ul style="list-style-type: none"> - Almost all buildings built before 1700 - Most Georgian period buildings (1714 to 1837) - Buildings of quality from the Victorian and Edwardian periods (1840 to 1914) - Twentieth century buildings of exceptional quality • The city has list entries for 13 Grade I listed buildings, 33 Grade II* listed buildings and 408 Grade II listed buildings. There are also 17 scheduled monuments. • Every year Historic England updates its Heritage at Risk register, a process that has been carried on for twenty years since the Buildings at Risk surveys began. However heritage assets can be removed and added more frequently. Fort Cumberland, Eastney is currently on the 'Heritage at Risk' register • Portsmouth has twenty five Conservation Areas. These Conservation Areas include Old Portsmouth, the older part of the Royal Navy Base and Thomas Ellis Owen's Southsea (the architect and developer responsible for many notable buildings in Southsea and Gosport). • There are many buildings and structures of visual interest in Portsmouth, which are not afforded statutory protection because they do not meet national criteria but which add interest to the character and variety of the city. To help highlight and protect these buildings of local interest, the council has its own local list of historic buildings and structures, with 267 entries relating to approximately 500 addresses. • More recently the historic fortifications flanking the entrance to the harbour have been given a new lease of life. The building dates back to the 15th century and was previously an artillery barracks. This site was part of a £1.75 million development jointly by the government's coastal communities fund, the Partnership for Urban South Hampshire and Portsmouth City Council. It was completed in July 2016 and opened as the Hot Walls Studios and has 13 artist studios, as well as an eatery for visitors. • Southsea Common is a registered Historic Park and Garden. In 1540 the land on which the common sits was surrendered to Henry VIII who wished to strengthen the fortifications on the coast. The ground used to be a common but in the 1780s boundaries were put around it to prevent development and also ensure a clear field of fire for cannons. |
| J | Landscape and townscape | |
| | <ul style="list-style-type: none"> • To protect, and where possible, enhance the character of landscapes and townscapes, particularly areas of historic and cultural interest | <ul style="list-style-type: none"> • Portsea Island has a high proportion of terraced housing which lacks the areas of open space common in housing built after World War Two. Approximately 87% of Portsmouth's administrative area is covered by development. The area is therefore very urban; there is no open countryside with habitats such as wildflower meadows or areas of woodland. There is the nearby South Downs National Park, but access is difficult for the 33.4% of the population lacking a car, and public transport is limited. • Therefore, the green and open spaces in the city have a very important role in providing 'green lungs' - areas within a town or city that provide a healthier environment and places to walk and take part in informal recreation and be more active. Within Portsmouth there are 67 areas of parks, gardens, cemeteries and open spaces that provide areas for informal recreation and also enhance local biodiversity. Some of the key ones are: <ul style="list-style-type: none"> - Portsdown Hill - a chalk ridge north of Portsea Island and designated as a Site of Special Scientific Interest - Farlington Marshes - a large area of Langstone Harbour reclaimed from the sea in 1770 by the Lord Mayor of Farlington - Victoria Park - it is quite small compared to other towns and cities, however it is well used - Southsea Common - the largest area of open space in the city that was purchased by the Council from the War Department in 1922 - Milton Common - 40 ha of reclaimed semi-natural land composed of grass, brambles and lakes hosting over 200 species - Fort Cumberland Open Space - natural coastal heathland used by the military as a rifle range before being bought by Portsmouth City Council in 1979 - Great Salterns - where salt was once harvested from Langstone Harbour this large open space has changed considerably over the years, but there still remains a significant natural area that is of wildlife interest - Hilsea Lines - a green corridor separating Portsea Island from the mainland, within its 80 hectares it has woodland, hedgerows, meadows, both fresh and brackish water areas, marshland and coastal habitats |

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| K | Human population, safety, and health and wellbeing | |
| | <ul style="list-style-type: none"> • Maximise opportunities to promote healthy, safe and secure environments in which to live, play, and work, regardless of ethnicity, race, gender, age, or disabilities, and other equality factors | <ul style="list-style-type: none"> • A number of issues are noted with regard to Portsmouth: <ul style="list-style-type: none"> - Poor health is linked to poverty, and within Portsmouth 23.8% of the population are categorised as suffering deprivation. It is higher than the UK average of 20.4% - 23.5% of children are living in poverty, higher than the UK average of 19.2% - The amount of obese children in Year 6 is 20.3%, higher than the UK average of 19.1% - The amount of obese adults is 25.1%, higher than the English average of 23.0% - The percentage of physically active adults is 51.1%, lower than the English average of 56% - 22.5% of Portsmouth residents smoke (set against the South East level of 17.2%). Compared to England, Portsmouth also has significantly higher rates of deaths from lung cancer. Smoking also causes emphysema and chronic bronchitis. - In 2010 - 2012, Portsmouth's alcohol-specific mortality rate for males and females was higher than the rates for England. - In 2012 - 2013, Portsmouth had a significantly higher rate of alcohol-attributable recorded crimes (9 per 1,000 population) and violent crimes (8 per 1,000 population) compared to England and the South East region - In 2012 - 2013, there were 3,908 patients on the chronic obstructive pulmonary disease (1.8% of registered patients of all ages compared with 1.7% in England). - In 2012 - 2013, there were 13,907 patients on the asthma register (6.4% of registered patients of all ages compared with 6.0% in England) - In 2012 - 2013, 9,255 people aged 17+ years had either Type 1 or Type 2 diabetes. (5.3% of people aged 17+ years compared with 6% in England) • In Portsmouth an estimated 57.9% of the population are above normal weight, and 25.1% of the population were classified as obese. The document 'Portsmouth Health Profile 2015' also shows the percentage of physically active adults is 'significantly worse than England' average. • In 2008 Portsmouth joined the UK Healthy Cities network, one of 11 UK cities out of a global network of 100. It is a movement for urban health that is led and supported by the World Health Organisation. Currently the Council is looking at issues relating to air pollution, congestion, accidents and reviewing the possibility of active travel strategies to address these as well as reducing the decline in physical activity that is a national and local issue around health and wellbeing. |
| L | Communities, amenities, and social value | |
| | <ul style="list-style-type: none"> • To support the welfare, cultural, recreational, and infrastructure needs of communities • Provide opportunities for partnership-working and public involvement | <ul style="list-style-type: none"> • Within Hampshire and the Isle of Wight there are 44 areas in the 10% most deprived areas in England, and 16 of these are in Portsmouth. Seven Districts in Hampshire have a 0 score. • Nationally Portsmouth is ranked 84th in the deprived area list out of 324 local authorities (excluding counties). This puts it just outside the most deprived quartile within the UK. • The most deprived ward in Portsmouth is Charles Dickens Ward with unemployment at 9% (2011 Census). 7.2% are long term sick or disabled, 16% are retired and 15.3% are students. Also educational attainment is poor with 31.5% of the population having no qualifications. 67.0% of Charles Dickens households socially rent, significantly higher than either Portsmouth as a whole (18.3%) or the national level. The residents also report a higher proportion of poor health and disability than Portsmouth as a whole. • The most commonly used threshold for income poverty is below 60% of median income. In 2013 it was estimated that approximately 27,700 households (excluding student households) in Portsmouth have a net annual income below 60% of the median income. • 'Portsmouth's Tackling Poverty Strategy 2015 - 2020' states poverty is one of the key determinants of life expectancy and health outcomes more generally. In one ward of the City over 40% of the children are living in poverty. The Public Health Profile for Portsmouth categorises the children in poverty as being 'Significantly worse than England average.' Homelessness is also 'Significantly worse than the England average.' • ONS figures for some reason go across ward boundaries, and they show that parts of three wards (Charles Dickens, Fratton and Nelson) have 47.1% of households living in poverty. This is close to half the population in this part of the city. The adjacent area has 46.2% of the population living in poverty. The remainder in these areas are unlikely to be much better off. This compares to Cosham Ward with only 12% of the households being in poverty. |

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| M | Climate change resilience | |
| | <ul style="list-style-type: none"> • Improve resilience to current and future climate change by avoiding, reducing, and managing existing and future vulnerabilities and climatic risks affecting or arising from existing and new development • Integrating climate change resilience within other management areas, e.g. water resources, coastal defences, waste. | <ul style="list-style-type: none"> • As a consequence of climate change the city faces more flooding from both surface water and also rising sea levels, as well as an increase of extreme weather events. Surface water is rainfall before it enters the underground drainage systems, plus groundwater flooding where the water table is saturated and ordinary watercourses get overloaded. • As a Unitary Authority Portsmouth City Council is designated as a Lead Local Flood Authority under the Flood and Water Management Act of 2010. It places a statutory duty on the Council to develop, maintain, implement and monitor a Local Flood Risk Management Strategy. At present, approximately 47% of the city's land area is designated as within Flood Zones 2 and 3 (the areas of highest risk). • Portsmouth has a shoreline with a total length of 43.5 km, 32 km around Portsea Island and 11.5 km on the mainland. It also has 3 km of drainage channels. The Council is directly responsible for 23 km of Portsmouth's coastline with the remaining 21 km in private ownership, predominantly the Ministry of Defence. • The coastal frontages of Portsmouth are almost entirely defended from either wave overtopping or tidal flooding by some form of coastal defence. • Regionally important transport links at risk from coastal flooding and erosion protected by current defences include the mainline railway links from Portsmouth and the M27 and the M275. Within Portsmouth city there are large areas of land currently at risk of coastal flooding, with 4,211 residential, 364 commercial and 48 Ministry of Defence properties identified as well as current and former landfill sites. These all have a present value of over £1.25 billion. • However by the year 2109 the areas of properties at risk increases to 9,355 residential, 950 commercial and 117 MoD properties, HM Naval Base, Historic Dockyards including the HMS Victory and Mary Rose, Continental Ferry Port, 15 areas of landfill, main road and rail arteries on and off Portsea Island, Eastney pumping station, hospitals, schools, colleges, emergency services and power supplies, 40 scheduled monuments and more than 450 listed buildings and 70 sites of archaeological interest. £654m worth of assets in Southsea are at risk of flooding from the sea over the next 100 years and the Southsea scheme is reviewing 4.5 km of coastal defences from the Garrison Church to the Royal Marines Museum. Current defences are reaching the end of their existing life; some of them were put in place in World War II. • Tourism is of vital importance to the economy in Portsmouth and Southsea, and it is important that the sea defences do not have a detrimental impact on that and the appeal of the entire area. The southern coast of Portsea Island has fine views to the Isle of Wight, the Palmerston Forts and shipping in general including Royal Naval vessels. The entire esplanade facing the sea is a feature for visitors, walkers and joggers and the two sections where cars can park next to the beach is over 3 kms long. |
| N | Economy, employment, and material assets | |
| | <ul style="list-style-type: none"> • Help maintain and encourage a strong, diverse, and stable economy of the seafront and wider city | <ul style="list-style-type: none"> • Portsmouth and Southampton are the centres of employment in the PUSH sub-region; Portsmouth provides 101,900 jobs, 15.5% of the total (2015 figure). Southampton provides 16.5% of the total and the other nine authorities contribute to the total of 451,300 jobs. These range from Winchester providing 11.6% of jobs to Gosport providing the lowest at 3.1%. • Between 2010 and 2017, the Portsmouth economy grew by just 0.5% a year. That was well below the averages for the South East and the UK, which were 1.9% and 2.0% respectively. It was also below the growth of Solent, and of several cities that Portsmouth can reasonably be compared with (Brighton, Newcastle, Plymouth, Salford and Southampton). • Updated baseline forecasts suggest a similar story applies going forward, although the variations are less extreme, with a forecasted 1.4% a year growth for Portsmouth over the 2017-36 period, with the Solent area achieving 1.6% and the UK 1.7%. Going forward we expect productivity growth to broadly match growth elsewhere, but unfortunately since the Portsmouth starting point is lower, that just means that the gap between Portsmouth and its comparators is set to widen. This productivity shortfall is a major challenge for the city. • However, as with all cities, a lot hinges on the sectors that Portsmouth specialises in. Compared with the South East, the city has a heavy reliance on the Public administration and defence sector, reflecting the importance of the Naval Base. Portsmouth has a strong Marine and Maritime sector, which is also one of the largest and most productive business sectors in the wider Solent area. It contributes 20.5% of the PUSH area GVA and 5% of private sector jobs. • Portsmouth sees 40,425 people commuting into the city to work, and 22,480 commuting out to work. Of the total amount of people working here 63.9% are residents within the city, so there is a good degree of self-containment compared to neighbouring Southampton which has 56.67% of the total amount of people working there who are residents, and Test Valley has 40.25%. • A survey conducted by Tourism South East over July and August 2018 found that the visitor profile consisted of a higher proportion of day visitors from 'home' than day visitors and staying visitors from outside Portsmouth. In terms of visitor destinations, the survey found that the majority of people surveyed had visited or were intending to visit destinations within the seafront area, indicating the strong draw of the seafront as a visitor destination. |

APPENDIX 3

SA Scoring Criteria

| | SA Topic/Objectives | Assessment Criteria: "What contribution does the strategy or proposal make to..." | Significant positive impact ++ | Positive impact + | Mixed +/- | Negative impact - | Significant negative impact -- | Uncertain ? | No effect 0 | Potential Indicators |
|---|---|--|--|--|--|--|--|---|--|---|
| A | Travel and Transport <ul style="list-style-type: none"> To promote a transport system that provides choice, minimises environmental harm by reducing road congestion and traffic pollution, and promotes the use of public transport and active forms of transport | 1. Minimise and discourage the need to travel by private car/vehicle? | Strategy/proposal would lead to no motorised vehicle movements within the area | Strategy/proposal would lead to minimal vehicle movements within the area | Strategy/proposal would lead to equal proportion of vehicle movements to other modes | Strategy/proposal would lead to majority proportion of vehicle movements to other modes | Strategy/proposal would lead to all journeys/movements made by vehicles | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | % of journeys to the Seafront area by public transport, walking, and cycling |
| | | 2. Encourage walking and cycling to create a healthier city? | Strategy/proposal would lead to all journeys/movements within the area will be made by walking/cycling | Strategy/proposal would lead to majority of journeys/movements within the area will be made by walking/cycling | Strategy/proposal would lead to equal proportion of walking/cycling movements to other modes | Strategy/proposal would lead to minority of journeys/movements within the area will be made by walking/cycling | Strategy/proposal would lead to no walking/cycling journeys/movements within the area | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | % of journeys to the Seafront area by private vehicles |
| | | 3. Encourage use of public transport? | Strategy/proposal would lead to all journeys to the area made through public transport | Strategy/proposal would lead to majority of journeys to the area made through public transport | Strategy/proposal would lead to equal proportion of public transport journeys to private vehicles made to the area | Strategy/proposal would lead to minority of journeys to the area made through public transport | Strategy/proposal would lead to no journeys to the area made through public transport | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of bus routes serving the Seafront area |
| | | 4. Improve air quality? | Strategy/proposal would lead to significant net decrease in harmful air pollutants emitted within the area than existing | Strategy/proposal would lead to slight net decrease in harmful air pollutants emitted within the area than existing | Strategy/proposal would lead to zero net harmful air pollutants emitted within the area than existing | Strategy/proposal would lead to slight increase in harmful air pollutants emitted within the area than existing | Strategy/proposal would lead to significant net increase in harmful air pollutants emitted within the area than existing | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | % reduction in pollutants and carbon emissions |
| B | Water (resources and quality) <ul style="list-style-type: none"> Reduce total water consumption and maximise efficient use Safeguard the health and productivity of sea water by minimising the risk of water pollution Promote flood resilient buildings and infrastructure | 1. Maintain or improve water quality? | Strategy/proposal would lead to significant net increase in water quality | Strategy/proposal would lead to slight net increase in water quality | Strategy/proposal would lead to zero net increase or decrease in water quality | Strategy/proposal would lead to slight net decrease in water quality | Strategy/proposal would lead to significant net decrease in water quality | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | Compliance with Water Framework Directive monitoring requirements |
| | | 2. Include surface water drainage management and/or water consumption and efficiency measures? | Strategy/proposal would lead to significant improvements in surface water drainage management and/or significant improvements in water consumption and efficiency measures | Strategy/proposal would lead to slight improvements in surface water drainage management and/or slight improvements in water consumption and efficiency measures | Strategy/proposal would have mixed effects on this issue | Strategy/proposal would lead to slight adverse effects in surface water drainage management and/or slight worsening in water consumption and efficiency measures | Strategy/proposal would lead to significant adverse effects in surface water drainage management and/or significant worsening in water consumption and efficiency measures | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of surface water flooding issues |
| | | 3. Avoid, where possible, or reduce the risk of flooding to manage and mitigate flood risk? | Strategy/proposal would lead to significant decrease in flood risk | Strategy/proposal would lead to slight decrease in flood risk | Strategy/proposal would lead to zero net increase or decrease in flood risk | Strategy/proposal would lead to slight increase in flood risk | Strategy/proposal would lead to significant increase in flood risk | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of dwellings and buildings at risk from flooding |
| C | Energy <ul style="list-style-type: none"> Minimise total energy consumption and support the use of renewable energy rather than fossil fuel/non-renewable sources | 1. Reduce the reliance on, and the consumption of, finite fossil fuels for energy? | Strategy/proposal would lead to significant decrease in reliance on and consumption of fossil fuels | Strategy/proposal would lead to slight decrease in reliance on and consumption of fossil fuels | Strategy/proposal would lead to zero net increase or decrease in reliance on and consumption of fossil fuels | Strategy/proposal would lead to slight increase in reliance on and consumption of fossil fuels | Strategy/proposal would lead to significant increase in reliance on and consumption of fossil fuels | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | % reduction in pollutants and carbon emissions |
| | | 2. An increased proportion of energy needs being met from renewable resources? | Strategy/proposal would lead to significant increase in proportion of energy needs being met from renewable resources | Strategy/proposal would lead to slight increase in proportion of energy needs being met from renewable resources | Strategy/proposal would lead to zero net increase or decrease in proportion of energy needs being met from renewable resources | Strategy/proposal would lead to slight decrease in proportion of energy needs being met from renewable resources | Strategy/proposal would lead to significant decrease in proportion of energy needs being met from renewable resources | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of developments that include/integrate renewable energy generation solutions |
| D | Noise and vibration <ul style="list-style-type: none"> Minimise disturbance and annoyance to people and wildlife and stresses to historic assets caused by uncontrolled noise and vibration | 1. Minimise disturbance and annoyance to people caused by uncontrolled noise and vibration? | Strategy/proposal would enable uncontrolled noise and vibration to cause no disturbance and annoyance to people | Strategy/proposal would enable disturbance and annoyance to people caused by uncontrolled noise and vibration to be minimised | Strategy/proposal would have mixed effects on this issue | Strategy/proposal would enable uncontrolled noise and vibration to cause minimal disturbance and annoyance to people | Strategy/proposal would enable uncontrolled noise and vibration to cause significant disturbance and annoyance to people | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of incidents/reports of disturbance and annoyance due to uncontrolled noise and vibration sources |
| | | 2. Minimise disturbance to wildlife, especially protected species, caused by uncontrolled noise and vibration? | Strategy/proposal would enable uncontrolled noise and vibration to cause no disturbance to wildlife | Strategy/proposal would enable disturbance to wildlife caused by uncontrolled noise and vibration to be minimised | Strategy/proposal would have mixed effects on this issue | Strategy/proposal would enable uncontrolled noise and vibration to cause minimal disturbance to wildlife | Strategy/proposal would enable uncontrolled noise and vibration to cause significant disturbance to wildlife | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | - |
| | | | | | | | | | | No. of incidents/reports of damage to historic assets due to uncontrolled noise and vibration sources |

| | SA Topic/Objectives | Assessment Criteria: "What contribution does the strategy or proposal make to..." | Significant positive impact | Positive impact | Mixed | Negative impact | Significant negative impact | Uncertain | No effect | Potential Indicators |
|---|--|--|---|---|---|---|---|---|--|---|
| | | | ++ | + | +/- | - | -- | ? | 0 | |
| | | 3. Minimise stresses to historic assets caused by uncontrolled noise and vibration? | Strategy/proposal would enable uncontrolled noise and vibration to cause no stresses to historic assets | Strategy/proposal would enable stresses to historic assets caused by uncontrolled noise and vibration to be minimised | Strategy/proposal would have mixed effects on this issue | Strategy/proposal would enable uncontrolled noise and vibration to cause minimal stresses to historic assets | Strategy/proposal would enable uncontrolled noise and vibration to cause significant stresses to historic assets | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | |
| E | Air Quality • Minimise greenhouse gases and other pollutants | 1. Improve air quality? | Significant net improvement in air quality in the area than existing | Slight net improvement in air quality in the area than existing | Zero net improvement in air quality in the area than existing | Slight net deterioration in air quality in the area than existing | Significant net deterioration in air quality in the area than existing | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of days where air pollution is moderate or high |
| | | 2. Minimise greenhouse gases, carbon emissions, and other pollutants? | Significant net decrease in harmful gases and pollutants emitted within the area than existing | Slight net decrease in harmful gases and pollutants emitted within the area than existing | Zero net harmful gases and pollutants emitted within the area than existing | Slight net increase in harmful gases and pollutants emitted within the area than existing | Significant net increase in harmful gases and pollutants emitted within the area than existing | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of air pollution incidents |
| F | Waste and resource management (soil, contaminated land, & waste) • Reduce waste production and promote reuse, recycling and recovery • Minimise risk to human health and the environment from contaminated land • To protect ground stability and features of geological importance • To minimise soil loss and enhance soil quality | 1.. Avoid or minimise waste and increase the re-use, recycling, or recovery of waste? | Significant increase in both waste avoidance and waste re-use, recycling, or recovery | Slight increase in both waste avoidance and waste re-use, recycling, or recovery | Either increase in levels of waste avoidance or increase in waste re-use, recycling, or recovery | Slight decrease in both waste avoidance and waste re-use, recycling, or recovery | Significant decrease of both waste avoidance and waste re-use, recycling, or recovery | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of general and recycle waste bins in Seafront area |
| | | 2. Contribute to the reduction of minerals extraction and increase the reuse/ recycling of aggregate resources? | Significant reduction in minerals extraction and significant increase in reuse/recycling of aggregate resources | Slight reduction in minerals extraction and slight increase in reuse/recycling of aggregate resources | Either reduction in minerals extraction or increase in reuse/recycling of aggregate resources | Slight increase in minerals extraction and slight decrease in reuse/recycling of aggregate resources | Significant increase in minerals extraction and significant decrease in reuse/recycling of aggregate resources | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | % of recycled material being disposed in recycle waste bins in Seafront area |
| | | 3. Minimise the risk to human health and the environment from contaminated land? | Significant reduction in risk to human health and environment from contaminated land | Slight reduction in risk to human health and environment from contaminated land | Either reduction in risk to human health or reduction in risk to environment from contaminated land | Slight increase in risk to human health and environment from contaminated land | Significant increase in risk to human health and environment from contaminated land | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of developments achieving BREEAM Very Good or higher |
| | | 4. Minimise soil loss and, where possible, enhance soil quality? | Significant reduction in soil loss and significant enhancement of soil quality | Slight reduction in soil loss and slight enhancement of soil quality | Slight reduction in soil loss or slight enhancement of soil quality | Slight increase in soil loss and slight deterioration of soil quality | Significant increase in soil loss and significant deterioration of soil quality | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of incidents arising from contaminated land issues |
| G | Sustainable construction and buildings • Ensure that development provides optimum economic, environmental, and social benefits, whilst integrating sustainable construction principles | 1. Ensure the highest sustainable design standards are met and sustainable construction principles are integrated? | Highest level of sustainable design standards met and sustainable construction principles fully integrated | Moderate level of sustainable design standards met and sustainable construction principles partially integrated | Either sustainable design standards met or sustainable construction principles integrated | No sustainable design standards met and no sustainable construction principles are integrated | Proposal/development leads to unsustainability | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of developments achieving BREEAM Very Good or higher |
| | | 2. Create economic opportunities to increase the learning, training, and skills of the city's population? | Significant opportunities for learning, training, and skills | Moderate opportunities for learning, training, and skills | Opportunities created for either learning, training, or skills | No opportunities for learning, training, and skills | Reduced opportunities for learning, training, and skills | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of residential developments achieving at least Level 3 of the Code for Sustainable Homes No. of training or apprenticeship programs or schemes created through development |
| H | Biodiversity and nature conservation • Seek to protect habitats and species and promote opportunities to enhance and conserve wildlife | 1. Maintain and/or improve the condition and integrity of internationally, nationally, and locally designated nature conservation and habitat sites? | Proposal/strategy conserves or enhances designated nature conservation and/or habitat sites, and secures net gains for biodiversity | Proposal/strategy conserves or enhances designated nature conservation and/or habitat sites | Proposal/strategy would harm designated nature conservation and/or habitat sites, but appears to be capable to be mitigated on-site | Proposal/strategy would harm designated nature conservation and/or habitat sites, but appears to be capable to either be mitigated off-site, compensated, or outweighed by other benefits | Proposal/strategy would significantly harm designated nature conservation and/or habitat sites, and does not appear capable of mitigation | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | |
| | | 2. Safeguard and enhance the role of non-designated sites in supporting wildlife and habitats? | Proposal/strategy conserves or enhances non-designated nature conservation and/or habitat sites, and secures net gains for biodiversity | Proposal/strategy conserves or enhances non-designated nature conservation and/or habitat sites | Proposal/strategy would harm non-designated nature conservation and/or habitat sites, but appears to be capable to be mitigated on-site | Proposal/strategy would harm non-designated nature conservation and/or habitat sites, but appears to be capable to either be mitigated off-site, compensated, or outweighed by other benefits | Proposal/strategy would significantly harm non-designated nature conservation and/or habitat sites, and does not appear capable of mitigation | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | Integrity and condition of European sites, SSSIs, SINCs, and locally designated sites should not worsen |

| | SA Topic/Objectives | Assessment Criteria: "What contribution does the strategy or proposal make to..." | Significant positive impact | Positive impact | Mixed | Negative impact | Significant negative impact | Uncertain | No effect | Potential Indicators |
|---|--|---|--|---|--|---|--|---|--|--|
| | | | ++ | + | +/- | - | -- | ? | 0 | |
| | | 3. Minimise impacts on and provide net gains for biodiversity? | Proposal/strategy makes significant net gains for biodiversity | Proposal/strategy makes slight net gains for biodiversity | Proposal/strategy makes net gains and losses for biodiversity | Proposal/strategy makes slight net losses for biodiversity | Proposal/strategy makes significant net losses for biodiversity | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | |
| | | 4. Provide for increased understanding, appreciation, and enjoyment of the natural environment? | Proposal/strategy will lead to significant increase in understanding, appreciation, and enjoyment of the natural environment | Proposal/strategy will lead to slight increase in understanding, appreciation, and enjoyment of the natural environment | Proposal/strategy will lead to mixed impact on understanding, appreciation, and enjoyment of the natural environment | Proposal/strategy will lead to slight decrease in understanding, appreciation, and enjoyment of the natural environment | Proposal/strategy will lead to significant decrease in understanding, appreciation, and enjoyment of the natural environment | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | |
| I | Historic environment and cultural heritage • To protect, conserve, and, where possible, enhance the historic environment in recognition that it is an integral part of the city's cultural heritage | 1. Conserve or enhance the significance of conservation areas? | Conserves and enhances a designated Conservation Area identified to be at risk | Conserves and enhances a designated Conservation Area and/or better reveals the significance of the CA | Has a less than substantial harm to the Conservation Area but provides public benefit | Has a less than substantial harm but does not provide public benefit | Substantial harm to or loss of a positive heritage asset within the CA and does not provide substantial public benefit | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | • No. of Conservation Areas (this should not decrease) |
| | | 2. Conserve or enhance the significance of listed buildings/structures, Scheduled Ancient Monuments, and registered parks and gardens? | Conserves and enhances a designated heritage asset identified to be at risk | Conserves and enhances a designated heritage asset and/or better reveals the significance of the heritage asset | Has a less than substantial harm to the heritage asset but provides public benefit | Has a less than substantial harm but does not provide public benefit | Substantial harm to or loss of a designated heritage asset and does not provide substantial public benefit | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | • No. of heritage assets on the Heritage at Risk register (this should not increase and ideally decrease) |
| | | 3. Conserve or enhance the significance of sites of potential archaeological importance? | Conserves and enhances a potential site of archaeological importance identified to be at risk | Conserves and enhances a potential site of archaeological importance and/or better reveals its significance | Has a less than substantial harm to the archaeological asset but provides public benefit | Has a less than substantial harm but does not provide public benefit | Substantial harm to or loss of a potential site of archaeological importance and does not provide substantial public benefit | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | |
| | | 4. Conserve or enhance historic character and key views? | Significantly conserves and enhances historic character and key views | Slightly conserves and enhances historic character and key views | Has a less than substantial harm to historic character and key views but provides public benefit | Has a less than substantial harm to historic character and key views but does not provide public benefit | Substantial harm to or loss of historic character and key views and does not provide substantial public benefit | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | |
| | | 5. Provide for increased understanding, appreciation, and enjoyment of the historic environment? | Proposal/strategy will lead to significant increase in understanding, appreciation, and enjoyment of the historic environment | Proposal/strategy will lead to slight increase in understanding, appreciation, and enjoyment of the historic environment | Proposal/strategy will lead to mixed impact on understanding, appreciation, and enjoyment of the historic environment | Proposal/strategy will lead to slight decrease in understanding, appreciation, and enjoyment of the historic environment | Proposal/strategy will lead to significant decrease in understanding, appreciation, and enjoyment of the historic environment | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | |
| J | Landscape and townscape • To protect, and where possible, enhance the character of landscapes and townscapes, particularly areas of historic and cultural interest | 1. Protect, and where possible, enhance the positive design and aesthetic qualities of the seafront's built environment? | Proposal/strategy will protect and enhance the positive design and aesthetic qualities of the seafront's built environment | Proposal/strategy will protect the positive design and aesthetic qualities of the seafront's built environment | Proposal/strategy will lead to a mixed impact on the positive design and aesthetic qualities of the seafront's built environment | Proposal/strategy will lead to a loss of the positive design and aesthetic qualities of the seafront's built environment | Proposal/strategy will lead to a loss of and worsen the design and aesthetic qualities of the seafront's built environment | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | • No. of planning applications granted where design is considered to enhance positively to the wider environment |
| | | 2. Protect, and where possible, enhance the positive characteristics of the seafront's landscape? | Proposal/strategy will protect and enhance the positive characteristics of the seafront's landscape | Proposal/strategy will protect the positive characteristics of the seafront's landscape | Proposal/strategy will lead to a mixed impact on the positive characteristics of the seafront's landscape | Proposal/strategy will lead to a loss of the positive characteristics of the seafront's landscape | Proposal/strategy will lead to a loss of and worsen the characteristics of the seafront's landscape | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | • No. of planning applications refused on design grounds relating to, for example, impact on streetscene and/or impact on assets of architectural significance |
| | | 3. Foster positive perceptions of the seafront and wider city through high-quality design? | Proposal/strategy will lead to a significant increase in positive perceptions of the seafront and wider city | Proposal/strategy will lead to a slight increase in positive perceptions of the seafront and wider city | Proposal/strategy will lead to a mix of positive and negative perceptions of the seafront and wider city | Proposal/strategy will lead to a slight decrease in positive perceptions of the seafront and wider city | Proposal/strategy will lead to a significant decrease in positive perceptions of the seafront and wider city | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | |
| K | Human population, safety, and health and wellbeing • Maximise opportunities to promote healthy, safe and secure environments in which to live, play, and work, regardless of ethnicity, race, gender, age, or disabilities, and other equality factors | 1. Improve the health and wellbeing of the city's population and users of the seafront? | Strategy/proposal would lead to significant improvement in health and wellbeing of the city's population and users of the seafront | Strategy/proposal would lead to slight improvement in health and wellbeing of the city's population and users of the seafront | Strategy/proposal would lead to mixed effects in the health and wellbeing of the city's population and users of the seafront | Strategy/proposal would lead to slight deterioration in health and wellbeing of the city's population and users of the seafront | Strategy/proposal would lead to significant deterioration in health and wellbeing of the city's population and users of the seafront | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | • Levels of obesity in all age groups should decrease |
| | | 2. Ensure that all users are treated fairly and equally, regardless of ethnicity, race, gender, age, or disabilities, and other equality factors? | Strategy/proposal would lead to all users being treated fairly and equally | Strategy/proposal would lead to most users being treated fairly and equally | Strategy/proposal would have mixed effects on this issue | Strategy/proposal would lead to minority of users being treated fairly and equally | Strategy/proposal would lead to no users being treated fairly and equally | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | • No. of incidents reported relating to equality |

| | SA Topic/Objectives | Assessment Criteria: "What contribution does the strategy or proposal make to..." | Significant positive impact | Positive impact | Mixed | Negative impact | Significant negative impact | Uncertain | No effect | Potential Indicators |
|---|--|---|--|---|--|---|--|---|--|---|
| | | | ++ | + | +/- | - | -- | ? | 0 | |
| | | 3. Reduce the fear of crime and levels of crime? | Strategy/proposal would lead to complete elimination of the fear of crime and levels of crime | Strategy/proposal would lead to a reduction in the fear of crime and levels of crime | Strategy/proposal would have mixed effects on this issue | Strategy/proposal would lead to a slight increase in the fear of crime and levels of crime | Strategy/proposal would lead to a significant increase in the fear of crime and levels of crime | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | Fear of crime should decrease and no. of crime incidents should decrease |
| L | Communities, amenities, and social value • To support the welfare, cultural, recreational, and infrastructure needs of communities • Provide opportunities for partnership-working and public involvement | 1. Benefit deprived communities within the city? | Strategy/proposal would bring significant benefits to deprived communities within the city | Strategy/proposal would bring slight benefits to deprived communities within the city | Strategy/proposal would have mixed effects on this issue | Strategy/proposal would bring slight drawbacks to deprived communities within the city | Strategy/proposal would bring significant drawbacks to deprived communities within the city | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | Surveys/data relating to attendees attending or engaging in cultural, leisure, and recreation activities and events held within the Seafront area (to capture socio-demographic statistics) |
| | | 2. Improve access to culture, leisure, recreation, and social infrastructure for communities? | Strategy/proposal would significantly improve access to culture, leisure, recreation, and social infrastructure for communities | Strategy/proposal would slightly improve access to culture, leisure, recreation, and social infrastructure for communities | Strategy/proposal would have mixed effects on this issue | Strategy/proposal would slightly worsen access to culture, leisure, recreation, and social infrastructure for communities | Strategy/proposal would significantly worsen access to culture, leisure, recreation, and social infrastructure for communities | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | |
| | | 3. Promote and improve partnerships and relations between the council and stakeholders? | Strategy/proposal would significantly promote and improve partnerships and relations between the council and stakeholders | Strategy/proposal would slightly promote and improve partnerships and relations between the council and stakeholders | Strategy/proposal would have mixed effects on this issue | Strategy/proposal would slightly worsen partnerships and relations between the council and stakeholders | Strategy/proposal would significantly worsen partnerships and relations between the council and stakeholders | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of proposals backed or jointly-ventured by the council with stakeholders |
| M | Climate change resilience • Improve resilience to current and future climate change by avoiding, reducing, and managing existing and future vulnerabilities and climatic risks affecting or arising from existing and new development • Maintaining climate change resilience within other management areas, e.g. water resources, coastal defences, waste. | 1. Improve resilience to current and future climate change impacts? | Strategy/proposal would significantly improve resilience to current and future climate change impacts | Strategy/proposal would slightly improve resilience to current and future climate change impacts | Strategy/proposal would have mixed effects on this issue | Strategy/proposal would slightly worsen resilience to current and future climate change impacts | Strategy/proposal would significantly worsen resilience to current and future climate change impacts | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of dwellings and buildings at risk of flooding (this should not increase) |
| | | 2. Integrate climate change resilience within resource management, e.g. water, waste, minerals? | Strategy/proposal would wholly integrate climate change resilience within resource management | Strategy/proposal would partially integrate climate change resilience within resource management | Strategy/proposal would have mixed effects on this issue | Strategy/proposal would not integrate climate change resilience within resource management at all | Strategy/proposal would not integrate climate change resilience within resource management at all but would lead to climate change fragility | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | |
| | | 3. Avoid, where possible, or reduce the risk of flooding to manage and mitigate flood risk? | Strategy/proposal would completely remove the risk of flooding through avoidance and/or active mitigation | Strategy/proposal would significantly reduce the risk of flooding through avoidance and/or active mitigation | Strategy/proposal would have mixed effects on this issue | Strategy/proposal would direct development or increase vulnerability within a flood risk area with no mitigation proposed | Strategy/proposal would significantly increase vulnerability within a flood risk area and/or worsen flood risk with no mitigation proposed | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of incidents relating to damage of property and material assets from flooding/bad weather events should be low and not increase |
| N | Economy, employment, and material assets • Help maintain and encourage a strong, diverse, and stable economy of the seafront and wider city | 1. Maintain and encourage a strong, diverse, and stable economy of the seafront and wider city? | Strategy/proposal would significantly contribute to maintaining and encouraging a strong, diverse, and stable economy of the seafront and wider city | Strategy/proposal would slightly contribute to maintaining and encouraging a strong, diverse, and stable economy of the seafront and wider city | Strategy/proposal would have mixed effects on this issue | Strategy/proposal would slightly worsen the economy of the seafront and wider city | Strategy/proposal would significantly worsen the economy of the seafront and wider city | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | Overall position / rank of Portsmouth in the UK Competitive Index should be maintained and ideally increase |
| | | 2. Grow the cultural, visitor, and tourism sector? | Strategy/proposal would significantly contribute to growing the cultural, visitor, and tourism sector | Strategy/proposal would slightly contribute to growing the cultural, visitor, and tourism sector | Strategy/proposal would have mixed effects on this issue | Strategy/proposal would slightly contract the cultural, visitor, and tourism sector | Strategy/proposal would significantly contract the cultural, visitor, and tourism sector | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | No. of visitors annually |
| | | 3. Support existing and new businesses to establish and thrive? | Strategy/proposal would significantly contribute towards supporting existing and/or new businesses | Strategy/proposal would slightly contribute towards supporting existing and/or new businesses | Strategy/proposal would have mixed effects on this issue | Strategy/proposal would significantly adversely affect existing businesses and/or the establishment of new businesses | Strategy/proposal would significantly adversely affect existing businesses and/or the establishment of new businesses | Not enough information to make a judgement or implementation requirements will remain unclear until development stage | Proposal/strategy has no effect on the objective | Figures of vacant floorspace should be low |

APPENDIX 4

SA of 2013 Seafront Masterplan SPD

Portsmouth Plan

Sustainability Appraisal Report:

Seafront Masterplan (Supplementary Planning Document)

Planning Services
April 2013

**You can get this information in large print,
Braille, audio or in another language by
calling 9268 8633.**

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Appendix 1: Compliance with the requirements for the environmental report under the SEA Directive

Appendix 2: Sustainability Objectives and Assessment Criteria

Appendix 3: Determinants of Health

Appendix 4: Compatibility of Plan Objectives with SA Objectives

Appendix 5: Sustainability Appraisal of Seafront Masterplan

1. Introduction

Purpose of the Sustainability Appraisal and this report

- 1.1.1 The purpose of sustainability appraisal is to promote sustainable development through the better integration of sustainability considerations into the preparation and adoption of plans. It is an iterative process that identifies and reports on the likely significant effects of a plan, and the extent to which its implementation will achieve the social, environmental and economic objectives by which sustainable development can be defined. In particular, it focuses on reviewing alternatives to inform decisions on the best way forward.
- 1.1.2 European Union Directive 2001/42/EC requires a 'Strategic Environmental Assessment' (SEA) of plans and programmes, including development plans. In England, the process of undertaking sustainability appraisal (SA) is mandatory under the Planning & Compulsory Purchase Act 2004. In addition, paragraph 165 of the National Planning Policy Framework (March 2012) states that *'a sustainability appraisal which meets the requirements of the European Directive on strategic environmental assessment should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors'*. In this report all references to SA should be understood to mean SA incorporating SEA. This SA has been prepared in accordance with the guidance set out in the CLG Plan Making Manual (2009). In following the guidance, it is deemed that this appraisal meets the requirements of the SEA Directive (referred to above). The table in Appendix 1 sets out how the requirements for the environmental report in that SEA Directive have been met in this SA report.
- 1.1.3 This document is the sustainability appraisal report that sits alongside the final Seafront masterplan, Supplementary Planning Document (SPD). The masterplan is intended to guide improvements to the Seafront. It seeks to articulate a clear identity and role for each of the Seafront's six unique character areas and to highlight opportunities for development and public realm improvements. While the 'parent policy' to this SPD, policy PCS9 of the Portsmouth Plan, has already been subject to a sustainability appraisal (see <http://www.portsmouth.gov.uk/living/7923.html>), it was considered prudent to appraise the masterplan itself, as it contains more detailed proposals with their own sustainability implications.
- 1.1.4 The sustainability appraisal process investigated the likely social, economic and environmental effects of the masterplan as it was developed, so that changes could be made to improve its sustainability impacts before it is finally adopted. This report sets out how SA of the masterplan has been undertaken and what the results of this process were. This document is the final SA report which sits alongside the final version of the Seafront masterplan, SPD.
- 1.1.5 Readers may also wish to refer back to the Sustainability Appraisal Framework 2010 (available at <http://www.portsmouth.gov.uk/living/4221.html>) to gain a fuller understanding of the approach to SA that the city council is taking for all of its local planning policy documents. The framework contains much of the background work that has informed the appraisal of the Seafront masterplan.

- 1.1.6 If you have any questions regarding the Seafront masterplan or this report, please call the planning policy team on 023 9268 8633.

Other related assessments

- 1.2.1 A number of other linked, but distinct assessments were also undertaken to consider the various impacts of the Seafront masterplan.

Health Impact Assessment

- 1.2.2 Although the Sustainability Appraisal Framework 2010 (referred to in 1.1.5) includes a specific objective for health and well-being, the city council considered it important to consider a separate Health Impact Assessment (HIA). A HIA looks at the impact of a plan on the determinants of health, which can be grouped under the six headings of lifestyle, personal circumstances, access to services, facilities and amenities, social factors, economic factors and environmental factors. The full list of determinants of health is shown at Appendix 3, with the ones deemed to be most relevant to planning highlighted in bold. In order to determine the overall health impact, each of these determinants was considered in turn. However, as many of them overlap with the criteria in the sustainability appraisal, not all have been discussed in detail in the 'health and wellbeing' row of the assessment tables. Rather, it should be assumed that impacts identified on sustainability criteria that are also determinants of health should be taken to have the same impact on health. Impacts specific to health have then been set out in the health row of the table set out in Appendix 5.

Equalities Impact Assessment (EIA)

- 1.2.3 A Full EIA was completed. It found that most equalities groups would not be affected differently by the Seafront masterplan. Potential impacts were, however, noted for the age and disability groups.
- 1.2.4 The EIA found that the masterplan does identify opportunities at the Seafront that may appeal to a range of different interests and age groups. More places to eat and drink, new sports facilities, improvements to the promenade surfacing, more seating and better access to the waterfront for those with mobility problems may all appeal to older people.
- 1.2.5 A number of recent improvements in the area, such as the Splash Pool and additions to the Canoe Lake play area, are aimed at young people. The masterplan also sets out other opportunities that may appeal to this age group, such as the new Sports Hub and further enhancements to sports and play facilities at Canoe Lake.
- 1.2.6 One of the objectives of the masterplan is to ensure that the Seafront is accessible for all users and that it is easy to move around. The proposals in the SPD will clearly impact upon some disability groups, particularly those with mobility problems.
- 1.2.7 Following comments received during the consultation, the SPD was amended to note that care should be taken to ensure that signs and street furniture do not cause an obstruction to people using the Promenade / footpaths, and to remove reference to using 'raised tables' as a method of traffic calming. Further guidance relating to signage has also been added to note that signs should contain clear font and, where

possible, include images / pictures to aid understanding. They should also be at a height which is accessible for different Seafront visitors e.g. young people / those in wheelchairs.

- 1.2.8 The full EIA can be viewed at <http://www.portsmouth.gov.uk/yourcouncil/10787.html>.

Habitats Regulations Assessment

- 1.2.9 Habitats Regulations Assessment (HRA) is a requirement of the Conservation of Habitats and Species Regulations 2010. The HRA reviews the likely significant effects of the Seafront masterplan on European protected nature conservation sites in and around Portsmouth, and seeks to establish whether or not there will be any adverse effects on the ecological integrity of these European sites as a result of the proposals.
- 1.2.10 A 'screening statement', the earliest stage of HRA, was completed on the draft Seafront masterplan and consulted on alongside the draft SPD. The results of that consultation have informed the revised assessment.
- 1.2.11 Each of the proposals in the Seafront masterplan has been assessed to determine whether there could be an adverse effect on a European site if it went ahead. The proposals for Clarence Pier, gateways to Southsea Common, the Avenue de Caen lighting schemes, the Watersports Hub and the beach huts at Eastney could potentially lead to such an impact as a result of disturbance from recreation and / or indirect habitat loss. To deal with these potential impacts, possible avoidance and mitigation measures were explored and incorporated into the Seafront masterplan. The plan has also been amended to stress the importance of early discussions with the city council's ecologist and Natural England as detailed schemes come forward. It is considered that if these measures are implemented, they would remove the potential for adverse effects on the European sites.
- 1.2.12 The revised HRA can be viewed at <http://www.portsmouth.gov.uk/living/25964.html>.

2. Appraisal Methodology - When and how the assessment was carried out

- 2.1.1 The appraisal process was devised and led by planning officers, as it was considered important for those responsible for drafting policy documents to be actively involved in the appraisal rather than reviewing the results at the end of the process. It is the purpose of the sustainability appraisal to challenge and improve the quality of the final plan, and it is therefore essential that the authors of the plan should be actively involved in the appraisal process.
- 2.1.2 The now established methodology has been tested a number of times in sustainability appraisals of local planning policy documents, most notably the Portsmouth Plan (our core strategy / local plan), which was adopted in January 2012.

The SA framework, including objectives, targets and indicators

- 2.2.1 The city council has devised a generic sustainability appraisal framework for all of its local planning policy documents (Sustainability Appraisal Framework 2010, as referred to in 1.1.5). The framework document sets out the baseline data in tabular form, along with associated targets grouped together in ten sustainability objectives, assessment criteria and indicators.

Links to other strategies, plans and programmes and sustainability objectives

- 2.3.1 The Sustainability Appraisal Framework 2010 also contains a comprehensive review of all plans, strategies, guidance and legislation which relate to sustainability and which will influence the preparation of any local development documents in general terms. The documents reviewed in the framework range from international guidance and legislation, through to UK government policies and guidance, and corporate policies and strategies at the local level. They also include targets and objectives of regulatory and advisory organisations (for example the Environment Agency and Natural England). The main sustainability objectives from these documents have been recorded in a database. This database is updated as and when documents are superseded and / or new documents are published. For further details, see Part 2 and Appendix 1 of the Sustainability Appraisal Framework 2010 (<http://www.portsmouth.gov.uk/living/4221.html>).

The social, environmental and economic baseline

- 2.4.1 As part of the preparation of the Sustainability Appraisal Framework 2010, a wide variety of information relating to a number of different sustainability issues was collected. Most of this was presented at city-wide or ward level so that it would provide a broad overview of the key sustainability issues affecting the city as a whole, and this therefore relevant to any local planning policy document. For further details, see Part 2 and Appendix 3 of the Sustainability Appraisal Framework 2010 (<http://www.portsmouth.gov.uk/living/4221.html>).

Sustainability Appraisal of the Seafront Masterplan SPD

- 2.5.1 A sustainability appraisal (SA) was undertaken as part of the development of the draft Seafront masterplan Supplementary Planning Document (SPD) and, together with the SPD, the SA report was subject to consultation in the summer of 2012.
- 2.5.2 Comments on the SA were received from Natural England. They were concerned about the lack of clarity in the masterplan regarding the use of local plant species, the protection of Brent geese and the impact of the proposals for the Watersports Hub and the beach huts on the vegetated shingle on Eastney Beach. The city council worked with Natural England to overcome these concerns, and changes were made to the masterplan, as described in the following section and in Appendix 5.
- 2.5.3 This updated report shows what changes were made following the consultations and describes the anticipated sustainability impacts and, where relevant any mitigation measures, and suggested monitoring indicators for the final SPD. The full details of the assessment findings for the Seafront masterplan are described in the following section and in Appendix 5.

3. Sustainability Impacts of the Seafront masterplan

Seafront masterplan - Vision and objectives and their compatibility with sustainability objectives

- 3.1.1 Five objectives were initially set for the Seafront masterplan. A sixth objective regarding the historic environment was added to the final masterplan as a result of a consultation response from English Heritage. These objectives have been checked for their compatibility with the ten sustainability objectives set out in the Sustainability Appraisal Framework 2010. Appendix 4 shows the full results of this assessment. No particular incompatibilities were highlighted through this process.
- 3.1.2 The masterplan objectives were shown to have positive or possible positive effects on the sustainability criteria. Only one was shown to be uncertain – the effect on the biodiversity objective. This was addressed by a clearer recognition of the role of some proposals in enhancing biodiversity (e.g. additional planting) and a need to take biodiversity into account, particularly in sensitive areas such as Eastney Beach. In addition, the final masterplan specifically sets out mitigation measures that will be needed to make the proposals around Eastney Beach acceptable.

Options considered and why rejected

- 3.2.1 A possible location for the Promenade café / restaurant was rejected in favour of a location further away from residential properties that would be less likely to have negative impacts on the health and wellbeing objective in terms of noise and disturbance.
- 3.2.2 The draft masterplan contained three options for the redevelopment of Clarence Pier. It was always the intention to reduce the number of options for Clarence Pier following the initial consultation. The two remaining options in the final masterplan allow for comprehensive redevelopment or redevelopment of smaller parcels of land reflecting ownership boundaries. No uses suggested in the initial three options have been discounted. The masterplan has, however, been amended to strengthen the text to highlight the challenges of delivering any residential uses in this area. This includes the need for noise mitigation measures to protect any new residential uses from noise from the hovercraft and nearby leisure uses, the need for development to be designed and located appropriately in order to adapt to future coastal change, and the need to consider any environmental issues associated with flood defence works. These measures will avoid potential negative impacts on the health & wellbeing and flood risk SA criteria. Also, and as already mentioned, the masterplan has been amended to highlight the importance of earlier discussions with the city council's ecologist and Natural England as detailed proposals are drawn up so as to ensure that, if necessary, effective design solutions can be found which will enable development to go ahead, whilst not impacting on the Brent Geese (an internationally protected species) and their feeding sites (the Common). These measures will help to avoid potential negative impacts on the biodiversity SA criteria
- 3.2.3 The option for the Watersports Hub located at St George's Road was rejected following the consultation and the final masterplan suggests a revised location at Eastney Beach, where the facility can be combined with the proposed 'Eco Café'. This will enable the facilities to share servicing.

- 3.2.4 Finally, the option of moving the bandstand to the Rose Gardens was rejected after the consultation. Many objections were received to this proposal, mainly related concerns that it would disrupt the quiet and tranquil nature of the Rose Gardens. As such, the proposal to move the bandstand could have had a negative impact on the sustainability objectives of health & wellbeing, culture, leisure & recreation and heritage.

Significant social, environmental and economic effects of the Seafront masterplan

- 3.3.1 The proposals in the 'Area Framework' section and the individual character area sections of the masterplan were assessed against the sustainability objectives.
- 3.3.2 The majority of the scores were positive. The aim of the masterplan is to improve the Seafront and to make it more attractive to residents and visitors. Particularly worth highlighting, therefore, are the positive scores for the landscape & townscape and the heritage objectives, as well as for the economy, leisure and health objectives.
- 3.3.3 The SA indicated that the masterplan has no direct relationship to some of the SA objectives, which is largely due to the limited scope of the Seafront masterplan and its focus primarily on environmental improvements, rather than on large scale development.
- 3.3.4 A number of uncertain and negative impacts were highlighted through the sustainability appraisal. Many of these were addressed by making amendments to the document, such as the need for clearer recognition of biodiversity assets. Changes were also made to clarify the need for permeable (flood risk objective) and wheelchair and ambulant friendly surfaces (social inclusion & quality of life objective).
- 3.3.5 For other parts of the masterplan that showed uncertain or negative effects on individual sustainability objectives, no changes were made to the plan as there were other reasons for retaining these proposals in their existing form. For example, while the locations of the two proposed hotels are not very well served by public transport and therefore scored poorly against the natural resources objective, the need for a vibrant mix of uses at the Clarence Pier site and for an alternative use for the listed Royal Marines Museum, meant that these proposals remained in the plan for further consideration. Other matters that are possibly negative or are uncertain have been addressed by including proposed mitigation measures in the masterplan, most notable for biodiversity issues linked to the Eastney Beach proposals, and noise and flood risk issues for any redevelopment at Clarence Pier.
- 3.3.6 Finally, while in many sections of the masterplan the proposals have no sustainability impact (and therefore score as neutral) over and above the impact of sea defences, which are planned through a different project, the issue of flood risk will be relevant to many of the proposals as the details are drawn up.
- 3.3.7 For the full results of the SA process please see Appendix 5.

4. Monitoring

- 4.1.1 The city council already operates an annual monitoring system (Annual Monitoring Report) of its planning documents. It is proposed that monitoring of the sustainability impacts will be part and parcel of the general monitoring of the progress of the plan.
- 4.1.2 The city council is a key landowner at the Seafront and also the Local Planning Authority. As such it will be able to guard against potential negative impacts of new development and to promote positive ones. In sustainability terms it will be particularly important to monitor and seek to avoid any negative effects in relation to flood risk and biodiversity, which have both been highlighted in the SA as the areas most likely to be adversely affected or be uncertain.
- 4.1.3 Monitoring indicators for these and other matters will include:
- Percentage of the Seafront coastline protected to a 1 in 200 year flood event;
 - Number of properties at risk from flooding;
 - Change in areas and populations of biodiversity importance;
 - Visitor numbers to Portsmouth (and the Seafront in particular);
 - Percentage of residents that think their health is good;
 - Participation in active recreation;
 - Participation in cultural activities;
 - Percentage of people satisfied with their local area as a place to live.
- 4.1.4 For further information about the Annual Monitoring Report, please see <http://www.portsmouth.gov.uk/living/6109.html>.

Appendix 1: Compliance with the requirements for the environmental report under the SEA Directive (European Union Directive 2001/42/EC)

| Information referred to in Article 5(1) | Where has this requirement been addressed |
|---|--|
| a) an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes | Sections 1.1.3, 3.1 and Appendix 4 of this report |
| b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme | Sustainability Appraisal Framework 2010 |
| c) the environmental characteristics of areas likely to be significantly affected | Sustainability Appraisal Framework 2010 and Appendix 5 of this report |
| d) any existing environmental problems which are relevant to the plan or programme, including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC | Sustainability Appraisal Framework 2010 |
| e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way in those objectives and any environmental considerations have been taken into account during its preparation | Sustainability Appraisal Framework 2010 |
| f) the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above | Section 3 and Appendix 5 of this report |
| g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme | Section 3 and the final column of the table in Appendix 5 of this report |
| h) an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information | Section 3 of this report |
| i) a description of the measures envisaged concerning monitoring in accordance with Article 10 | Section 4 of this report |
| j) a non-technical summary of the information provided under the above headings | Not necessary as the whole report is short and non-technical |

The Sustainability Appraisal Framework 2010 can be found at <http://www.portsmouth.gov.uk/living/4221.html>

Appendix 2: Sustainability Appraisal – Objectives and Assessment Criteria

| Sustainability Appraisal Framework (2010) – Summary of SA Objectives & Assessment Criteria | |
|--|---|
| ISSUE & SUSTAINABILITY OBJECTIVE | ASSESSMENT CRITERIA: “What contribution does the policy make to...” |
| 1 Natural Resources & Climate Change To protect the quality and minimise the consumption of natural resources, and minimise emissions to address the causes of climate change | Minimising the need to travel? |
| | Reducing the reliance on, and the consumption of, finite fossil fuels in transport and reducing emissions? |
| | Reducing the reliance on, and the consumption of, finite fossil fuels through energy efficiency in development? |
| | Improving air quality? |
| | Reducing final disposal of waste, including avoiding waste, re-using and recycling? |
| | Reducing the extraction of minerals and increasing the use of recycled aggregate? |
| | Maintaining and enhancing water quality? |
| | Conserving water resources? |
| | Re-using brownfield land, vacant sites and buildings? |
| | The density of development? |
| 2 Flood Risk To reduce flood risk from all sources of flooding | Avoiding development in flood risk areas? |
| | Managing flood risk on sites at risk of flooding? |
| | Minimising the impact of development on the city's sewer system? |
| 3 Biodiversity To make sure that the city's most important wildlife species and habitats are protected and enhanced | Maintaining and / or improving the condition of internationally, nationally and locally designated nature conservation sites? |
| | Safeguarding the role of non-designated sites in supporting wildlife in the city? |
| 4 Landscape & Townscape Quality To preserve and enhance the character and appearance of the city and its surroundings, including its built-up areas and its open spaces | The quality / appearance of the built environment? |
| | Fostering positive perceptions of the city's attractiveness? |
| | To protecting and enhancing the greenness of the city, by improving the quality and quantity of open spaces and trees? |
| 5 Heritage To protect and conserve Portsmouth's historic, cultural and maritime heritage | Maintaining and protecting conservation areas? |
| | Maintaining and protecting listed buildings and scheduled ancient monuments and their settings? |
| 6 Homes for Everyone To ensure that good quality housing is readily available and attainable to all those who need it | Delivering sufficient housing numbers to satisfy overall housing need within the city? |
| | Delivering sufficient affordable housing units to satisfy the needs of those on lower incomes? |
| | Ensuring an appropriate mix and balance of housing types and tenures across the city and at neighbourhood level? |
| | Promoting good quality homes that will stand the test of time? |
| 7 Education, Employment & Economy To ensure that the city's economy is buoyant and diverse, and to develop and maintain a skilled workforce to support long-term competitiveness | Employment levels? |
| | Supporting new and existing businesses? |
| | Economic growth? |
| | Maintaining and enhancing the appeal of Portsmouth's visitor attractions? |
| | The provision of adequate education & training facilities? |
| | Creating opportunities to increase the skills level of the local population? |
| 8 Health & Wellbeing To promote standards of health within the city's population and to make Portsmouth a city where everyone feels safe and is safe | Improving people's perception of their own health? |
| | Improving the health of the city's population? |
| | Increasing opportunities for healthy pursuits? |
| | Ensuring access to adequate healthcare facilities? |
| | Reducing Health inequalities? |
| | Reducing danger to all road users and the potential for accidents? |
| | Reducing the fear of crime and levels of crime, in particular violent crime and anti-social behaviour? |

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| 9 Culture, Leisure & Recreation To ensure that there are opportunities for everyone to participate in fulfilling healthy and rewarding leisure activities to suit a full range of needs and interests | Ensuring that everyone has easy access to pleasant, multi-functional green spaces across the city? (NB sports facilities are covered in 'health' objective) |
| | Ensuring that all the city's children have easy access to a high quality play area? |
| | Ensuring that the city maintains adequate cultural and entertainment facilities to satisfy residents' expectations |
| 10 Social Inclusion & Quality of Life To minimise unfair disadvantage or discrimination, so that all people in the city have equal access to facilities & services, feel part of a community and have a sense of pride in Portsmouth | Maintaining the role of the city's town and local centres and ensuring their continued vitality and viability? |
| | Ensuring that as many people as possible have good access to shops and services? |
| | Reducing concentrations of social disadvantage in certain areas of the city? |

Appendix 3: Determinants of health (Bold denotes those most relevant to local planning policy documents); Ison, E. (2002) Rapid appraisal tool for Health Impact Assessment

| Lifestyle | Personal circumstances | Access to services, facilities and amenities |
|---|---|---|
| <ul style="list-style-type: none"> Diet Exercise and physical activity Smoking habit Exposure to passive smoking Alcohol intake Dependency on prescription drugs Illicit drug and substance use Sexual behaviour Other health-related behaviours, such as tooth-brushing, bathing, and food preparation Travel choices Where you work in relation to where you live | <ul style="list-style-type: none"> Structure and cohesion of family unit Parenting Childhood development Life skills Personal safety Employment status Working conditions Level of income, including benefits Level of disposable income Housing tenure Housing conditions Educational attainment Skills levels including literacy and numeracy | <ul style="list-style-type: none"> to Employment Opportunities and Workplaces to Housing to Shops (to supply basic needs) to Amenities (e.g. bank, Post Office) to Community facilities to Public transport to education, training and skills development to Healthcare to Social Services to Childcare to Respite Care to Leisure and recreation services and facilities, including open space |

| Social Factors | Economic Factors | Environmental Factors |
|---|---|--|
| <ul style="list-style-type: none"> Social contact Social support Social cohesion Neighbourliness Participation in the community Membership of community groups Reputation of community/area Participation in public affairs Level of crime and disorder Fear of crime and disorder Level of antisocial behaviour Fear of antisocial behaviour Discrimination Fear of discrimination Public safety measures Road safety measures | <ul style="list-style-type: none"> Creation of wealth Distribution of wealth Retention of wealth in local area/economy Distribution of income Business activity Job creation Availability of employment opportunities Quality of employment opportunities Availability of education opportunities Quality of education opportunities Availability of training and skills development opportunities Quality of training and skills development opportunities Technological development Amount of traffic congestion | <ul style="list-style-type: none"> Air quality Water quality Soil quality/Level of contamination Noise, odour, vibration levels Hazards Land use Natural habitats and Biodiversity Landscape, including green and open spaces Townscape, including civic areas and public realm Use/consumption of natural resources Energy use: CO2/other greenhouse gas emissions Solid waste management Public transport infrastructure Active travel infrastructure Flood Risk |

Appendix 4: Sustainability Appraisal of the Seafront masterplan objectives

| Masterplan Objectives | | | |
|--------------------------------------|------------------------------|---|---|
| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
| 1 Natural Resources & Climate Change | ✓ | The objective to strengthen routes from one end to the Seafront to another is likely to encourage walking and cycling as leisure pursuits as well as modes of transport. The objective to integrate the sea defences with improvements to the Seafront has the potential to save resources. | No change. |
| 2 Flood Risk | ✓ | One of the masterplan objectives is 'ensuring the new sea defences integrate sensitively with the local environment and provide opportunities to improve the Seafront'. There is not an objective to reduce flood risk as such. This is largely due to the fact that the main focus of the masterplan is on environmental improvements. Nevertheless, the mention of sea defences is relevant to this objective, as it shows recognition of their importance on the seafront. | No change. |
| Biodiversity | ? | One of the objectives of the masterplan is 'strengthening routes between Old Portsmouth and Eastney Beach, and to other parts of the city.' Eastney Beach is of local nature conservation value. It is currently a very quiet stretch of beach – this objective could lead to an increase in use. However, the nature conservation value of this area is recognised in another masterplan objective: 'protecting the open nature of Southsea Common and other public spaces, and the valuable wildlife habitat at Eastney Beach'. | Biodiversity issues and additional mitigation measures (particularly relevant to Eastney Beach) have been made clearer in the masterplan. |
| 4 Landscape & Townscape Quality | ✓✓ | Landscape and Townscape quality are very much the focus of the masterplan. Some of the masterplan objectives include 'protecting the open nature of Southsea Common and other public spaces', 'ensuring that the design of new attractions and public spaces is distinctive and of a high quality, and that it is sensitive to, and enhances the historic character of the area', and 'ensuring the new sea defences integrate sensitively with the local environment and provide opportunities to improve the Seafront'. | No change. |
| 5 Heritage | ✓✓ | One of the objectives of the masterplan is 'ensuring that the design of new attractions and public spaces is distinctive and of a high quality, and that it is sensitive to, and enhances the historic character of the area'. Following the consultation on the draft masterplan, an additional specific heritage objective was added: 'conserving and enhancing the Seafront's historic environment and heritage assets'. | A specific heritage objective was added to the masterplan. |

| | | | |
|---------------------------------------|----|---|------------|
| 6 Homes for Everyone | Ø | There are no masterplan objectives relevant to this SA objective. | No change. |
| 7 Education, Employment & Economy | ✓✓ | One of the objectives of the masterplan is 'introducing a vibrant mix of leisure and tourism uses into the area, including small scale cafes and restaurants that will attract people to the Seafront all year round'. This will have a positive effect on the local economy. Another objective of the masterplan is 'strengthening routes between Old Portsmouth and Eastney Beach and to other parts of the city', which could benefit nearby town centres. | No change. |
| 8 Health & Wellbeing | ✓ | One of the objectives of the masterplan is 'strengthening routes between Old Portsmouth and Eastney Beach, and to other parts of the city.' This will make it easier or more pleasant to walk from one end of the Seafront to the other, with obvious health benefits. | No change. |
| 9 Culture, Leisure & Recreation | ✓✓ | The masterplan seeks to increase the attractiveness and usability of this key leisure resource in the city, which provides free opportunities for leisure activities all year round. One of the objectives of the masterplan is 'introducing a vibrant mix of leisure and tourism uses into the area, including small scale cafes and restaurants that will attract people to the seafront all year round'. | No change. |
| 10 Social Inclusion & Quality of Life | ✓ | One of the objectives of the masterplan is 'introducing a vibrant mix of leisure and tourism uses into the area, including small scale cafes and restaurants that will attract people to the seafront all year round'. The aim is to make the seafront a place that everyone can enjoy. | No change. |

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| ✓✓ Positive effect | Where the document / policy / option is certain to have a positive impact on the sustainability objectives |
| ✓ Possible positive effect | Where the document / policy / option is likely to have a positive impact, but where there is some uncertainty |
| ? Uncertain overall effect | Where the effect of the document / policy / option on the sustainability criterion is uncertain, or where there are both positive and negative effects, thereby making the overall effect uncertain |
| * Possible negative effect | Where the document / policy / option is likely to have a negative impact, but where there is some uncertainty |
| xx Negative effect | Where the document / policy / option is certain to have a negative impact on the sustainability criterion |
| Ø No direct relationship or no impact | Where there is no direct relationship between the document / policy / option and the criterion or the document / policy / option has only a very minor impact on the criterion |

Appendix 5: SA of the Seafront masterplan

| Area Framework, Design Principles and Access | | | |
|--|------------------------------|--|--|
| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
| 1 Natural Resources & Climate Change | ✓ | This section includes a number of provisions with positive sustainability impacts, such as recycling facilities in public bins, the encouragement of recycled materials and access to the Seafront by non-car modes. | No change. |
| 2 Flood Risk | ✓ | The links between coastal defence development and improvements to the Seafront are well recognised in this section. These are mainly on the level of making sea defences multifunctional, for example by integrating seating or using them as landscape features. The section on materials also refers to all surfaces should be made of permeable / porous materials. | No change. |
| 3 Biodiversity | ? | The section highlights biodiversity designations, the need to consider impacts on them and suggests using native species in planting schemes. | The initial SA highlighted that changes needed to be made to the document to highlight biodiversity issues more clearly. The final masterplan was amended further to include references to the need to seek ecological advice on the best species to use in planting and lighting schemes to reduce any ecological impact. |
| 4 Landscape & Townscape Quality | ✓✓ | The focus of the masterplan is the landscape & townscape quality at the Seafront and public art is encouraged. | No change. |
| 5 Heritage | ✓✓ | The heritage designations are set out in this section. Design principles recognise the sensitivity of historic assets to the proposals and guard against their loss. Interpretation boards are encouraged that will help visitors and residents understand the value of these assets. | No change. |
| 6 Homes for Everyone | ∅ | This section of the document has no relevant provision. | No change. |
| 7 Education, Employment & Economy | ✓✓ | The purpose of the document is to increase the draw of the Seafront and improve its attractiveness to visitors, which will help the local economy. There are provisions for more concessions and other businesses in the area. | No change. |

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|---------------------------------------|----|--|---|
| 8 Health & Wellbeing | ✓✓ | The improvements to the Seafront will make it a more attractive place to visit, to walk and to take in the sea air. The design principles recognise to need to design out crime. | No change. |
| 9 Culture, Leisure & Recreation | ✓✓ | The masterplan seeks to increase the attractiveness and usability of this key leisure resource in the city, which provides free opportunities for leisure activities all year round. Additional beach huts, concession and kiosks will add to the offer, and the importance of events is recognised. | No change. |
| 10 Social Inclusion & Quality of Life | ✓ | The plan seeks to provide a broader range of attractions on the Seafront and better ease of movement for all. | The masterplan was amended to note that care should be taken to ensure that signs and street furniture do not cause an obstruction to people using the Promenade / footpaths, and to remove reference to using 'raised tables' as a method of traffic calming. Further guidance relating to signage has also been added to note that signs should contain clear font and, where possible, include images / pictures to aid understanding. They should also be at a height which is accessible for different Seafront visitors e.g. young people / those in wheelchairs. |

Opportunity Area 4.1 Old Portsmouth

| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
|---------------------------------------|------------------------------|---|---|
| 1 Natural Resources & Climate Change | ✓ | Reuse of brownfield land, in the form of the use of the Arches in the historic defence walls contributes to this objective, as does the suggested cycle hire scheme. | No change. |
| 2 Flood Risk | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| 3 Biodiversity | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| 4 Landscape & Townscape Quality | ✓✓ | The focus of the masterplan is the landscape & townscape quality at the Seafront and public art is encouraged in this section of the Seafront in particular. Reuse of the currently vacant Arches will add visual interest to the area which is currently underused. | No change. |
| 5 Heritage | ✓ | The proposals reuse of the Arches. The effect on this on the heritage objective will depend on the details of the scheme, but this part of the document recognises the historic sensitivity of the Arches and suggests bringing them into use. | No change. |
| 6 Homes for Everyone | ∅ | This section of the document has no relevant provision. | No change. |
| 7 Education, Employment & Economy | ✓✓ | The purpose of the document is to increase the draw of the Seafront and improve its attractiveness to visitors, which will help the local economy. Improvements to this part of the Seafront set out in the masterplan form part of this. In addition, the proposed use of the Arches for small art & crafts units will provide opportunities for small businesses. | No change. |
| 8 Health & Wellbeing | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| 9 Culture, Leisure & Recreation | ✓ | The proposed use of the Arches will provide additional leisure or culture uses (e.g. art exhibitions), although it should be noted that the end users of any converted Arches are not yet determined. | No change. |
| 10 Social Inclusion & Quality of Life | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |

Opportunity Area 4.2 Long Curtain Moat to Clarence Pier

| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
|--------------------------------------|------------------------------|---|---|
| 1 Natural Resources & Climate Change | * | Better bus / hovercraft interchange facilities are proposed. However, additional parking is also proposed in the area, which may encourage people to drive. A hotel forms part of the redevelopment proposals, but is not very accessible by public transport. The residential element does not have easy access to shops and services, which could encourage residents to drive. | No change – these potential impacts are recognised, but there are other sustainability reasons, such as the need to revitalise this area, that are also relevant to these proposals. However, the masterplan does highlight the difficulty of achieving residential development on this site. |
| 2 Flood Risk | ** | Sea defences are considered in this section. However, more intensive use of an area at risk of flooding, in the form of a hotel and / or residential use is proposed, which has a negative impact on this SA objective. | The potential impacts are recognised, but there are other sustainability reasons, such as the need to revitalise this area, that are also relevant to these proposals. The masterplan includes text highlighting the need for new development to provide sea defences. |
| 3 Biodiversity | ? | During the consultation, Natural England raised concerns about the potential impact of any new buildings on Brent geese accessing the parks along the Seafront, including overshadowing and impacts on sight lines. Therefore the height and design of any new buildings will have to be carefully considered at the detailed development stage. | The masterplan has been amended to highlight this issue and to stress to developers the importance of early discussions with the city council's ecologist and Natural England, to ensure that, if necessary, effective design solutions can be found which will enable development to go ahead, whilst not impacting on this internationally protected species. |
| 4 Landscape & Townscape Quality | ? | The focus of the masterplan is the landscape & townscape quality at the Seafront. This section includes a new promenade, visually attractive and well integrated sea defences, planting schemes and the design of key buildings. However, this section also includes a proposal for a landmark building outside of the areas identified in the council's tall buildings policy. The height and design of this building will therefore have to be carefully considered at the development stage. | No change - the height and design of any building will have to be carefully considered at the detailed design / planning application stage. |

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|---------------------------------------|----|--|--|
| 5 Heritage | ✓ | The masterplan proposes the improvement of the route along this stretch of historic town defences. The detailed proposals will have to be very sensitive to the historic environment. | No change is needed to this section of the masterplan as the importance of heritage assets and issues are already addressed at the beginning of the document (including the new heritage objective - see above). |
| 6 Homes for Everyone | ? | This section includes proposals for residential development at the pier, which will contribute to housing delivery in the city. It is uncertain at this stage, however, what types of accommodation this would include, and the masterplan does recognise that residential uses may be difficult to achieve here. | No change. |
| 7 Education, Employment & Economy | ✓✓ | The purpose of the document is to increase the draw of the Seafront and improve its attractiveness to visitors, which will help the local economy. Improvements to this part of the Seafront set out in the masterplan form part of this, in particular rejuvenating Clarence Pier as a visitor destination. The possible hotel and conference centre would also add to the local economy. | No change. |
| 8 Health & Wellbeing | ✓ | This section of the masterplan includes provisions for safer interchange facilities and safe and easy access, which will reduce danger to road users. | The masterplan includes text highlighting the need for noise mitigation measures to protect any residential uses from noise from the hovercraft and nearby leisure uses. |
| 9 Culture, Leisure Recreation | ? | The masterplan encourages the redevelopment of an existing leisure attraction. Whether this has a positive or negative impact on this SA objective is very much a matter of subjective judgement depending on whether individuals like the existing funfair and arcades, or whether they prefer a different mix of uses including cafes, restaurants and a hotel. | No change to range of uses proposed at Clarence Pier. |
| 10 Social Inclusion & Quality of Life | ? | Car parking capacity is retained in the proposals, allowing easy access for those dependent on their cars. Residents of any residential element would not have easy access to shops and services. Residential and hotel uses on the site could exclude people from areas that are currently publicly accessible, but the document does recognise the need for a public route through the site. In addition, depending on the nature of the proposed uses, they could exclude those on low incomes. | No change. |

Opportunity Area 4.3 Southsea Common

| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
|--------------------------------------|------------------------------|---|---|
| 1 Natural Resources & Climate Change | ✓ | This part of the masterplan promotes improved walking routes. | No change. |
| 2 Flood Risk | ✓ | The links between coastal defence development and improvements to the Seafront are well recognised in this section. These are mainly on the level of making sea defences multifunctional, for example by integrating seating or using them as landscape features. This section does not however make any direct contribution (positive or negative) to avoiding flood risk, although as mentioned above, the area framework section does refer to use of permeable / porous materials to reduce flood risk. | No change. |
| Biodiversity | ✓✓ | Whilst there are no specific references in this section of the masterplan. The masterplan does recognise the importance of Southsea Common as an asset and highlights the need to protect it as it is a Brent goose feeding site. | Additional text has been added to strengthen protection in both the 'Area Framework' section and to highlight the potential impact from any development at Clarence Pier (see table above). |
| 4 Landscape & Townscape Quality | ✓✓ | The focus of the masterplan is the landscape & townscape quality at the Seafront and this section includes design guidelines for buildings, improvements to routes through the common and practical and well integrated sea defences. | No change. |
| 5 Heritage | ✓✓ | This section of the document specifically highlights the need to protect a historic shelter and improves the setting of the Royal Naval War Memorial, as well as improving Southsea Common, which is protected through English Heritage's register of parks and gardens. | No change. |
| 6 Homes for Everyone | ∅ | This section of the document has no relevant provision. | No change. |
| 7 Education, Employment & Economy | ✓✓ | This section includes a number of opportunities for the expansion of existing businesses and for the location of new concessions / kiosks on the Seafront. | No change. |
| 8 Health & Wellbeing | ✓ | There are provisions for better routes through the area which is likely to promote healthy walks and proposals for improved crossing facilities, which will reduce danger to road users. | No change. |

| 9 Culture, Leisure & Recreation | ✓ | This part of the Seafront already provides opportunities for enjoying views of the sea and fresh air, but proposals will improve this experience. | No change. |
|--|------------------------------|--|---|
| 10 Social Inclusion & Quality of Life | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| Opportunity Area 4.4 Southsea Castle and Surrounds | | | |
| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
| 1 Natural Resources & Climate Change | ✓ | This section does not have a significant impact on this objective, but there is a proposal to reuse buildings in this area. | No change. |
| 2 Flood Risk | ✓ | The masterplan recognises that proposals for the Castle amphitheatre would form part of the sea defences for this area. | No change. |
| 3 Biodiversity | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| 4 Landscape & Townscape Quality | ✓ | Proposals include the significant remodelling of the area around Speakers Corner & Roxby's. This is currently an area of little townscape interest, and the proposals are likely to improve the area, though much will depend on the detailed design. | No change. |
| 5 Heritage | ✓✓ | This section of the document seeks to improve the setting of the historic Southsea Castle. | No change. |
| 6 Homes for Everyone | ∅ | This section of the document has no relevant provision. | No change. |
| 7 Education, Employment & Economy | ✓✓ | This section includes a number of opportunities for the expansion of existing businesses and for the location of new concessions / kiosks on the Seafront. The proposed Sports Hub does affect an existing business, but the need for reprovision is recognised in the masterplan. | No change. |
| 8 Health & Wellbeing | ✓✓ | There are provisions for improved crossing facilities, which will reduce danger to road users. The proposed Sports Hub also contributes to this objective. | No change. |

| 9 Culture, Leisure & Recreation | ✓ | Proposals include a new Sports Hub and will improve Southsea Castle as a visitor attraction and make the most of this important cultural asset. | No change. |
|--|------------------------------|---|---|
| 10 Social Inclusion & Quality of Life | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| Opportunity Area 4.5 South Parade Pier to Canoe Lake | | | |
| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
| 1 Natural Resources & Climate Change | ∅ | This section does not have a significant impact on this objective, but there is a proposal to reuse buildings in this area. | No change. |
| 2 Flood Risk | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| Biodiversity | ✓ | Whilst the draft masterplan showed proposals for a wildlife garden, the final version has been amended to reflect planning permission which has been granted for a community garden for the cultivation of fruit, vegetables and other plants, and for a small structure to provide storage / a shop to sell produce grown on the site. | Changes have been made to reflect the planning permission which has been granted but this does not alter the overall score as the new community garden will still have a positive impact on biodiversity. |
| 4 Landscape & Townscape Quality | ✓ | The focus of the masterplan is the landscape & townscape quality at the Seafront and this section includes proposals for the improvement of the open spaces in this area. | No change. |
| 5 Heritage | ✓✓ | This section of the document seeks to improve this conservation area, and more specifically the historic structures of South Parade Pier, Lumps Fort, and Cumberland House. | No change. |
| 6 Homes for Everyone | ∅ | This section of the document has no relevant provision. | No change. |
| 7 Education, Employment & Economy | ✓✓ | This section includes a number of opportunities for the location of new businesses / cafes on the Seafront. Improving the pier will enhance its potential to attract visitors and generate wealth in the local economy. | No change. |
| 8 Health & Wellbeing | ✓ | This section seeks to improve opportunities for informal sport and play on the Seafront. | No change. |

| 9 Culture, Leisure & Recreation | ✓✓ | Proposals include the improvement of the pier as an events venue and the area around Canoe Lake for informal leisure activities. | No change. |
|---------------------------------------|------------------------------|--|---|
| 10 Social Inclusion & Quality of Life | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| Opportunity Area 4.6 Eastney Beach | | | |
| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
| 1 Natural Resources & Climate Change | ? | The proposal for a hotel in the Royal Marines Museum would make good use of an existing building, but the location is poorly accessible by public transport. | No change. |
| 2 Flood Risk | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| 3 Biodiversity | ** | Eastney Beach is a local wildlife site, designated for its plant species. The proposed beach huts and Watersports Hub are likely to result in the loss of some of this vegetation through the building footprint and possible disturbance through increased use of the area. | The final masterplan specifically sets out mitigation measures that will be needed to make the proposals in this area acceptable. |
| 4 Landscape & Townscape Quality | ? | The proposals will significantly alter the nature of the Eastney end of the beach. This end of the Seafront is currently characterised by natural planted shingle and an absence of formal leisure activities. More beach huts, a Watersports Hub and a café will visually change the area and are likely to increase activity here. | No change. |
| 5 Heritage | ✓✓ | Proposals in this section of the document will improve the setting of Fort Cumberland and make it more accessible. Reuse of the Royal Marines Museum would keep it in active use. | No change. |
| 6 Homes for Everyone | ∅ | This section of the document has no relevant provision. | No change. |
| 7 Education, Employment & Economy | ✓ | This section does not include any significant provisions that contribute to this objective, but there is a suggestion of an additional café which will make a small contribution, and more beach huts could encourage their owners to stay on the Seafront for longer and use the facilities. | No change. |
| 8 Health & Wellbeing | ✓✓ | Proposals include a Watersports Hub and informal play areas at the proposed café, and more beach huts will encourage their users to stay enjoy the outdoors for longer. | No change. |

| | | | |
|---------------------------------------|----|---|------------|
| 9 Culture, Leisure & Recreation | ✓✓ | Proposals include a Watersports Hub and informal play areas at the proposed café. | No change. |
| 10 Social Inclusion & Quality of Life | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |

| | |
|--|---|
| ✓✓ Positive effect | Where the document / policy / option is certain to have a positive impact on the sustainability objectives |
| ✓ Possible positive effect | Where the document / policy / option is likely to have a positive impact, but where there is some uncertainty |
| ? Uncertain overall effect | Where the effect of the document / policy / option on the sustainability criterion is uncertain, or where there are both positive and negative effects, thereby making the overall effect uncertain |
| ✗ Possible negative effect | Where the document / policy / option is likely to have a negative impact, but where there is some uncertainty |
| ✗✗ Negative effect | Where the document / policy / option is certain to have a negative impact on the sustainability criterion |
| ∅ No direct relationship or no impact | Where there is no direct relationship between the document / policy / option and the criterion or the document / policy / option has only a very minor impact on the criterion |

Appendix 4: Sustainability Appraisal of the Seafront masterplan objectives

| Masterplan Objectives | | | |
|--------------------------------------|------------------------------|---|---|
| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
| 1 Natural Resources & Climate Change | ✓ | The objective to strengthen routes from one end to the Seafront to another is likely to encourage walking and cycling as leisure pursuits as well as modes of transport. The objective to integrate the sea defences with improvements to the Seafront has the potential to save resources. | No change. |
| 2 Flood Risk | ✓ | One of the masterplan objectives is 'ensuring the new sea defences integrate sensitively with the local environment and provide opportunities to improve the Seafront'. There is not an objective to reduce flood risk as such. This is largely due to the fact that the main focus of the masterplan is on environmental improvements. Nevertheless, the mention of sea defences is relevant to this objective, as it shows recognition of their importance on the seafront. | No change. |
| Biodiversity | ? | One of the objectives of the masterplan is 'strengthening routes between Old Portsmouth and Eastney Beach, and to other parts of the city.' Eastney Beach is of local nature conservation value. It is currently a very quiet stretch of beach – this objective could lead to an increase in use. However, the nature conservation value of this area is recognised in another masterplan objective: 'protecting the open nature of Southsea Common and other public spaces, and the valuable wildlife habitat at Eastney Beach'. | Biodiversity issues and additional mitigation measures (particularly relevant to Eastney Beach) have been made clearer in the masterplan. |
| 4 Landscape & Townscape Quality | ✓✓ | Landscape and Townscape quality are very much the focus of the masterplan. Some of the masterplan objectives include 'protecting the open nature of Southsea Common and other public spaces', 'ensuring that the design of new attractions and public spaces is distinctive and of a high quality, and that it is sensitive to, and enhances the historic character of the area', and 'ensuring the new sea defences integrate sensitively with the local environment and provide opportunities to improve the Seafront'. | No change. |
| 5 Heritage | ✓✓ | One of the objectives of the masterplan is 'ensuring that the design of new attractions and public spaces is distinctive and of a high quality, and that it is sensitive to, and enhances the historic character of the area'. Following the consultation on the draft masterplan, an additional specific heritage objective was added: 'conserving and enhancing the Seafront's historic environment and heritage assets'. | A specific heritage objective was added to the masterplan. |

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| 6 Homes for Everyone | Ø | There are no masterplan objectives relevant to this SA objective. | No change. |
| 7 Education, Employment & Economy | ✓✓ | One of the objectives of the masterplan is 'introducing a vibrant mix of leisure and tourism uses into the area, including small scale cafes and restaurants that will attract people to the Seafront all year round'. This will have a positive effect on the local economy. Another objective of the masterplan is 'strengthening routes between Old Portsmouth and Eastney Beach and to other parts of the city', which could benefit nearby town centres. | No change. |
| 8 Health & Wellbeing | ✓ | One of the objectives of the masterplan is 'strengthening routes between Old Portsmouth and Eastney Beach, and to other parts of the city.' This will make it easier or more pleasant to walk from one end of the Seafront to the other, with obvious health benefits. | No change. |
| 9 Culture, Leisure & Recreation | ✓✓ | The masterplan seeks to increase the attractiveness and usability of this key leisure resource in the city, which provides free opportunities for leisure activities all year round. One of the objectives of the masterplan is 'introducing a vibrant mix of leisure and tourism uses into the area, including small scale cafes and restaurants that will attract people to the seafront all year round'. | No change. |
| 10 Social Inclusion & Quality of Life | ✓ | One of the objectives of the masterplan is 'introducing a vibrant mix of leisure and tourism uses into the area, including small scale cafes and restaurants that will attract people to the seafront all year round'. The aim is to make the seafront a place that everyone can enjoy. | No change. |

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| ✓✓ Positive effect | Where the document / policy / option is certain to have a positive impact on the sustainability objectives |
| ✓ Possible positive effect | Where the document / policy / option is likely to have a positive impact, but where there is some uncertainty |
| ? Uncertain overall effect | Where the effect of the document / policy / option on the sustainability criterion is uncertain, or where there are both positive and negative effects, thereby making the overall effect uncertain |
| × Possible negative effect | Where the document / policy / option is likely to have a negative impact, but where there is some uncertainty |
| ×× Negative effect | Where the document / policy / option is certain to have a negative impact on the sustainability criterion |
| Ø No direct relationship or no impact | Where there is no direct relationship between the document / policy / option and the criterion or the document / policy / option has only a very minor impact on the criterion |

Appendix 5: SA of the Seafront masterplan

| Area Framework, Design Principles and Access | | | |
|--|------------------------------|--|--|
| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
| 1 Natural Resources & Climate Change | ✓ | This section includes a number of provisions with positive sustainability impacts, such as recycling facilities in public bins, the encouragement of recycled materials and access to the Seafront by non-car modes. | No change. |
| 2 Flood Risk | ✓ | The links between coastal defence development and improvements to the Seafront are well recognised in this section. These are mainly on the level of making sea defences multifunctional, for example by integrating seating or using them as landscape features. The section on materials also refers to all surfaces should be made of permeable / porous materials. | No change. |
| 3 Biodiversity | ? | The section highlights biodiversity designations, the need to consider impacts on them and suggests using native species in planting schemes. | The initial SA highlighted that changes needed to be made to the document to highlight biodiversity issues more clearly. The final masterplan was amended further to include references to the need to seek ecological advice on the best species to use in planting and lighting schemes to reduce any ecological impact. |
| 4 Landscape & Townscape Quality | ✓✓ | The focus of the masterplan is the landscape & townscape quality at the Seafront and public art is encouraged. | No change. |
| 5 Heritage | ✓✓ | The heritage designations are set out in this section. Design principles recognise the sensitivity of historic assets to the proposals and guard against their loss. Interpretation boards are encouraged that will help visitors and residents understand the value of these assets. | No change. |
| 6 Homes for Everyone | ∅ | This section of the document has no relevant provision. | No change. |
| 7 Education, Employment & Economy | ✓✓ | The purpose of the document is to increase the draw of the Seafront and improve its attractiveness to visitors, which will help the local economy. There are provisions for more concessions and other businesses in the area. | No change. |

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| 8 Health & Wellbeing | ✓✓ | The improvements to the Seafront will make it a more attractive place to visit, to walk and to take in the sea air. The design principles recognise to need to design out crime. | No change. |
| 9 Culture, Leisure & Recreation | ✓✓ | The masterplan seeks to increase the attractiveness and usability of this key leisure resource in the city, which provides free opportunities for leisure activities all year round. Additional beach huts, concession and kiosks will add to the offer, and the importance of events is recognised. | No change. |
| 10 Social Inclusion & Quality of Life | ✓ | The plan seeks to provide a broader range of attractions on the Seafront and better ease of movement for all. | The masterplan was amended to note that care should be taken to ensure that signs and street furniture do not cause an obstruction to people using the Promenade / footpaths, and to remove reference to using 'raised tables' as a method of traffic calming. Further guidance relating to signage has also been added to note that signs should contain clear font and, where possible, include images / pictures to aid understanding. They should also be at a height which is accessible for different Seafront visitors e.g. young people / those in wheelchairs. |

Opportunity Area 4.1 Old Portsmouth

| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
|---------------------------------------|------------------------------|---|---|
| 1 Natural Resources & Climate Change | ✓ | Reuse of brownfield land, in the form of the use of the Arches in the historic defence walls contributes to this objective, as does the suggested cycle hire scheme. | No change. |
| 2 Flood Risk | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| 3 Biodiversity | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| 4 Landscape & Townscape Quality | ✓✓ | The focus of the masterplan is the landscape & townscape quality at the Seafront and public art is encouraged in this section of the Seafront in particular. Reuse of the currently vacant Arches will add visual interest to the area which is currently underused. | No change. |
| 5 Heritage | ✓ | The proposals reuse of the Arches. The effect on this on the heritage objective will depend on the details of the scheme, but this part of the document recognises the historic sensitivity of the Arches and suggests bringing them into use. | No change. |
| 6 Homes for Everyone | ∅ | This section of the document has no relevant provision. | No change. |
| 7 Education, Employment & Economy | ✓✓ | The purpose of the document is to increase the draw of the Seafront and improve its attractiveness to visitors, which will help the local economy. Improvements to this part of the Seafront set out in the masterplan form part of this. In addition, the proposed use of the Arches for small art & crafts units will provide opportunities for small businesses. | No change. |
| 8 Health & Wellbeing | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| 9 Culture, Leisure & Recreation | ✓ | The proposed use of the Arches will provide additional leisure or culture uses (e.g. art exhibitions), although it should be noted that the end users of any converted Arches are not yet determined. | No change. |
| 10 Social Inclusion & Quality of Life | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |

Opportunity Area 4.2 Long Curtain Moat to Clarence Pier

| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
|--------------------------------------|------------------------------|---|---|
| 1 Natural Resources & Climate Change | * | Better bus / hovercraft interchange facilities are proposed. However, additional parking is also proposed in the area, which may encourage people to drive. A hotel forms part of the redevelopment proposals, but is not very accessible by public transport. The residential element does not have easy access to shops and services, which could encourage residents to drive. | No change – these potential impacts are recognised, but there are other sustainability reasons, such as the need to revitalise this area, that are also relevant to these proposals. However, the masterplan does highlight the difficulty of achieving residential development on this site. |
| 2 Flood Risk | ** | Sea defences are considered in this section. However, more intensive use of an area at risk of flooding, in the form of a hotel and / or residential use is proposed, which has a negative impact on this SA objective. | The potential impacts are recognised, but there are other sustainability reasons, such as the need to revitalise this area, that are also relevant to these proposals. The masterplan includes text highlighting the need for new development to provide sea defences. |
| 3 Biodiversity | ? | During the consultation, Natural England raised concerns about the potential impact of any new buildings on Brent geese accessing the parks along the Seafront, including overshadowing and impacts on sight lines. Therefore the height and design of any new buildings will have to be carefully considered at the detailed development stage. | The masterplan has been amended to highlight this issue and to stress to developers the importance of early discussions with the city council's ecologist and Natural England, to ensure that, if necessary, effective design solutions can be found which will enable development to go ahead, whilst not impacting on this internationally protected species. |
| 4 Landscape & Townscape Quality | ? | The focus of the masterplan is the landscape & townscape quality at the Seafront. This section includes a new promenade, visually attractive and well integrated sea defences, planting schemes and the design of key buildings. However, this section also includes a proposal for a landmark building outside of the areas identified in the council's tall buildings policy. The height and design of this building will therefore have to be carefully considered at the development stage. | No change - the height and design of any building will have to be carefully considered at the detailed design / planning application stage. |

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| 5 Heritage | ✓ | The masterplan proposes the improvement of the route along this stretch of historic town defences. The detailed proposals will have to be very sensitive to the historic environment. | No change is needed to this section of the masterplan as the importance of heritage assets and issues are already addressed at the beginning of the document (including the new heritage objective - see above). |
| 6 Homes for Everyone | ? | This section includes proposals for residential development at the pier, which will contribute to housing delivery in the city. It is uncertain at this stage, however, what types of accommodation this would include, and the masterplan does recognise that residential uses may be difficult to achieve here. | No change. |
| 7 Education, Employment & Economy | ✓✓ | The purpose of the document is to increase the draw of the Seafront and improve its attractiveness to visitors, which will help the local economy. Improvements to this part of the Seafront set out in the masterplan form part of this, in particular rejuvenating Clarence Pier as a visitor destination. The possible hotel and conference centre would also add to the local economy. | No change. |
| 8 Health & Wellbeing | ✓ | This section of the masterplan includes provisions for safer interchange facilities and safe and easy access, which will reduce danger to road users. | The masterplan includes text highlighting the need for noise mitigation measures to protect any residential uses from noise from the hovercraft and nearby leisure uses. |
| 9 Culture, Leisure Recreation | ? | The masterplan encourages the redevelopment of an existing leisure attraction. Whether this has a positive or negative impact on this SA objective is very much a matter of subjective judgement depending on whether individuals like the existing funfair and arcades, or whether they prefer a different mix of uses including cafes, restaurants and a hotel. | No change to range of uses proposed at Clarence Pier. |
| 10 Social Inclusion & Quality of Life | ? | Car parking capacity is retained in the proposals, allowing easy access for those dependent on their cars. Residents of any residential element would not have easy access to shops and services. Residential and hotel uses on the site could exclude people from areas that are currently publicly accessible, but the document does recognise the need for a public route through the site. In addition, depending on the nature of the proposed uses, they could exclude those on low incomes. | No change. |

Opportunity Area 4.3 Southsea Common

| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
|--------------------------------------|------------------------------|---|---|
| 1 Natural Resources & Climate Change | ✓ | This part of the masterplan promotes improved walking routes. | No change. |
| 2 Flood Risk | ✓ | The links between coastal defence development and improvements to the Seafront are well recognised in this section. These are mainly on the level of making sea defences multifunctional, for example by integrating seating or using them as landscape features. This section does not however make any direct contribution (positive or negative) to avoiding flood risk, although as mentioned above, the area framework section does refer to use of permeable / porous materials to reduce flood risk. | No change. |
| 3 Biodiversity | ✓✓ | Whilst there are no specific references in this section of the masterplan. The masterplan does recognise the importance of Southsea Common as an asset and highlights the need to protect it as it is a Brent goose feeding site. | Additional text has been added to strengthen protection in both the 'Area Framework' section and to highlight the potential impact from any development at Clarence Pier (see table above). |
| 4 Landscape & Townscape Quality | ✓✓ | The focus of the masterplan is the landscape & townscape quality at the Seafront and this section includes design guidelines for buildings, improvements to routes through the common and practical and well integrated sea defences. | No change. |
| 5 Heritage | ✓✓ | This section of the document specifically highlights the need to protect a historic shelter and improves the setting of the Royal Naval War Memorial, as well as improving Southsea Common, which is protected through English Heritage's register of parks and gardens. | No change. |
| 6 Homes for Everyone | ∅ | This section of the document has no relevant provision. | No change. |
| 7 Education, Employment & Economy | ✓✓ | This section includes a number of opportunities for the expansion of existing businesses and for the location of new concessions / kiosks on the Seafront. | No change. |
| 8 Health & Wellbeing | ✓ | There are provisions for better routes through the area which is likely to promote healthy walks and proposals for improved crossing facilities, which will reduce danger to road users. | No change. |

| 9 Culture, Leisure & Recreation | ✓ | This part of the Seafront already provides opportunities for enjoying views of the sea and fresh air, but proposals will improve this experience. | No change. |
|--|------------------------------|--|---|
| 10 Social Inclusion & Quality of Life | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| Opportunity Area 4.4 Southsea Castle and Surrounds | | | |
| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
| 1 Natural Resources & Climate Change | ✓ | This section does not have a significant impact on this objective, but there is a proposal to reuse buildings in this area. | No change. |
| 2 Flood Risk | ✓ | The masterplan recognises that proposals for the Castle amphitheatre would form part of the sea defences for this area. | No change. |
| 3 Biodiversity | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| 4 Landscape & Townscape Quality | ✓ | Proposals include the significant remodelling of the area around Speakers Corner & Roxby's. This is currently an area of little townscape interest, and the proposals are likely to improve the area, though much will depend on the detailed design. | No change. |
| 5 Heritage | ✓✓ | This section of the document seeks to improve the setting of the historic Southsea Castle. | No change. |
| 6 Homes for Everyone | ∅ | This section of the document has no relevant provision. | No change. |
| 7 Education, Employment & Economy | ✓✓ | This section includes a number of opportunities for the expansion of existing businesses and for the location of new concessions / kiosks on the Seafront. The proposed Sports Hub does affect an existing business, but the need for reprovision is recognised in the masterplan. | No change. |
| 8 Health & Wellbeing | ✓✓ | There are provisions for improved crossing facilities, which will reduce danger to road users. The proposed Sports Hub also contributes to this objective. | No change. |

| 9 Culture, Leisure & Recreation | ✓ | Proposals include a new Sports Hub and will improve Southsea Castle as a visitor attraction and make the most of this important cultural asset. | No change. |
|--|------------------------------|---|---|
| 10 Social Inclusion & Quality of Life | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| Opportunity Area 4.5 South Parade Pier to Canoe Lake | | | |
| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
| 1 Natural Resources & Climate Change | ∅ | This section does not have a significant impact on this objective, but there is a proposal to reuse buildings in this area. | No change. |
| 2 Flood Risk | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| Biodiversity | ✓ | Whilst the draft masterplan showed proposals for a wildlife garden, the final version has been amended to reflect planning permission which has been granted for a community garden for the cultivation of fruit, vegetables and other plants, and for a small structure to provide storage / a shop to sell produce grown on the site. | Changes have been made to reflect the planning permission which has been granted but this does not alter the overall score as the new community garden will still have a positive impact on biodiversity. |
| 4 Landscape & Townscape Quality | ✓ | The focus of the masterplan is the landscape & townscape quality at the Seafront and this section includes proposals for the improvement of the open spaces in this area. | No change. |
| 5 Heritage | ✓✓ | This section of the document seeks to improve this conservation area, and more specifically the historic structures of South Parade Pier, Lumps Fort, and Cumberland House. | No change. |
| 6 Homes for Everyone | ∅ | This section of the document has no relevant provision. | No change. |
| 7 Education, Employment & Economy | ✓✓ | This section includes a number of opportunities for the location of new businesses / cafes on the Seafront. Improving the pier will enhance its potential to attract visitors and generate wealth in the local economy. | No change. |
| 8 Health & Wellbeing | ✓ | This section seeks to improve opportunities for informal sport and play on the Seafront. | No change. |

| 9 Culture, Leisure & Recreation | ✓✓ | Proposals include the improvement of the pier as an events venue and the area around Canoe Lake for informal leisure activities. | No change. |
|---------------------------------------|------------------------------|--|---|
| 10 Social Inclusion & Quality of Life | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| Opportunity Area 4.6 Eastney Beach | | | |
| Sustainability Objectives | Contribution to SA objective | Reason for Score | Changes made to masterplan / mitigation measures included |
| 1 Natural Resources & Climate Change | ? | The proposal for a hotel in the Royal Marines Museum would make good use of an existing building, but the location is poorly accessible by public transport. | No change. |
| 2 Flood Risk | ∅ | This section of the masterplan has no provisions relevant to this objective. | No change. |
| 3 Biodiversity | xx | Eastney Beach is a local wildlife site, designated for its plant species. The proposed beach huts and Watersports Hub are likely to result in the loss of some of this vegetation through the building footprint and possible disturbance through increased use of the area. | The final masterplan specifically sets out mitigation measures that will be needed to make the proposals in this area acceptable. |
| 4 Landscape & Townscape Quality | ? | The proposals will significantly alter the nature of the Eastney end of the beach. This end of the Seafront is currently characterised by natural planted shingle and an absence of formal leisure activities. More beach huts, a Watersports Hub and a café will visually change the area and are likely to increase activity here. | No change. |
| 5 Heritage | ✓✓ | Proposals in this section of the document will improve the setting of Fort Cumberland and make it more accessible. Reuse of the Royal Marines Museum would keep it in active use. | No change. |
| 6 Homes for Everyone | ∅ | This section of the document has no relevant provision. | No change. |
| 7 Education, Employment & Economy | ✓ | This section does not include any significant provisions that contribute to this objective, but there is a suggestion of an additional café which will make a small contribution, and more beach huts could encourage their owners to stay on the Seafront for longer and use the facilities. | No change. |
| 8 Health & Wellbeing | ✓✓ | Proposals include a Watersports Hub and informal play areas at the proposed café, and more beach huts will encourage their users to stay enjoy the outdoors for longer. | No change. |

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|---------------------------------------|----|---|------------|
| 9 Culture, Leisure & Recreation | ✓✓ | Proposals include a Watersports Hub and informal play areas at the proposed café. | No change. |
| 10 Social Inclusion & Quality of Life | Ø | This section of the masterplan has no provisions relevant to this objective. | No change. |

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| ✓✓ Positive effect | Where the document / policy / option is certain to have a positive impact on the sustainability objectives |
| ✓ Possible positive effect | Where the document / policy / option is likely to have a positive impact, but where there is some uncertainty |
| ? Uncertain overall effect | Where the effect of the document / policy / option on the sustainability criterion is uncertain, or where there are both positive and negative effects, thereby making the overall effect uncertain |
| × Possible negative effect | Where the document / policy / option is likely to have a negative impact, but where there is some uncertainty |
| ×× Negative effect | Where the document / policy / option is certain to have a negative impact on the sustainability criterion |
| Ø No direct relationship or no impact | Where there is no direct relationship between the document / policy / option and the criterion or the document / policy / option has only a very minor impact on the criterion |

APPENDIX 5

Extract from Portsmouth Plan 2012 SA

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| | | | |
|---------------------------------------|-----|---|----------------------|
| 7 Education, Employment & Economy | ✓ | The policy supports the existing businesses within the district centres whilst encouraging new businesses to locate to these areas. This will contribute to growth in the city's economy. Furthermore, some of the district centres are located in close proximity to the city's visitor attractions. Enhancing these areas will therefore also help to improve the image of tourism in the city. | No change is needed. |
| 8 Health & Wellbeing | (✓) | The policy may contribute to limiting anti-social behaviour and the fear of crime given it promotes residential dwellings in appropriate places with the centre. This will help to maintain the vibrancy of an area after the shops have shut and increase the overlooking of an area. Furthermore, limits on the number of food and drink uses may also reduce anti-social behaviour in these areas. | No change is needed. |
| 9 Culture, Leisure & Recreation | ✓ | Some of the district centres are located in close proximity to the city's visitor attractions. Enhancing these areas will therefore also help to improve the image of tourism in the city. Cultural and entertainment facilities located within the district centres are also protected by the policy which will help to meet resident's leisure expectations. | No change is needed. |
| 10 Social Inclusion & Quality of Life | ✓ | Maintaining town and local centres will help to ensure their vitality and viability. Improving the facilities for shops and services in the district centres will also ensure that as many people as possible have access to them, and may help reduce concentrations of social disadvantage in certain areas of the city. | No change is needed. |

PCS8 Seafront

| Sustainability Objectives | Contribution to SA objective | Reason for Score | Change needed? |
|--------------------------------------|------------------------------|--|---|
| 1 Natural Resources & Climate Change | ? | The policy seeks to improve the seafront, encouraging people to linger, walk and cycle. This may, however, attract greater numbers of visitors, who may travel by car. Encouraging small scale uses such as cafés and restaurants on the seafront could also mean that people make specific trips to the area to visit these uses. However, people already at the seafront may combine their trip with a visit to a café or restaurant, rather than driving to a different area of the city. | No change is needed. It is important to diversify the offer of the seafront area and make it easily accessible by all modes of transport. The type and nature of development that comes forward will largely dictate how people wish to travel to it. |
| 2 Flood Risk | ✓ | The policy acknowledges the need for sea defences and requires them to integrate sensitively with the surrounding environment. | No change is needed. |

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| 3 Biodiversity | (✓) | The open spaces on the seafront are not particularly noted for their contribution to biodiversity, due to their very open and/or formal nature. Eastney Beach, which is covered by the policy, does have some significant local nature conservation value however which would be protected by the policy. The policy recognises the need for sea defences, which may have some adverse biodiversity impacts. | There is no need to alter the policy in relation to sea defences, as the policy merely recognises the need for a proposal made in other policies and proposals. The seafront policy seeks to make a positive contribution by requiring defences to integrate sensitively with the environment in which they are proposed. |
| 4 Landscape & Townscape Quality | ✓ | The aim of the policy is specifically to enhance the area visually, both in terms of the buildings in the area and the public areas of the promenade and the open spaces whilst maintaining the open nature of the area, specifically around Southsea Common. | No change is needed - the design and conservation policy in the core strategy will further contribute towards this SA objective. |
| 5 Heritage | ✓ | The seafront, particularly its western end, is part of the city's maritime heritage. The inclusion of this seafront policy exemplifies the city council's desire to protect and enhance this area. | No change needed - the design and conservation policy in the core strategy will further contribute towards this SA objective. |
| 6 Homes for Everyone | Ø | This policy does not have a significant direct impact on this objective. | No change is needed. |
| 7 Education, Employment & Economy | ✓ | The seafront is a key part of the city's attraction to visitors who make a significant contribution to the city economy. The policy also seeks to make stronger links between the seafront and the nearby centres, which again could benefit the local economy. | No change is needed. |
| 8 Health & Wellbeing | ✓ | Improving the seafront so that residents have an excellent outdoor area on their doorstep where they can walk, breathe fresh air or enjoy informal sports and games, will contribute to the aim of improving people's health and their perception of it. | No change is needed. |
| 9 Culture, Leisure & Recreation | ✓ | The seafront already is a great leisure destination for the city's population. Improving this area, diversifying the range of services and events and protecting the open spaces will make it an even more valuable resource. | No change is needed. |
| 10 Social Inclusion & Quality of Life | ✓ | Improving the seafront will contribute to making Portsmouth a safe, comfortable and friendly place where people want to live, work and visit. Furthermore, improving the area of the city that most residents are already proud of, as well as promoting events (particularly where they are free to all) will help give people a sense of belonging in the city. | No change is needed. |

APPENDIX 6

SA Scoring of interim 'Options Consultation' Feb 2019 document

| Seafront Masterplan SPD Options | | SA OBJECTIVES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|---|----------------------|----|---|----|-------------------------------|---|---|--------|---|---------------------|---|---|-------------|---|--|---|---|---|--|---|--------------------------------------|---|---|---|--|---|---|---|---|-------------------------|----|----|--|----|----|--|----|----|---------------------------|---|---|--|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Travel and Transport | | | | Water (resources and quality) | | | Energy | | Noise and Vibration | | | Air quality | | Waste and resource management (soil, contaminated land, & waste) | | | | Sustainable construction and buildings | | Biodiversity and nature conservation | | | | Historic environment and cultural heritage | | | | | Landscape and townscape | | | Human population, safety, and health and wellbeing | | | Communities, amenities, and social value | | | Climate change resilience | | | Economy, employment, and material assets | | | | | | | | | | | | | |
| Project ID | Project | A | | | | B | | | C | | D | | | E | | F | | | | G | | H | | | | I | | | | | J | | | K | | | L | | | M | | | N | | | | | | | | | | | | | |
| | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | | | | | | | | | | | |
| | Theme 1a - Public spaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A - Gateway spaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PS-A1 | Pier Road/Duisburg Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | + | - | + | ++ | ++ | ++ | ? | ? | + | ? | + | + | ? | ? | ? | ? | + | + | ? | | | | | | | | |
| PS-A2 | Duisburg Way/Western Parade | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | + | - | + | ++ | ++ | ++ | ? | ? | + | ? | + | + | ? | ? | ? | ? | + | + | ? | | | | | |
| PS-A3 | Clarence Parade/Ave De Caen | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | + | + | + | ? | ? | + | ? | + | + | ? | ? | ? | ? | ? | ? | ? | + | + | ? | | | | | |
| PS-A4 | St Helen's Parade | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | + | - | + | ++ | ++ | ++ | ? | ? | + | ? | + | + | ? | ? | ? | ? | + | + | ? | | | | | |
| PS-A5 | St Georges Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | + | - | + | ++ | ++ | ++ | ? | ? | + | ? | + | + | ? | ? | ? | ? | + | + | ? | | | | | |
| PS-A6 | Eastney Esplanade/Eastney toilet block | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | + | - | + | ++ | ++ | ++ | ? | ? | + | ? | + | + | ? | ? | ? | ? | + | + | ? | | | | | |
| | B - Large scale public space creation or improvement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PS-B1 | Clarence Pier interchange | + | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | ? | + | 0 | 0 | ? | + | + | + | | | | | | |
| PS-B2 | Ave de Caen | ++ | ++ | 0 | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | ? | + | 0 | 0 | ? | + | + | + | | | | | | | |
| PS-B3 | Pyramids/Rock Gardens/South Parade Gardens/Clarence Esplanade/Speakers Corner | ++ | ++ | 0 | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | ? | + | 0 | 0 | ? | + | + | + | | | | | | | | |
| PS-B4 | St Helens Parade/Canoe Lake Park | ++ | ++ | + | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | ? | + | 0 | 0 | ? | + | + | + | | | | | | | | | |
| | C - Areas requiring a specific public realm intervention | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PS-C1 | The Point, Spice Island | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | ? | ? | 0 | 0 | ? | + | + | + | | | | | | |
| PS-C2 | Area outside Blue Reef aquarium | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | ? | ? | 0 | 0 | ? | + | + | + | | | | | | |
| PS-C3 | Skate park | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | ? | + | + | + | | | | | |
| PS-C4 | Area outside The Pyramids | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | | | | | |
| PS-C5 | Speakers Corner | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | ? | + | + | + | | | | | |
| PS-C6 | Area adj. Southsea Marina | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | | | | | |
| PS-C7 | Bus stop/RNLI | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | | | | |
| PS-C8 | Ferry pier | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | + | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | | | | | |
| | D - Primary routes requiring public realm enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PS-D1 | Old Portsmouth to Hayling Ferry | ? | + | + | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | + | ? | ? | ? | ? | ? | + | ++ | ++ | ++ | + | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | |
| PS-D2 | Clarence Pier - Pier Road | ? | + | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | + | ? | ? | ? | ? | ? | + | ++ | ++ | ++ | + | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| PS-D3 | Ave de Caen | ? | + | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | + | ? | ? | ? | ? | ? | + | ++ | ++ | ++ | + | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + |
| | Theme 1b - Lighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A - Gateway lighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L-A1 | Pier Road/Duisburg Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | |
| L-A2 | Duisburg Way/Western Parade | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | |
| L-A3 | Clarence Parade/Ave De Caen | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | |
| L-A4 | St Helen's Parade | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | |
| L-A5 | St Georges Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| L-A6 | Eastney Esplanade/Eastney toilet block | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | + | - | + | + | + | + | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | |
| | B - Focal lighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L-B1 | The Point, Spice Island | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | |
| L-B2 | Round Tower | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | |
| L-B3 | Square Tower | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | |
| L-B4 | Royal Garrison Church | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | |
| L-B5 | Spur Redoubt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | |
| L-B6 | Clarence Pier | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | |
| L-B7 | Royal Naval Memorial | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | |
| L-B8 | Area outside Blue Reef | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | |

| Seafront Masterplan SPD Options | | SA OBJECTIVES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|----------------------|-----|---|-----|-------------------------------|---|---|---|--------|---|---------------------|---|---|-------------|-----|--|---|---|---|--|---|--------------------------------------|---|---|---|--|---|---|---|---|-------------------------|----|----|--|---|---|--|---|---|---------------------------|---|---|--|---|---|---|---|---|---|---|
| | | Travel and Transport | | | | Water (resources and quality) | | | | Energy | | Noise and Vibration | | | Air quality | | Waste and resource management (soil, contaminated land, & waste) | | | | Sustainable construction and buildings | | Biodiversity and nature conservation | | | | Historic environment and cultural heritage | | | | | Landscape and townscape | | | Human population, safety, and health and wellbeing | | | Communities, amenities, and social value | | | Climate change resilience | | | Economy, employment, and material assets | | | | | | | |
| | | A | | | | B | | | | C | | D | | | E | | F | | | | G | | H | | | | I | | | | | J | | | K | | | L | | | M | | | N | | | | | | | |
| Project ID | Project | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | | | | | |
| L-B9 | D-Day Story | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| L-B10 | Southsea Castle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| L-B11 | Pyramids | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| L-B12 | Speakers Corner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| L-B13 | South Parade Pier | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + |
| L-B14 | Rose Garden entrance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| L-B15 | East Battery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| L-B16 | West Battery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| C - Improved key junction lighting feature | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L-C1 | Clarence pier interchange | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| L-C2 | Ave de Caen/Clarence Esplanade | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| D - Infill listed light columns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L-D1 | 2no. adj Hovercraft terminal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | + | + | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| L-D2 | 1no. nr Rocksbyg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | + | + | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| E - Improved highway lighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L-E1 | Various | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | + | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| F - Improved key route lighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L-F1 | Various | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | + | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| G - Improved pedestrian lighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L-G1 | Various | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | + | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | |
| Theme 2 - Street Design and Parking | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A - Access only roads | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SP-A1 | Broad St | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | + | + | |
| SP-A2 | Victoria Ave | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | + | + | |
| SP-A3 | Clarence Pier interchange | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | + | + | |
| B - Pedestrianised roads to create new public space | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SP-B1 | Pembroke Road | ++ | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | + | + | |
| SP-B2 | Cul-de-sac adjoining Victoria Ave | ++ | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | + | + | |
| SP-B3 | Ave de Caen | ++ | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | + | + | |
| SP-B4 | Clarence Esplanade nr. South Parade Gardens | ++ | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | + | + | |
| SP-B5 | St Helens Parade interchange | ++ | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | + | + | |
| C - Spaces made whole | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SP-C1 | Victoria Ave | ++ | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | + | + | |
| SP-C2 | Pembroke Gardens | ++ | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | + | + | |
| SP-C3 | Ave de Caen | ++ | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | + | + | |
| SP-C4 | South Parade Gardens/Clarence Esplanade | ++ | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | + | + | |
| SP-C5 | St Helens Parade | ++ | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | + | + | |
| D - Clarence Esplanade - one way west-east with parking on north | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SP-D1 | Various | +/- | +/- | ? | +/- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | +/- | +/- | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | + | + | |
| E - Parking to north of road at Eastney Esplanade | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SP-E1 | Various | +/- | +/- | ? | +/- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | +/- | +/- | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | + | + | |
| Theme 3 - Walking and Cycling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Seafront Masterplan SPD Options | | SA OBJECTIVES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|--|----------------------|----|----|---|-------------------------------|---|---|--------|---|---------------------|---|---|-------------|---|--|---|---|---|--|---|--------------------------------------|---|---|---|--|---|---|---|---|-------------------------|----|----|--|----|---|--|---|---|---------------------------|---|---|--|---|---|---|---|---|
| | | Travel and Transport | | | | Water (resources and quality) | | | Energy | | Noise and Vibration | | | Air quality | | Waste and resource management (soil, contaminated land, & waste) | | | | Sustainable construction and buildings | | Biodiversity and nature conservation | | | | Historic environment and cultural heritage | | | | | Landscape and townscape | | | Human population, safety, and health and wellbeing | | | Communities, amenities, and social value | | | Climate change resilience | | | Economy, employment, and material assets | | | | | |
| Project ID | Project | A | | | | B | | | C | | D | | | E | | F | | | | G | | H | | | | I | | | | | J | | | K | | | L | | | M | | | N | | | | | |
| | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | | | |
| | A - Improved pedestrian routes from Gunwharf Quays to Clarence Pier via Old Portsmouth | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WC-A1 | Various | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | + | + | + | + | 0 | 0 | 0 | + | + | + | | |
| | B - Guaranteed accessibility route for mobility impaired | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WC-B1 | Various | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ++ | ++ | ? | + | + | + | + | 0 | 0 | 0 | + | + | + | | |
| | C - Segregated dual direction cycle route | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WC-C1 | Various | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ++ | ++ | ? | + | + | + | + | 0 | 0 | 0 | + | + | + | | |
| | D - New/improved shared pedestrian and cycle routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WC-D1 | Various | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ++ | ++ | ? | + | + | + | + | 0 | 0 | 0 | + | + | + | | |
| | E - New/improved cycle routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WC-E1 | Various | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ++ | ++ | ? | + | + | + | + | 0 | 0 | 0 | + | + | + | | |
| | F - Junction improvements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WC-F1 | Grand Parade/Penny St | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ++ | ++ | ? | + | + | + | + | 0 | 0 | 0 | + | + | + | | |
| WC-F2 | Pier Road roundabout | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ++ | ++ | ? | + | + | + | + | 0 | 0 | 0 | + | + | + | | |
| WC-F3 | Kent Road/Western Parade | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ++ | ++ | ? | + | + | + | + | 0 | 0 | 0 | + | + | + | | |
| WC-F4 | Western Parade/Duisburg Way | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ++ | ++ | ? | + | + | + | + | 0 | 0 | 0 | + | + | + | | |
| WC-F5 | Clarence Parade/Ave de Caen | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ++ | ++ | ? | + | + | + | + | 0 | 0 | 0 | + | + | + | | |
| WC-F6 | Ave de Caen/Clarence Esplanade | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ++ | ++ | ? | + | + | + | + | 0 | 0 | 0 | + | + | + | | |
| WC-F7 | Burgoyne Rd/ South Parade | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ++ | ++ | ? | + | + | + | + | 0 | 0 | 0 | + | + | + | | |
| WC-F8 | Granada Road/ St Helens Parade | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ++ | ++ | ? | + | + | + | + | 0 | 0 | 0 | + | + | + | | |
| WC-F9 | Festing Road/ St Helens Parade | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ++ | ++ | ? | + | + | + | + | 0 | 0 | 0 | + | + | + | | |
| WC-F10 | St Georges Road/ Eastern Esplanade | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ++ | ++ | ? | + | + | + | + | 0 | 0 | 0 | + | + | + | | |
| | Theme 4 - Public Transport | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A - Extension to existing P&R route(s) to serve Clarence Pier, with a focus on weekends, school holidays, and events | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PT-A1 | Various | + | + | ++ | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | + | + | + | + | 0 | 0 | 0 | + | + | + | | | |
| | B - Linear 'hop on, hop off' seafront bus service at peak times | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PT-B1 | Various | + | + | ++ | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | + | + | + | + | 0 | 0 | 0 | + | + | + | | | |
| | C - Bus route from east of the city into the seafront area | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PT-C1 | Various | + | + | ++ | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | + | + | + | + | 0 | 0 | 0 | + | + | + | | | |
| | D - Multi-modal transport hubs: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PT-D1 | Clarence Pier | + | + | + | + | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| PT-D2 | Southsea Castle | + | + | + | + | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| PT-D3 | St Helens Parade | + | + | + | + | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| PT-D4 | Eastney swimming pool | + | + | + | + | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| PT-D5 | Ferry Road | + | + | + | + | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| | Theme 5 - Health and Wellbeing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A - 3km cycle loop around Southsea Common | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HW-A1 | Various | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | |
| | B - Provision of new or improved children's play facilities | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Seafront Masterplan SPD Options | | SA OBJECTIVES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|--|----------------------|----|---|---|-------------------------------|---|---|--------|---|---------------------|---|---|-------------|---|--|---|---|---|--|---|--------------------------------------|---|---|---|--|---|---|---|---|-------------------------|----|----|--|---|---|--|---|---|---------------------------|---|---|--|---|----|---|---|---|---|---|---|---|---|
| Project ID | Project | Travel and Transport | | | | Water (resources and quality) | | | Energy | | Noise and Vibration | | | Air quality | | Waste and resource management (soil, contaminated land, & waste) | | | | Sustainable construction and buildings | | Biodiversity and nature conservation | | | | Historic environment and cultural heritage | | | | | Landscape and townscape | | | Human population, safety, and health and wellbeing | | | Communities, amenities, and social value | | | Climate change resilience | | | Economy, employment, and material assets | | | | | | | | | | |
| | | A | | | | B | | | C | | D | | | E | | F | | | | G | | H | | | | I | | | | | J | | | K | | | L | | | M | | | N | | | | | | | | | | |
| | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | | | | | | | | |
| HW-B1 | Nr. Clarence car park | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | 0 | 0 | 0 | + | + | + | | | | | |
| HW-B2 | Adj. skate park | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | 0 | 0 | 0 | + | + | + | | | | | | | |
| HW-B3 | Canoe Lake | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | 0 | 0 | 0 | + | + | + | | | | | | | |
| HW-B4 | Adj. East Battery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | 0 | 0 | 0 | + | + | + | | | | | | | |
| HW-B5 | Fort Cumberland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | 0 | 0 | 0 | + | + | + | | | | | | | | |
| | C - Provision of new/improved sports facilities | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HW-C1 | MOD field nr. Pembroke Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | 0 | 0 | 0 | + | + | + | | | | | | | |
| HW-C2 | Southsea manager's compound/Tennis courts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | 0 | 0 | 0 | + | + | + | | | | | | | |
| HW-C3 | Existing cricket ground/ Tenth Hole pitch and putt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | 0 | 0 | 0 | + | + | + | | | | | | | | |
| HW-C4 | Eastney Swimming Pool | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | 0 | 0 | 0 | + | + | + | | | | | | | |
| HW-C5 | Fort Cumberland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | 0 | 0 | 0 | + | + | + | | | | | | | | |
| | D - 'Access for All' route and potential future extensions (Guaranteed access for the mobility impaired) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HW-D1 | Various | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | 0 | + | + | + | 0 | 0 | 0 | + | + | + | | | | | | | |
| | Theme 6 - Visitor Economy | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A - 'Ferry 2 Ferry' 8km route | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VE-A1 | Various | + | ++ | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | 0 | + | + | + | 0 | 0 | 0 | + | ++ | + | | | | | | | |
| | B - Large-scale public space enhancement opportunities | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VE-B1 | Clarence Pier interchange | + | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | + | 0 | 0 | ? | + | + | + | | | | | | | |
| VE-B2 | Ave de Caen | ++ | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | + | 0 | 0 | ? | + | + | + | | | | | | | |
| VE-B3 | Pyramids/Rock Gardens/South Parade Gardens | ++ | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | + | 0 | 0 | ? | + | + | + | | | | | | | |
| VE-B4 | St Helens Parade/Canoe Lake | ++ | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | ++ | ++ | ++ | + | ? | ? | ? | ? | + | 0 | 0 | ? | + | + | + | | | | | | | |
| | C - Cluster areas where activity will be focused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VE-C1 | Old Portsmouth Broad St area | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | + | - | + | - | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | 0 | 0 | 0 | + | + | + | | | | | | | |
| VE-C2 | Clarence Pier and car park | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | + | - | + | - | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | 0 | 0 | 0 | + | + | + | | | | | | |
| VE-C3 | Central seafront | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | + | - | + | - | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | 0 | 0 | 0 | + | + | + | | | | | | |
| VE-C4 | Speakers Corner to St Helens Parade | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | + | - | + | - | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | 0 | 0 | 0 | + | + | + | | | | | | | |
| VE-C5 | St Georges Road | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | + | - | + | - | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | 0 | 0 | 0 | + | + | + | | | | | |
| VE-C6 | Eastney swimming pool area | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | + | - | + | - | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | 0 | 0 | 0 | + | + | + | | | | |
| VE-C7 | RNLI and ferry pier area | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | + | - | + | - | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | 0 | 0 | 0 | + | + | + | | | |
| | Theme 7 - Development Opportunities | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A - Short-term | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DO-A1 | Wightlink site | ? | ? | ? | ? | 0 | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | | | | |
| DO-A2 | Round Tower | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | | | | |
| DO-A3 | Square Tower | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | | | |
| DO-A4 | Speakers' Corner | + | + | + | + | 0 | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | + | + | + | + | + | ? | ? | ? | ? | ? | ? | ? | + | + | + | | | | | | |
| DO-A5 | Canoe Lake | ? | ? | ? | ? | 0 | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | + | + | + | | | |
| DO-A6 | St Georges Road (1) | + | + | ? | + | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | - | - | + | - | ? | ? | ? | ? | ? | ? | + | + | + | + | ? | ? | ? | ? | + | + | ? | ? | + | + | + | | | |
| DO-A7 | Fraser Range | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | + | + | + | |
| DO-A8 | Fort Cumberland | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | + | - | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | + | + | + | |
| DO-A9 | Southsea Marina | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | + | + | + |

| Seafront Masterplan SPD Options | | | | | SA OBJECTIVES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|--|----|---|---|----------------------|---|---|---|-------------------------------|---|---|--------|---|---------------------|---|---|-------------|---|--|---|---|---|--|-----|--------------------------------------|-----|-----|-----|--|-----|----|----|-----|-------------------------|----|----|--|---|---|--|---|---|---------------------------|---|---|--|---|---|---|---|---|
| | | | | | Travel and Transport | | | | Water (resources and quality) | | | Energy | | Noise and Vibration | | | Air quality | | Waste (resources management (soil, contaminated land, & waste) | | | | Sustainable construction and buildings | | Biodiversity and nature conservation | | | | Historic environment and cultural heritage | | | | | Landscape and townscape | | | Human population, safety, and health and wellbeing | | | Communities, amenities, and social value | | | Climate change resilience | | | Economy, employment, and material assets | | | | | |
| Project ID | Project | A | | | | B | | | C | | D | | | E | | F | | | | G | | H | | | | I | | | | | J | | | K | | | L | | | M | | | N | | | | | | | | |
| | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | | | | | | |
| | B - Medium-term | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DO-B1 | Clarence Pier and interchange | + | + | + | + | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | + | + | ? | ? | ? | 0 | ? | ? | - | - | +/- | ? | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | |
| DO-B2 | Clarence Pier extension | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | | |
| DO-B3 | Blue Reef aquarium | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | |
| DO-B4 | PCC depot / Tennis club etc | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | |
| DO-B5 | The Pyramids | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | - | - | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | |
| DO-B6 | St Helens Parade | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | - | - | +/- | ? | ? | ? | ? | ? | ? | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | |
| DO-B7 | St Georges Road (2) | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | + | ++ | + | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | |
| DO-B8 | East Eastney | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | +/- | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | |
| DO-B9 | Eastney Swimming Pool | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | ? | ? | ? | 0 | ? | ? | ? | ? | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | |
| DO-B10 | RNLI site | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | ? | ? | + | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + |
| | C - Long-term | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DO-C1 | Fish market/public toilets | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | |
| DO-C2 | Long Curtain Moat | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | ? | ? | 0 | ? | ? | ? | ? | 0 | ? | ? | 0 | 0 | 0 | ? | +/- | +/- | ? | +/- | + | ? | +/- | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | |
| | Key Area 1 - Old Portsmouth | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A - Opportunity Areas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OP-A1 | Former Wightlink site/PCC car park and buildings | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | ? | 0 | ? | ? | ? | ? | 0 | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | + | ? | ? | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | |
| OP-A2 | Fish market and public toilets | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | ? | 0 | ? | ? | ? | ? | 0 | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | + | ? | ? | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | |
| OP-A3 | LCM/King's Bastion | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | ? | 0 | ? | ? | ? | ? | 0 | ? | ? | ? | 0 | 0 | 0 | ? | +/- | +/- | ? | +/- | + | ? | +/- | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | |
| OP-A4 | Round Tower | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | ? | 0 | ? | ? | ? | ? | 0 | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | + | ? | ? | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | |
| OP-A5 | Square Tower | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | ? | 0 | ? | ? | ? | ? | 0 | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | + | ? | ? | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | |
| | B - Public space enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OP-B1 | The Point, Spice Island | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | 0 | + | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | |
| OP-B2 | Grand Parade | ++ | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | 0 | 0 | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | |
| OP-B3 | King's Bastion | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | 0 | + | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | |
| | C - Highway enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OP-C1 | Broad Street | ++ | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | 0 | 0 | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | |
| OP-C2 | Broad St pedestrian crossing to Feltham Row | ++ | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | 0 | 0 | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | |
| | D - Cycle routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OP-D1 | White Hart Rd to Pier Road | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | + | + | + | + | + | ? | 0 | + | + | + | ? | ? | ? | ? | + | + | + | + | | |
| | E - Walking routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OP-E1 | Various | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | + | + | + | + | + | ? | 0 | + | + | + | ? | ? | ? | ? | + | + | + | + | | |
| | F - Landscape enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OP-F1 | Pembroke Gardens (former site of Nelson Statue) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | 0 | + | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | |
| | Key Area 2 - Clarence Pier | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A - Opportunity Areas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CP-A1 | Clarence Pier | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | - | - | +/- | ? | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | |
| CP-A2 | Clarence Pier interchange (inc public toilets) | + | + | + | + | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | 0 | ? | ? | - | - | +/- | ? | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | |
| CP-A3 | Clarence Pier carpark | + | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | 0 | ? | 0 | ? | ? | ? | ? | 0 | ? | ? | - | - | +/- | ? | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | |
| CP-A4 | Clarence Pier extension | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | - | - | +/- | ? | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | |
| CP-A5 | Hovertravel terminal | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | ? | 0 | ? | ? | - | - | +/- | ? | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | |
| CP-A6 | LCM car park | + | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | |
| CP-A7 | Brewers Fayre pub | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | 0 | ? | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | |
| CP-A8 | Premier Inn hotel | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | 0 | ? | ? | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | |

[illegible]

| Seafront Masterplan SPD Options | | SA OBJECTIVES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|---|----------------------|---|---|---|-------------------------------|---|---|--------|---|---------------------|---|---|-------------|---|--|---|---|---|--|---|--------------------------------------|-----|-----|-----|--|---|-----|---|---|-------------------------|-----|-----|--|----|---|--|---|---|---------------------------|---|---|--|---|---|---|---|---|---|
| | | Travel and Transport | | | | Water (resources and quality) | | | Energy | | Noise and Vibration | | | Air quality | | Waste and resource management (soil, contaminated land, & waste) | | | | Sustainable construction and buildings | | Biodiversity and nature conservation | | | | Historic environment and cultural heritage | | | | | Landscape and townscape | | | Human population, safety, and health and wellbeing | | | Communities, amenities, and social value | | | Climate change resilience | | | Economy, employment, and material assets | | | | | | |
| | | A | | | | B | | | C | | D | | | E | | F | | | | G | | H | | | | I | | | | | J | | | K | | | L | | | M | | | N | | | | | | |
| Project ID | Project | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | | | | |
| SC-C1 | Clarence Esplanade/Jack Cockerill Way | ++ | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | ? | 0 | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | + | + | + | ? | ? | ? | + | + | + | ? | ? | ? | + | + | + | | | |
| | D - Cycle routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SC-D1 | SPP to Clarence Parade and Ladies Mile | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | + | + | ? | 0 | + | + | + | ? | ? | ? | ? | + | + | + | | |
| | E - Walking routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SC-E1 | Various | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | + | + | ? | 0 | + | + | + | ? | ? | ? | ? | + | + | + | | |
| | F - Landscape enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Key Area 5 - Canoe Lake & Eastney Beach | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A - Opportunity Areas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CL-A1 | St Helens Parade gardens (D-Day stone memorial) | + | + | ? | + | 0 | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | + | + | ++ | + | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | |
| CL-A2 | Beach adj. SPP | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | |
| CL-A3 | Canoe Lake - various | ? | ? | ? | ? | 0 | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | |
| CL-A4 | St Georges Road beach huts and toilet block | ? | ? | ? | ? | 0 | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | |
| CL-A5 | Beach ad St Georges Rd junction | + | + | ? | + | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | - | - | +/- | ? | ? | ? | ? | ? | ? | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | |
| CL-A6 | Eastney Swimming pool and toilet block and beach | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | +/- | ? | 0 | ? | ? | ? | ? | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | |
| | B - Public space enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | C - Highway enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D - Cycle routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CL-D1 | SPP to Eastney via Eastney Esplanade and St Helens Parade/St Georges Rd | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | + | ? | 0 | + | + | + | ? | ? | ? | ? | + | + | + | | | |
| | E - Walking routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CL-E1 | Eastney Esplanade | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | + | ? | 0 | + | + | + | ? | ? | ? | ? | + | + | + | | | |
| | F - Landscape enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Key Area 6 - Fort Cumberland & Ferry Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A - Opportunity Areas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FC-A1 | Southsea Marina | ? | ? | ? | ? | 0 | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | |
| FC-A2 | Fort Cumberland | ? | ? | ? | ? | 0 | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | - | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | |
| FC-A3 | Fraser Range (Qinetiq) | ? | ? | ? | ? | 0 | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + |
| FC-A4 | RNLI building | ? | ? | ? | ? | 0 | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | ? | + | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + |
| FC-A5 | Hayling Ferry pier (Eastney side) | ? | ? | + | ? | ? | 0 | + | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | ? | + | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | + | + | |
| | B - Public space enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FC-B1 | Bus stop nr. RNLI | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | 0 | 0 | ? | 0 | 0 | + | + | ++ | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | + |
| FC-B2 | Land adj. Southsea Marina | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | + | 0 | +/- | ? | 0 | +/- | +/- | +/- | + | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | + | |
| | C - Highway enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D - Cycle routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FC-D1 | Eastney swimming pool to Hayling Ferry Pier via Ferry Road and potential route along south of FC | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | + | ? | 0 | + | + | + | ? | ? | ? | ? | + | + | + | | | |
| | E - Walking routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FC-E1 | Eastney swimming pool to Hayling Ferry Pier via Ferry Road and potential route along south of FC; FC heath park | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | +/- | +/- | ? | ? | ? | ? | ? | ? | + | + | + | + | + | ? | 0 | + | + | + | ? | ? | ? | ? | + | + | + | | | |

| Seafront Masterplan SPD Options | | SA OBJECTIVES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|----------------------------|----------------------|---|---|---|-------------------------------|---|---|--------|---|---------------------|---|---|---|-------------|---|--|---|---|---|--|-----|--------------------------------------|---|---|---|--|---|---|---|---|-------------------------|----|---|--|---|---|--|---|---|---------------------------|---|---|--|---|---|---|---|--|
| | | Travel and Transport | | | | Water (resources and quality) | | | Energy | | Noise and Vibration | | | | Air quality | | Waste and resource management (soil, contaminated land, & waste) | | | | Sustainable construction and buildings | | Biodiversity and nature conservation | | | | Historic environment and cultural heritage | | | | | Landscape and townscape | | | Human population, safety, and health and wellbeing | | | Communities, amenities, and social value | | | Climate change resilience | | | Economy, employment, and material assets | | | | | |
| Project ID | Project | A | | | | B | | | C | | D | | | | E | | F | | | | G | | H | | | | I | | | | | J | | | K | | | L | | | M | | | N | | | | | |
| | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | |
| | F - Landscape enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FC-F1 | Fort Cumberland Heath | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | +/- | +/- | ? | + | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | |

| | | SA OBJECTIVES | | | | | | | | | | | | | |
|---------------------------------|---|----------------------|-------------------------------|--------|---------------------|-------------|--|--|--------------------------------------|--|-------------------------|--|--|---------------------------|--|
| | | Travel and Transport | Water (resources and quality) | Energy | Noise and Vibration | Air quality | Waste and resource management (soil, contaminated land, & waste) | Sustainable construction and buildings | Biodiversity and nature conservation | Historic environment and cultural heritage | Landscape and townscape | Human population, safety, and health and wellbeing | Communities, amenities, and social value | Climate change resilience | Economy, employment, and material assets |
| Seafront Masterplan SPD Options | | | | | | | | | | | | | | | |
| Project ID | Project | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| | Theme 1a - Public spaces | | | | | | | | | | | | | | |
| | A - Gateway spaces | | | | | | | | | | | | | | |
| PS-A1 | Pier Road/Duisburg Way | 0 | 0 | ? | 0 | 0 | 0 | ? | 0 | +/- | ++ | ? | ? | ? | ? |
| PS-A2 | Duisburg Way/Western Parade | 0 | 0 | ? | 0 | 0 | 0 | ? | 0 | +/- | ++ | ? | ? | ? | ? |
| PS-A3 | Clarence Parade/Ave De Caen | 0 | 0 | ? | 0 | 0 | 0 | ? | 0 | +/- | ++ | ? | ? | ? | ? |
| PS-A4 | St Helen's Parade | 0 | 0 | ? | 0 | 0 | 0 | ? | 0 | +/- | ++ | ? | ? | ? | ? |
| PS-A5 | St Georges Road | 0 | 0 | ? | 0 | 0 | 0 | ? | 0 | +/- | ++ | ? | ? | ? | ? |
| PS-A6 | Eastney Esplanade/Eastney toilet block | 0 | 0 | ? | 0 | 0 | 0 | ? | 0 | +/- | ++ | ? | ? | ? | ? |
| | B - Large scale public space creation or improvement | | | | | | | | | | | | | | |
| PS-B1 | Clarence Pier interchange | + | 0 | 0 | 0 | ? | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| PS-B2 | Ave de Caen | ++ | 0 | 0 | 0 | + | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| PS-B3 | Pyramids/Rock Gardens/South Parade Gardens/Clarence Esplanade/Speakers Corner | ++ | 0 | 0 | 0 | + | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| PS-B4 | St Helens Parade/Canoe Lake Park | + | 0 | 0 | 0 | + | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | C - Areas requiring a specific public realm intervention | | | | | | | | | | | | | | |
| PS-C1 | The Point, Spice Island | + | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | ? | + |
| PS-C2 | Area outside Blue Reef aquarium | + | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | ? | + |
| PS-C3 | Skate park | + | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | ? | + |
| PS-C4 | Area outside The Pyramids | + | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | ? | + |
| PS-C5 | Speakers Corner | + | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | ? | + |
| PS-C6 | Area adj. Southsea Marina | + | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | ? | + |
| PS-C7 | Bus stop/RNLI | + | 0 | 0 | 0 | + | 0 | ? | + | ? | ++ | ? | ? | ? | + |
| PS-C8 | Ferry pier | + | 0 | 0 | 0 | + | 0 | ? | + | ? | ++ | ? | ? | ? | + |
| | D - Primary routes requiring public realm enhancements | | | | | | | | | | | | | | |
| PS-D1 | Old Portsmouth to Hayling Ferry | ? | 0 | 0 | 0 | ? | 0 | ? | + | ? | ++ | ? | ? | 0 | + |
| PS-D2 | Clarence Pier - Pier Road | ? | 0 | 0 | 0 | ? | 0 | ? | + | ? | ++ | ? | ? | 0 | + |
| PS-D3 | Ave de Caen | ? | 0 | 0 | 0 | ? | 0 | ? | + | ? | ++ | ? | ? | 0 | + |
| | Theme 1b - Lighting | | | | | | | | | | | | | | |
| | A - Gateway lighting | | | | | | | | | | | | | | |
| L-A1 | Pier Road/Duisburg Way | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-A2 | Duisburg Way/Western Parade | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-A3 | Clarence Parade/Ave De Caen | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-A4 | St Helen's Parade | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-A5 | St Georges Road | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-A6 | Eastney Esplanade/Eastney toilet block | 0 | 0 | ? | 0 | 0 | 0 | ? | +/- | ? | ++ | ? | ? | ? | + |
| | B - Focal lighting | | | | | | | | | | | | | | |
| L-B1 | The Point, Spice Island | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-B2 | Round Tower | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-B3 | Square Tower | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-B4 | Royal Garrison Church | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-B5 | Spur Redoubt | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-B6 | Clarence Pier | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-B7 | Royal Naval Memorial | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-B8 | Area outside Blue Reef | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-B9 | D-Day Story | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |

| | | SA OBJECTIVES | | | | | | | | | | | | | |
|---|---|----------------------|-------------------------------|--------|---------------------|-------------|--|--|--------------------------------------|--|-------------------------|--|--|---------------------------|--|
| | | Travel and Transport | Water (resources and quality) | Energy | Noise and Vibration | Air quality | Waste and resource management (soil, contaminated land, & waste) | Sustainable construction and buildings | Biodiversity and nature conservation | Historic environment and cultural heritage | Landscape and townscape | Human population, safety, and health and wellbeing | Communities, amenities, and social value | Climate change resilience | Economy, employment, and material assets |
| Seafront Masterplan SPD Options | | | | | | | | | | | | | | | |
| Project ID | Project | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| L-B10 | Southsea Castle | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-B11 | Pyramids | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-B12 | Speakers Corner | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-B13 | South Parade Pier | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-B14 | Rose Garden entrance | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-B15 | East Battery | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-B16 | West Battery | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| C - Improved key junction lighting feature | | | | | | | | | | | | | | | |
| L-C1 | Clarence pier interchange | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-C2 | Ave de Caen/Clarence Esplanade | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| D - Infill listed light columns | | | | | | | | | | | | | | | |
| L-D1 | 2no. adj Hovercraft terminal | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| L-D2 | 1no. nr Rocksby | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| E - Improved highway lighting | | | | | | | | | | | | | | | |
| L-E1 | Various | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| F - Improved key route lighting | | | | | | | | | | | | | | | |
| L-F1 | Various | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| G - Improved pedestrian lighting | | | | | | | | | | | | | | | |
| L-G1 | Various | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| Theme 2 - Street Design and Parking | | | | | | | | | | | | | | | |
| A - Access only roads | | | | | | | | | | | | | | | |
| SP-A1 | Broad St | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | 0 | + |
| SP-A2 | Victoria Ave | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | 0 | + |
| SP-A3 | Clarence Pier interchange | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | 0 | + |
| B - Pedestrianised roads to create new public space | | | | | | | | | | | | | | | |
| SP-B1 | Pembroke Road | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | 0 | + |
| SP-B2 | Cul-de-sac adjoining Victoria Ave | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | 0 | + |
| SP-B3 | Ave de Caen | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | 0 | + |
| SP-B4 | Clarence Esplanade nr. South Parade Gardens | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | 0 | + |
| SP-B5 | St Helens Parade interchange | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | 0 | + |
| C - Spaces made whole | | | | | | | | | | | | | | | |
| SP-C1 | Victoria Ave | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | 0 | + |
| SP-C2 | Pembroke Gardens | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | 0 | + |
| SP-C3 | Ave de Caen | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | 0 | + |
| SP-C4 | South Parade Gardens/Clarence Esplanade | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | 0 | + |
| SP-C5 | St Helens Parade | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | 0 | + |
| D - Clarence Esplanade - one way west-east with parking on north | | | | | | | | | | | | | | | |
| SP-D1 | Various | +/- | 0 | 0 | 0 | +/- | 0 | ? | 0 | ? | ++ | ? | ? | 0 | + |
| E - Parking to north of road at Eastney Esplanade | | | | | | | | | | | | | | | |
| SP-E1 | Various | +/- | 0 | 0 | 0 | +/- | 0 | ? | 0 | ? | ++ | ? | ? | 0 | + |
| Theme 3 - Walking and Cycling | | | | | | | | | | | | | | | |
| A - Improved pedestrian routes from Gunwharf Quays to Clarence Pier via Old Portsmouth | | | | | | | | | | | | | | | |
| WC-A1 | Various | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | + | 0 | + |

| | | SA OBJECTIVES | | | | | | | | | | | | | |
|---------------------------------|---|----------------------|-------------------------------|--------|---------------------|-------------|--|--|--------------------------------------|--|-------------------------|--|--|---------------------------|--|
| Seafront Masterplan SPD Options | | Travel and Transport | Water (resources and quality) | Energy | Noise and Vibration | Air quality | Waste and resource management (soil, contaminated land, & waste) | Sustainable construction and buildings | Biodiversity and nature conservation | Historic environment and cultural heritage | Landscape and townscape | Human population, safety, and health and wellbeing | Communities, amenities, and social value | Climate change resilience | Economy, employment, and material assets |
| Project ID | Project | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| | B - Guaranteed accessibility route for mobility impaired | | | | | | | | | | | | | | |
| WC-B1 | Various | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | + | 0 | + |
| | C - Segregated dual direction cycle route | | | | | | | | | | | | | | |
| WC-C1 | Various | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | + | 0 | + |
| | D - New/improved shared pedestrian and cycle routes | | | | | | | | | | | | | | |
| WC-D1 | Various | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | + | 0 | + |
| | E - New/improved cycle routes | | | | | | | | | | | | | | |
| WC-E1 | Various | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | + | 0 | + |
| | F - Junction improvements | | | | | | | | | | | | | | |
| WC-F1 | Grand Parade/Penny St | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | + | 0 | + |
| WC-F2 | Pier Road roundabout | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | + | 0 | + |
| WC-F3 | Kent Road/Western Parade | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | + | 0 | + |
| WC-F4 | Western Parade/Duisburg Way | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | + | 0 | + |
| WC-F5 | Clarence Parade/Ave de Caen | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | + | 0 | + |
| WC-F6 | Ave de Caen/Clarence Esplanade | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | + | 0 | + |
| WC-F7 | Burgoyne Rd/ South Parade | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | + | 0 | + |
| WC-F8 | Granada Road/ St Helens Parade | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | + | 0 | + |
| WC-F9 | Festing Road/ St Helens Parade | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | + | 0 | + |
| WC-F10 | St Georges Road/ Eastern Esplanade | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | + | 0 | + |
| | Theme 4 - Public Transport | | | | | | | | | | | | | | |
| | A - Extension to existing P&R route(s) to serve Clarence Pier, with a focus on weekends, school holidays, and events | | | | | | | | | | | | | | |
| PT-A1 | Various | + | 0 | 0 | 0 | + | 0 | 0 | 0 | ? | 0 | 0 | + | 0 | + |
| | B - Linear 'hop on, hop off' seafront bus service at peak times | | | | | | | | | | | | | | |
| PT-B1 | Various | + | 0 | 0 | 0 | + | 0 | 0 | 0 | ? | 0 | 0 | + | 0 | + |
| | C - Bus route from east of the city into the seafront area | | | | | | | | | | | | | | |
| PT-C1 | Various | + | 0 | 0 | 0 | + | 0 | 0 | 0 | ? | 0 | 0 | + | 0 | + |
| | D - Multi-modal transport hubs: | | | | | | | | | | | | | | |
| PT-D1 | Clarence Pier | + | 0 | ? | 0 | + | 0 | ? | 0 | ? | ? | 0 | + | 0 | + |
| PT-D2 | Southsea Castle | + | 0 | ? | 0 | + | 0 | ? | 0 | ? | ? | 0 | + | 0 | + |
| PT-D3 | St Helens Parade | + | 0 | ? | 0 | + | 0 | ? | 0 | ? | ? | 0 | + | 0 | + |
| PT-D4 | Eastney swimming pool | + | 0 | ? | 0 | + | 0 | ? | 0 | ? | ? | 0 | + | 0 | + |
| PT-D5 | Ferry Road | + | 0 | ? | 0 | + | 0 | ? | 0 | ? | ? | 0 | + | 0 | + |
| | Theme 5 - Health and Wellbeing | | | | | | | | | | | | | | |
| | A - 3km cycle loop around Southsea Common | | | | | | | | | | | | | | |
| HW-A1 | Various | ? | 0 | 0 | 0 | + | 0 | 0 | 0 | ? | ? | ? | ? | 0 | + |
| | B - Provision of new or improved children's play facilities | | | | | | | | | | | | | | |
| HW-B1 | Nr. Clarence car park | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | + | 0 | + |
| HW-B2 | Adj. skate park | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | + | 0 | + |
| HW-B3 | Canoe Lake | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | + | 0 | + |
| HW-B4 | Adj. East Battery | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | + | 0 | + |
| HW-B5 | Fort Cumberland | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | + | 0 | + |

| | | SA OBJECTIVES | | | | | | | | | | | | | |
|---------------------------------|---|----------------------|-------------------------------|--------|---------------------|-------------|--|--|--------------------------------------|--|-------------------------|--|--|---------------------------|--|
| | | Travel and Transport | Water (resources and quality) | Energy | Noise and Vibration | Air quality | Waste and resource management (soil, contaminated land, & waste) | Sustainable construction and buildings | Biodiversity and nature conservation | Historic environment and cultural heritage | Landscape and townscape | Human population, safety, and health and wellbeing | Communities, amenities, and social value | Climate change resilience | Economy, employment, and material assets |
| Seafront Masterplan SPD Options | | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| Project ID | Project | | | | | | | | | | | | | | |
| | C - Provision of new/improved sports facilities | | | | | | | | | | | | | | |
| HW-C1 | MOD field nr. Pembroke Road | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | + | 0 | + |
| HW-C2 | Southsea manager's compound/Tennis courts | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | + | 0 | + |
| HW-C3 | Existing cricket ground/ Tenth Hole pitch and putt | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | + | 0 | + |
| HW-C4 | Eastney Swimming Pool | 0 | 0 | ? | 0 | 0 | 0 | ? | 0 | ? | ? | ? | + | 0 | + |
| HW-C5 | Fort Cumberland | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | + | 0 | + |
| | D - 'Access for All' route and potential future extensions (Guaranteed access for the mobility impaired) | | | | | | | | | | | | | | |
| HW-D1 | Various | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | + | + | 0 | + |
| | Theme 6 - Visitor Economy | | | | | | | | | | | | | | |
| | A - 'Ferry 2 Ferry' 8km route | | | | | | | | | | | | | | |
| VE-A1 | Various | + | 0 | 0 | 0 | + | 0 | ? | ? | ? | ? | + | + | 0 | + |
| | B - Large-scale public space enhancement opportunities | | | | | | | | | | | | | | |
| VE-B1 | Clarence Pier interchange | + | 0 | 0 | 0 | ? | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| VE-B2 | Ave de Caen | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| VE-B3 | Pyramids/Rock Gardens/South Parade Gardens | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| VE-B4 | St Helens Parade/Canoe Lake | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | C - Cluster areas where activity will be focused | | | | | | | | | | | | | | |
| VE-C1 | Old Portsmouth Broad St area | 0 | ? | ? | 0 | 0 | ? | ? | 0 | ? | ? | ? | ? | 0 | + |
| VE-C2 | Clarence Pier and car park | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | 0 | + |
| VE-C3 | Central seafront | 0 | ? | ? | 0 | 0 | ? | ? | 0 | ? | ? | ? | ? | 0 | + |
| VE-C4 | Speakers Corner to St Helens Parade | 0 | ? | ? | 0 | 0 | ? | ? | - | ? | ? | ? | ? | 0 | + |
| VE-C5 | St Georges Road | 0 | ? | ? | 0 | 0 | ? | ? | - | ? | ? | ? | ? | 0 | + |
| VE-C6 | Eastney swimming pool area | 0 | ? | ? | 0 | 0 | ? | ? | +/- | ? | ? | ? | ? | 0 | + |
| VE-C7 | RNLI and ferry pier area | 0 | ? | ? | 0 | 0 | ? | ? | +/- | ? | ? | ? | ? | 0 | + |
| | Theme 7 - Development Opportunities | | | | | | | | | | | | | | |
| | A - Short-term | | | | | | | | | | | | | | |
| DO-A1 | Wightlink site | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| DO-A2 | Round Tower | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| DO-A3 | Square Tower | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| DO-A4 | Speakers' Corner | + | ? | ? | 0 | + | ? | ? | 0 | ? | + | ? | ? | ? | + |
| DO-A5 | Canoe Lake | ? | ? | ? | 0 | ? | ? | ? | 0 | ? | + | ? | ? | ? | + |
| DO-A6 | St Georges Road (1) | + | ? | ? | 0 | 0 | ? | ? | - | ? | + | ? | ? | ? | + |
| DO-A7 | Fraser Range | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | + |
| DO-A8 | Fort Cumberland | ? | ? | ? | 0 | ? | ? | ? | - | ? | ? | ? | ? | ? | + |
| DO-A9 | Southsea Marina | ? | ? | ? | 0 | ? | ? | ? | +/- | 0 | ? | ? | ? | ? | + |
| | B - Medium-term | | | | | | | | | | | | | | |
| DO-B1 | Clarence Pier and interchange | + | ? | ? | 0 | + | ? | ? | - | ? | ? | ? | ? | ? | + |
| DO-B2 | Clarence Pier extension | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| DO-B3 | Blue Reef aquarium | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| DO-B4 | PCC depot / Tennis club etc | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| DO-B5 | The Pyramids | ? | ? | ? | 0 | ? | ? | ? | - | ? | ? | ? | ? | ? | + |

| | | SA OBJECTIVES | | | | | | | | | | | | | |
|--|--|----------------------|-------------------------------|--------|---------------------|-------------|--|--|--------------------------------------|--|-------------------------|--|--|---------------------------|--|
| | | Travel and Transport | Water (resources and quality) | Energy | Noise and Vibration | Air quality | Waste and resource management (soil, contaminated land, & waste) | Sustainable construction and buildings | Biodiversity and nature conservation | Historic environment and cultural heritage | Landscape and townscape | Human population, safety, and health and wellbeing | Communities, amenities, and social value | Climate change resilience | Economy, employment, and material assets |
| Seafront Masterplan SPD Options | | | | | | | | | | | | | | | |
| Project ID | Project | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| DO-B6 | St Helens Parade | 0 | ? | ? | 0 | 0 | ? | ? | - | ? | + | ? | ? | ? | + |
| DO-B7 | St Georges Road (2) | ? | ? | ? | 0 | ? | ? | ? | 0 | ? | + | ? | ? | ? | + |
| DO-B8 | East Eastney | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | ? | ? | ? | ? | + |
| DO-B9 | Eastney Swimming Pool | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | + | ? | ? | ? | + |
| DO-B10 | RNLI site | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | ? | ? | ? | ? | + |
| C - Long-term | | | | | | | | | | | | | | | |
| DO-C1 | Fish market/public toilets | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| DO-C2 | Long Curtain Moat | ? | ? | ? | 0 | ? | ? | ? | ? | +/- | ? | ? | ? | ? | + |
| Key Area 1 - Old Portsmouth | | | | | | | | | | | | | | | |
| A - Opportunity Areas | | | | | | | | | | | | | | | |
| OP-A1 | Former Wightlink site/PCC car park and buildings | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| OP-A2 | Fish market and public toilets | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| OP-A3 | LCM/King's Bastion | ? | ? | ? | ? | ? | ? | ? | ? | +/- | +/- | ? | ? | ? | + |
| OP-A4 | Round Tower | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| OP-A5 | Square Tower | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| B - Public space enhancements | | | | | | | | | | | | | | | |
| OP-B1 | The Point, Spice Island | 0 | 0 | 0 | 0 | 0 | ? | ? | + | ? | + | ? | ? | ? | + |
| OP-B2 | Grand Parade | ? | 0 | 0 | 0 | + | ? | ? | 0 | ? | + | ? | ? | ? | + |
| OP-B3 | King's Bastion | 0 | 0 | 0 | 0 | 0 | ? | ? | + | ? | + | ? | ? | ? | + |
| C - Highway enhancements | | | | | | | | | | | | | | | |
| OP-C1 | Broad Street | ? | 0 | 0 | 0 | + | ? | ? | 0 | ? | + | ? | ? | ? | + |
| OP-C2 | Broad St pedestrian crossing to Feltham Row | ? | 0 | 0 | 0 | + | ? | ? | 0 | ? | + | ? | ? | ? | + |
| D - Cycle routes | | | | | | | | | | | | | | | |
| OP-D1 | White Hart Rd to Pier Road | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | + | ? | + | ? | + |
| E - Walking routes | | | | | | | | | | | | | | | |
| OP-E1 | Various | ? | 0 | 0 | 0 | + | 0 | ? | 0 | ? | + | ? | + | ? | + |
| F - Landscape enhancements | | | | | | | | | | | | | | | |
| OP-F1 | Pembroke Gardens (former site of Nelson Statue) | 0 | 0 | 0 | 0 | 0 | ? | ? | + | ? | + | ? | ? | ? | + |
| Key Area 2 - Clarence Pier | | | | | | | | | | | | | | | |
| A - Opportunity Areas | | | | | | | | | | | | | | | |
| CP-A1 | Clarence Pier | ? | ? | ? | 0 | ? | ? | ? | - | ? | ? | ? | ? | ? | + |
| CP-A2 | Clarence Pier interchange (inc public toilets) | + | ? | ? | 0 | + | ? | ? | ? | ? | ? | ? | ? | ? | + |
| CP-A3 | Clarence Pier carpark | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| CP-A4 | Clarence Pier extension | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| CP-A5 | Hovertravel terminal | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| CP-A6 | LCM car park | ? | 0 | ? | ? | ? | ? | ? | ? | - | ? | ? | ? | ? | + |
| CP-A7 | Brewers Fayre pub | ? | 0 | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | + |
| CP-A8 | Premier Inn hotel | ? | 0 | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | + |
| B - Public space enhancements | | | | | | | | | | | | | | | |
| CP-B1 | Clarence pier interchange | + | 0 | ? | 0 | + | ? | ? | ? | ? | + | ? | ? | ? | + |
| C - Highway enhancements | | | | | | | | | | | | | | | |
| CP-C1 | Clarence pier interchange | + | ? | ? | 0 | + | ? | ? | ? | ? | + | ? | ? | ? | + |
| CP-C2 | Pier Road | ? | 0 | 0 | 0 | + | ? | ? | ? | ? | + | ? | ? | ? | + |
| CP-C3 | Duisburg Way | ? | 0 | 0 | 0 | + | ? | ? | ? | ? | + | ? | ? | ? | + |
| CP-C4 | Pembroke Road | ? | 0 | 0 | 0 | + | ? | ? | ? | ? | + | ? | ? | ? | + |

| | | SA OBJECTIVES | | | | | | | | | | | | | |
|---------------------------------|---|----------------------|-------------------------------|--------|---------------------|-------------|--|--|--------------------------------------|--|-------------------------|--|--|---------------------------|--|
| Seafront Masterplan SPD Options | | Travel and Transport | Water (resources and quality) | Energy | Noise and Vibration | Air quality | Waste and resource management (soil, contaminated land, & waste) | Sustainable construction and buildings | Biodiversity and nature conservation | Historic environment and cultural heritage | Landscape and townscape | Human population, safety, and health and wellbeing | Communities, amenities, and social value | Climate change resilience | Economy, employment, and material assets |
| Project ID | Project | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| CP-C5 | Victoria Ave | ? | 0 | 0 | 0 | + | ? | ? | ? | ? | + | ? | ? | ? | + |
| CP-C6 | Ped route - Clarence Pier to Clarence Parade | ? | 0 | 0 | 0 | + | ? | ? | ? | ? | + | ? | ? | ? | + |
| | D - Cycle routes | | | | | | | | | | | | | | |
| CP-D1 | Clarence Esplanade | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| CP-D2 | Royal Garrison Church to Clarence Parade via Duisburg Way | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| | E - Walking routes | | | | | | | | | | | | | | |
| CP-E1 | Various | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| | F - Landscape enhancements | | | | | | | | | | | | | | |
| CP-F1 | Northern edge of Clarence Pier carpark | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | + | ? | ? | ? | + |
| | Key Area 3 - Ave de Caen to Southsea Castle | | | | | | | | | | | | | | |
| | A - Opportunity Areas | | | | | | | | | | | | | | |
| AC-A1 | Former pitch&putt/minigolf | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| AC-A2 | Garden centre | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| AC-A3 | Tennis courts | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| AC-A4 | Watkins & Faux cafe | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| AC-A5 | Splash pool | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| AC-A6 | Beach volleyball court | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| AC-A7 | Former Seafront Manager compound | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| AC-A8 | Blue Reef aquarium and adj. space | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| | B - Public space enhancements | | | | | | | | | | | | | | |
| AC-B1 | N/A | | | | | | | | | | | | | | |
| | C - Highway enhancements | | | | | | | | | | | | | | |
| AC-C1 | Ave de Caen | ? | 0 | 0 | 0 | + | ? | ? | ? | ? | + | ? | ? | ? | + |
| | D - Cycle routes | | | | | | | | | | | | | | |
| AC-D1 | SPP to Clarence Parade and Ladies Mile | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| | E - Walking routes | | | | | | | | | | | | | | |
| AC-E1 | Various | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| | F - Landscape enhancements | | | | | | | | | | | | | | |
| | N/A | | | | | | | | | | | | | | |
| | Key Area 4 - Skatepark to Speakers' Corner | | | | | | | | | | | | | | |
| | A - Opportunity Areas | | | | | | | | | | | | | | |
| SC-A1 | South Parade Gardens | + | ? | ? | 0 | + | ? | ? | 0 | ? | + | ? | ? | ? | + |
| SC-A2 | Pyramids and carpark | ? | ? | ? | 0 | + | ? | ? | - | ? | + | ? | ? | ? | + |
| SC-A3 | Rock Gardens | 0 | 0 | ? | 0 | ? | ? | ? | 0 | ? | + | ? | ? | ? | + |
| SC-A4 | Speakers Corner | + | ? | ? | 0 | + | ? | ? | 0 | ? | + | ? | ? | ? | + |
| | B - Public space enhancements | | | | | | | | | | | | | | |
| SC-B1 | Around Skatepark | 0 | ? | ? | 0 | 0 | ? | ? | 0 | ? | + | ? | ? | ? | + |
| SC-B2 | Adj. Skatepark | 0 | ? | ? | 0 | 0 | ? | ? | 0 | ? | + | ? | ? | ? | + |
| | C - Highway enhancements | | | | | | | | | | | | | | |
| SC-C1 | Clarence Esplanade/Jack Cockerill Way | ? | 0 | 0 | 0 | + | ? | ? | ? | ? | + | ? | ? | ? | + |
| | D - Cycle routes | | | | | | | | | | | | | | |
| SC-D1 | SPP to Clarence Parade and Ladies Mile | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| | E - Walking routes | | | | | | | | | | | | | | |
| SC-E1 | Various | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| | F - Landscape enhancements | | | | | | | | | | | | | | |
| | N/A | | | | | | | | | | | | | | |
| | Key Area 5 - Canoe Lake & Eastney Beach | | | | | | | | | | | | | | |

| | | SA OBJECTIVES | | | | | | | | | | | | | |
|---------------------------------|---|----------------------|-------------------------------|--------|---------------------|-------------|--|--|--------------------------------------|--|-------------------------|--|--|---------------------------|--|
| Seafront Masterplan SPD Options | | Travel and Transport | Water (resources and quality) | Energy | Noise and Vibration | Air quality | Waste and resource management (soil, contaminated land, & waste) | Sustainable construction and buildings | Biodiversity and nature conservation | Historic environment and cultural heritage | Landscape and townscape | Human population, safety, and health and wellbeing | Communities, amenities, and social value | Climate change resilience | Economy, employment, and material assets |
| Project ID | Project | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| | A - Opportunity Areas | | | | | | | | | | | | | | |
| CL-A1 | St Helens Parade gardens (D-Day stone memorial) | ? | ? | ? | 0 | + | ? | ? | 0 | ? | + | ? | ? | ? | + |
| CL-A2 | Beach adj. SPP | 0 | ? | ? | 0 | 0 | ? | ? | 0 | ? | + | ? | ? | ? | + |
| CL-A3 | Canoe Lake - various | ? | ? | ? | 0 | ? | ? | ? | 0 | ? | + | ? | ? | ? | + |
| CL-A4 | St Georges Road beach huts and toilet block | ? | ? | ? | 0 | ? | ? | ? | 0 | ? | + | ? | ? | ? | + |
| CL-A5 | Beach ad St Georges Rd junction | ? | ? | ? | 0 | 0 | ? | ? | - | ? | + | ? | ? | ? | + |
| CL-A6 | Eastney Swimming pool and toilet block and beach | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | + | ? | ? | ? | + |
| | B - Public space enhancements | | | | | | | | | | | | | | |
| | N/A | | | | | | | | | | | | | | |
| | C - Highway enhancements | | | | | | | | | | | | | | |
| | N/A | | | | | | | | | | | | | | |
| | D - Cycle routes | | | | | | | | | | | | | | |
| CL-D1 | SPP to Eastney via Eastney Esplanade and St Helens Parade/St Georges Rd | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| | E - Walking routes | | | | | | | | | | | | | | |
| CL-E1 | Eastney Esplanade | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| | F - Landscape enhancements | | | | | | | | | | | | | | |
| | N/A | | | | | | | | | | | | | | |
| | Key Area 6 - Fort Cumberland & Ferry Road | | | | | | | | | | | | | | |
| | A - Opportunity Areas | | | | | | | | | | | | | | |
| FC-A1 | Southsea Marina | ? | ? | ? | 0 | ? | ? | ? | +/- | 0 | ? | ? | ? | ? | + |
| FC-A2 | Fort Cumberland | ? | ? | ? | 0 | ? | ? | ? | - | ? | ? | ? | ? | ? | + |
| FC-A3 | Fraser Range (Qinetiq) | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| FC-A4 | RNLI building | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | ? | ? | ? | ? | + |
| FC-A5 | Hayling Ferry pier (Eastney side) | ? | ? | ? | 0 | ? | 0 | ? | +/- | 0 | ? | 0 | 0 | + | + |
| | B - Public space enhancements | | | | | | | | | | | | | | |
| FC-B1 | Bus stop nr. RNLI | + | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | + | ? | 0 | 0 | + |
| FC-B2 | Land adj. Southsea Marina | + | 0 | 0 | 0 | 0 | 0 | ? | ? | +/- | +/- | ? | 0 | 0 | + |
| | C - Highway enhancements | | | | | | | | | | | | | | |
| | N/A | | | | | | | | | | | | | | |
| | D - Cycle routes | | | | | | | | | | | | | | |
| FC-D1 | Eastney swimming pool to Hayling Ferry Pier via Ferry Road and potential route along south of FC | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| | E - Walking routes | | | | | | | | | | | | | | |
| FC-E1 | Eastney swimming pool to Hayling Ferry Pier via Ferry Road and potential route along south of FC; FC heath park | ? | 0 | 0 | 0 | + | 0 | ? | +/- | ? | + | ? | + | ? | + |
| | F - Landscape enhancements | | | | | | | | | | | | | | |
| FC-F1 | Fort Cumberland Heath | + | 0 | 0 | 0 | 0 | ? | ? | +/- | ? | + | ? | ? | ? | + |

APPENDIX 7

SA Scoring of final Seafront Masterplan SPD March 2021 document

| Seafront Masterplan SPD March 2021 - Vision and Objectives | | SA OBJECTIVES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|----------------------|---|---|---|-------------------------------|---|---|--------|---|---------------------|---|---|-------------|---|--|---|---|---|--|---|--------------------------------------|---|---|---|--|---|---|---|---|-------------------------|----|----|--|----|----|--|---|----|---------------------------|---|---|--|---|---|---|---|---|---|---|
| | | Travel and Transport | | | | Water (resources and quality) | | | Energy | | Noise and Vibration | | | Air quality | | Waste and resource management (soil, contaminated land, & waste) | | | | Sustainable construction and buildings | | Biodiversity and nature conservation | | | | Historic environment and cultural heritage | | | | | Landscape and townscape | | | Human population, safety, and health and wellbeing | | | Communities, amenities, and social value | | | Climate change resilience | | | Economy, employment, and material assets | | | | | | | |
| | | A | | | | B | | | C | | D | | | E | | F | | | | G | | H | | | | I | | | | | J | | | K | | | L | | | M | | | N | | | | | | | |
| Project | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | | | | | | | | | |
| Vision | The seafront's natural and historic assets will be protected, conserved, and enhanced. The seafront will be a beautiful, functional, sustainable, and resilient place that is healthy, safe, enjoyable, and accessible to all | ? | + | + | ? | + | + | + | + | + | + | + | ? | ? | + | 0 | + | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | + | ? | ? | + | + | + | + | ? | + | + | + | | | | | | |
| Objectives | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Protect and enhance the seafront's natural assets and achieve a net gain in biodiversity | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 2 | Conserve and enhance the seafront's heritage assets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | ++ | + | ++ | ++ | + | + | + | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | + | + | + |
| 3 | Ensure that new development at the seafront is of excellent design and enhances the seafront overall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | ? | ? | ? | ? | + | + | ? | + | + | ++ | ++ | ++ | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | + | + | + | | | | |
| 4 | Ensure that new development is functional and compatible with the overall functionality of the seafront | + | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | ? | 0 | 0 | 0 | 0 | + | ? | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | | | |
| 5 | Ensure that new development is sustainable, mitigates climate change, and is resilient to the effects of climate change | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | | | |
| 6 | Ensure that new development maximises opportunities to improve people's health, wellbeing, and safety | + | + | + | + | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | + | + | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | + | ++ | + | ++ | + | ++ | + | + | + | + | + | 0 | + | 0 | 0 | 0 | |
| 7 | Ensure that new development maximises opportunities to improve people's enjoyment of the seafront | ? | + | + | + | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | + | + | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | ++ | ++ | ++ | + | + | + | 0 | 0 | + | + | + | + | | | | |
| 8 | Ensure that new development maximises opportunities to improve accessibility to all | ? | + | + | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | ++ | ? | + | + | + | 0 | 0 | 0 | + | + | + | | | | |
| 9 | Ensure that new development promotes active and sustainable travel | + | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | + | 0 | + | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | | | |
| 10 | Ensure that new development, including alterations to roads, seeks to minimise space allocated to motor vehicles, in order to better accommodate other travel modes as attractive alternatives | + | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | + | + | ? | ? | + | + | 0 | 0 | ? | + | + | + | | | | | |

| Seafront Masterplan SPD March 2021 - Vision and Objectives | | SA OBJECTIVES | | | | | | | | | | | | | |
|---|--|----------------------|-------------------------------|--------|---------------------|-------------|--|--|--------------------------------------|--|-------------------------|--|--|---------------------------|--|
| | | Travel and Transport | Water (resources and quality) | Energy | Noise and Vibration | Air quality | Waste and resource management (soil, contaminated land, & waste) | Sustainable construction and buildings | Biodiversity and nature conservation | Historic environment and cultural heritage | Landscape and townscape | Human population, safety, and health and wellbeing | Communities, amenities, and social value | Climate change resilience | Economy, employment, and material assets |
| | | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| Vision | <i>The seafront's natural and historic assets will be protected, conserved, and enhanced. The seafront will be a beautiful, functional, sustainable, and resilient place that is healthy, safe, enjoyable, and accessible to all</i> | ? | + | + | + | ? | + | ? | ? | ? | + | ? | ? | ? | + |
| Objectives | | | | | | | | | | | | | | | |
| 1 | Protect and enhance the seafront's natural assets and achieve a net gain in biodiversity | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | 0 | 0 | 0 | + | 0 | 0 |
| 2 | Conserve and enhance the seafront's heritage assets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 | + |
| 3 | Ensure that new development at the seafront is of excellent design and enhances the seafront overall | 0 | 0 | 0 | 0 | 0 | 0 | + | ? | ? | ++ | 0 | + | 0 | + |
| 4 | Ensure that new development is functional and compatible with the overall functionality of the seafront | + | 0 | 0 | 0 | ? | 0 | ? | + | + | + | + | + | + | + |
| 5 | Ensure that new development is sustainable, mitigates climate change, and is resilient to the effects of climate change | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| 6 | Ensure that new development maximises opportunities to improve people's health, wellbeing, and safety | + | 0 | 0 | + | + | + | 0 | + | + | + | + | + | + | 0 |
| 7 | Ensure that new development maximises opportunities to improve people's enjoyment of the seafront | ? | 0 | 0 | + | + | + | 0 | + | + | + | ++ | + | + | + |
| 8 | Ensure that new development maximises opportunities to improve accessibility to all | ? | 0 | 0 | 0 | ? | 0 | 0 | ? | ? | + | ? | + | 0 | + |
| 9 | Ensure that new development promotes active and sustainable travel | + | 0 | 0 | 0 | + | 0 | 0 | ? | ? | + | ? | 0 | 0 | + |
| 10 | Ensure that new development, including alterations to roads, seeks to minimise space allocated to motor vehicles, in order to better accommodate other travel modes as attractive alternatives | + | 0 | 0 | 0 | + | 0 | 0 | 0 | ? | ++ | ? | ? | ? | + |

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| Seafront Masterplan SPD - March 2021 | | | | | SA OBJECTIVES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|--|--|----------------------|---|---|---|-------------------------------|---|---|--------|---|---------------------|---|---|-------------|---|--|---|---|---|--|-----|--------------------------------------|-----|-----|-----|--|-----|-----|---|---|-------------------------|---|----|--|----|----|--|---|---|---------------------------|---|---|--|---|---|---|----|----|----|----|---|---|---|---|---|---|
| | | | | | Travel and Transport | | | | Water (resources and quality) | | | Energy | | Noise and Vibration | | | Air quality | | Waste and resource management (soil, contaminated land, & waste) | | | | Sustainable construction and buildings | | Biodiversity and nature conservation | | | | Historic environment and cultural heritage | | | | | Landscape and townscape | | | Human population, safety, and health and wellbeing | | | Communities, amenities, and social value | | | Climate change resilience | | | Economy, employment, and material assets | | | | | | | | | | | | | |
| Project | | | | | A | | | | B | | | C | | D | | | E | | F | | | | G | | H | | | | I | | | | | J | | | K | | | L | | | M | | | N | | | | | | | | | | | | | |
| | | | | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | | | | | | | | | | | |
| Page 302 | St Georges Road | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | | | |
| | Eastney Esplanade/Eastney toilet block | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | +/- | +/- | +/- | +/- | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | | |
| | B - Focal lighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | The Point, Spice Island | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | Round Tower | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | Square Tower | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | Royal Garrison Church | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | Spur Redoubt | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | Clarence Pier | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | Royal Naval Memorial | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | Area outside Blue Reef | | | | | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | D-Day Story | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | Southsea Castle | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | Pyramids | | | | | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | Speakers Corner | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | South Parade Pier | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | Rose Garden entrance | | | | | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | East Battery | | | | | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | West Battery | | | | | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | |
| | C - Improved key junction lighting feature | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Clarence pier interchange | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | | | |
| | Ave de Caen/Clarence Esplanade | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | | |
| | D - Improved highway lighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Various | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | + | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | | |
| | E - Improved key route lighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Various | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | + | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | | | |
| F - Improved pedestrian lighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Various | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | ? | 0 | 0 | ? | ? | ? | ? | ? | ++ | ++ | ++ | ? | ? | ? | + | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | | | |
| Theme 6 - Transport and Access | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Guidance text (pgs. 44-46) | | | | | + | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | + | + | ? | 0 | ? | + | + | + | 0 | 0 | 0 | + | + | + | | | | | | | | |
| Theme 7 - Economy and Attractions | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Guidance text (pg. 47) | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | ++ | ++ | | | | | | | |
| Cluster areas where activity will be focused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Old Portsmouth | | | | | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | +/- | +/- | +/- | + | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | | |
| Clarence Pier | | | | | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | +/- | +/- | +/- | + | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | | |
| Southsea Castle | | | | | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | +/- | +/- | +/- | + | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | | |
| South Parade Pier | | | | | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | +/- | +/- | +/- | + | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | | |
| Canoe Lake Park & St Georges Road | | | | | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | | |
| Eastney swimming pool | | | | | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | +/- | +/- | +/- | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | | |
| Eastney Point | | | | | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | +/- | +/- | ? | ? | + | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | + | + | + | | | | | |
| Theme 8 - Development Opportunities | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Guidance text (pg. 49) | | | | | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | ? | ? | ? | ? | + | + | + | ? | ? | ? | ? | ++ | ++ | ++ | | | | | | |
| A - Short-term | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wightlink site | | | | | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | ? | +/- | +/- | +/- | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | | | | | |
| Hovertravel terminal and interchange | | | | | + | + | + | + | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | ? | 0 | ? | ? | - | - | +/- | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | | | | | | |
| Blue Reef aquarium | | | | | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | +/- | +/- | +/- | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | | | | | |
| The Pyramids | | | | | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | - | - | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | + | + | + |

| Seafrost Masterplan SPD - March 2021 | | SA OBJECTIVES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----|----------------------|---|---|---|-------------------------------|---|---|---|--------|---|---------------------|---|---|-------------|---|--|---|---|---|--|---|--------------------------------------|-----|-----|-----|--|---|---|---|---|-------------------------|----|----|--|----|---|--|---|---|---------------------------|---|---|--|---|---|----|----|----|---|---|---|---|
| | | Travel and Transport | | | | Water (resources and quality) | | | | Energy | | Noise and Vibration | | | Air quality | | Waste and resource management (soil, contaminated land, & waste) | | | | Sustainable construction and buildings | | Biodiversity and nature conservation | | | | Historic environment and cultural heritage | | | | | Landscape and townscape | | | Human population, safety, and health and wellbeing | | | Communities, amenities, and social value | | | Climate change resilience | | | Economy, employment, and material assets | | | | | | | | | |
| | | A | | | | B | | | | C | | D | | | E | | F | | | | G | | H | | | | I | | | | | J | | | K | | | L | | | M | | | N | | | | | | | | | |
| Project | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | | | | | | | | | | |
| Speakers' Corner/South Parade Gardens | + | + | + | + | 0 | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | +/- | ? | + | + | ? | + | + | + | + | ++ | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | | | | |
| Canoe Lake Park | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | | | |
| Eastney Esplanade West | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | +/- | +/- | +/- | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | | | | |
| Royal Marines Museum | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | +/- | ? | + | + | + | + | + | + | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | | | |
| Southsea Leisure Park | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | ? | ? | - | - | +/- | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | ? | + | + | + | | | | | |
| Fraser Range | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | +/- | ? | 0 | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | | |
| Fort Cumberland | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | - | ? | 0 | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | | |
| B - Medium-term | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clarence Pier | + | + | + | + | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | ? | 0 | ? | ? | - | - | +/- | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | | | |
| Southsea Tennis club etc | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | | | |
| St Helens Parade | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | - | - | +/- | ? | ? | ? | ? | ? | ? | + | + | ++ | + | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | |
| Eastney Swimming Pool | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | +/- | ? | 0 | ? | ? | ? | ? | ? | + | + | ++ | + | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | |
| Southsea Marina | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ++ | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | |
| RNLI site | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | ? | + | 0 | 0 | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | ? | + | + | + | | |
| Eastney Point ferry terminal | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | ? | + | 0 | 0 | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | |
| C - Long-term | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fish market/public toilets | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | +/- | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | |
| AREA GUIDANCE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Area 1 - Old Portsmouth | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Guidance text | + | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | + | + | ++ | ? | ? | ? | ? | ? | + | + | + | ? | 0 | ? | ++ | ++ | ++ | | | | |
| A - Opportunity Areas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Former Wightlink site/PCC car park and buildings | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | +/- | +/- | +/- | ? | ? | ? | ? | ? | ? | ? | + | ? | ? | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | |
| Fish market and public toilets | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | +/- | +/- | +/- | ? | ? | ? | ? | ? | ? | ? | + | ? | ? | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | |
| B - Public space enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The Point, Spice Island | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | 0 | 0 | 0 | + | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | | | |
| King's Bastion | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | 0 | + | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | | | | |
| C - Highway enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Broad Street | ++ | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | | | | |
| Broad St pedestrian crossing to Feltham Row | ++ | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | ? | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | | | | |
| Area 2 - Clarence Pier | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Guidance text | + | + | + | + | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | | |
| A - Opportunity Areas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clarence Pier | + | + | + | + | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | ? | ? | 0 | ? | ? | - | - | +/- | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | | |
| Hovertravel terminal and interchange | + | + | + | + | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | ? | ? | 0 | ? | ? | - | - | +/- | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | | | |
| B - Public space enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clarence pier interchange | + | + | + | + | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | ++ | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | |
| C - Highway enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clarence pier interchange | + | + | + | + | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + |
| Pier Road | ++ | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | | | | |
| D - Cycle routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Various | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | | | | |
| E - Walking routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Links to Castle Road and Southsea Town Centre | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | | | | |
| F - Car parks | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Increase capacity to car parks | - | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | | |

| Seafrost Masterplan SPD - March 2021 | | SA OBJECTIVES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|----------------------|---|---|---|-------------------------------|---|---|--------|---|---------------------|---|---|-------------|---|--|---|---|---|--|---|--------------------------------------|---|---|---|--|---|---|---|---|-------------------------|---|---|--|---|----|--|----|---|---------------------------|---|---|--|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Travel and Transport | | | | Water (resources and quality) | | | Energy | | Noise and Vibration | | | Air quality | | Waste and resource management (soil, contaminated land, & waste) | | | | Sustainable construction and buildings | | Biodiversity and nature conservation | | | | Historic environment and cultural heritage | | | | | Landscape and townscape | | | Human population, safety, and health and wellbeing | | | Communities, amenities, and social value | | | Climate change resilience | | | Economy, employment, and material assets | | | | | | | | | | | | | | | |
| Project | | A | | | | B | | | C | | D | | | E | | F | | | | G | | H | | | | I | | | | | J | | | K | | | L | | | M | | | N | | | | | | | | | | | | | | | |
| | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | | | | | | | | | | | | | |
| Area 3 - Southsea Common | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Guidance text | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | + | + | + | + | + | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | |
| Sub-area A - Southsea Castle to Palmerston Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Guidance text | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | + | + | + | + | + | ++ | + | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| | A - Opportunity Areas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Blue Reef aquarium and adj. space | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | | | | | |
| | B - Highway enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Ave de Caen (north) | ++ | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | + | + | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | | | | | |
| | Ave de Caen (south) | ++ | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | + | + | + | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | | | | | |
| Sub-area B - Southsea Skatepark | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Guidance text | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | + | + | + | + | + | ++ | + | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + | + | + | + | | | | | | | |
| | A - Opportunity Areas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | B - Public space enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Around Skatepark | 0 | + | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | + | + | ? | ? | ? | ? | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | | | |
| | Adj. Skatepark | 0 | + | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | + | + | ? | ? | ? | ? | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | | | |
| Sub-area C - The Pyramids Centre | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Guidance text | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | ? | 0 | ? | ? | ? | + | - | + | - | + | - | ? | ? | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | |
| | Pyramids and carpark | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | ? | 0 | ? | ? | ? | + | - | + | - | + | - | ? | ? | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | |
| Sub-area D - Speakers' Corner, South Parade Gardens & Rock Gardens | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Guidance text | + | + | + | + | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | ? | 0 | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | + | + | ? | + | + | + | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | | | |
| | Speakers Corner | + | + | + | + | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | ? | 0 | ? | ? | ? | + | - | + | - | + | - | ? | ? | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | | |
| | A - Highway enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Clarence Esplanade/Jack Cockerill Way | ++ | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | + | + | + | + | + | + | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | | | | |
| | B - Cycle routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | SPP to Clarence Parade and Ladies Mile | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | | | | |
| | C - Walking routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Various | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | | | | |
| Sub-area E - South Parade Pier & St Helens Parade | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Guidance text | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | | | | |
| | St Helens Parade gardens (D-Day stone memorial) | + | + | ? | + | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | + | + | ? | ? | ? | ? | 0 | ? | ? | ? | + | - | + | - | + | - | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + |
| | SPP to Eastney via Eastney Esplanade and St Helens Parade/St Georges Rd | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | + | + | + | ? | 0 | + | + | + | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | | | | |
| | E - Walking routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Eastney Esplanade | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | | | | |
| Sub-area F - Canoe Lake Park to St Georges Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Guidance text | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | | | |
| | A - Opportunity Areas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Canoe Lake - various | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | | | |
| Area 4 - St Georges Road to Henderson Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Guidance text | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | | |
| Area 5 - Henderson Road to Eastney Point | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Guidance text | ? | + | ? | + | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | - | + | - | ? | + | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | | | | | | | | |

| Seafrost Masterplan SPD - March 2021 | | SA OBJECTIVES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------------|---|----------------------|---|---|---|-------------------------------|---|---|---|--------|---|---------------------|---|---|-------------|---|--|---|---|---|--|---|--------------------------------------|-----|-----|-----|--|---|---|---|---|-------------------------|---|----|--|----|---|--|---|---|---------------------------|---|---|--|---|---|---|---|---|---|---|
| | | Travel and Transport | | | | Water (resources and quality) | | | | Energy | | Noise and Vibration | | | Air quality | | Waste and resource management (soil, contaminated land, & waste) | | | | Sustainable construction and buildings | | Biodiversity and nature conservation | | | | Historic environment and cultural heritage | | | | | Landscape and townscape | | | Human population, safety, and health and wellbeing | | | Communities, amenities, and social value | | | Climate change resilience | | | Economy, employment, and material assets | | | | | | | |
| | | A | | | | B | | | | C | | D | | | E | | F | | | | G | | H | | | | I | | | | | J | | | K | | | L | | | M | | | N | | | | | | | |
| | Project | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | | | | | | | | | |
| | Eastney Swimming pool and toilet block and beach | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | +/- | ? | ? | 0 | ? | ? | ? | ? | ? | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | |
| | Southsea Leisure Park | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | - | - | +/- | ? | ? | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | |
| | Southsea Marina | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + |
| | Fort Cumberland | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | - | ? | 0 | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | |
| | Fraser Range (Qinetiq) | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | |
| | RNLI building | ? | ? | ? | ? | 0 | ? | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | ? | ? | + | 0 | 0 | ? | ? | ? | ? | ? | ++ | ? | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + |
| | Hayling Ferry pier (Eastney side) | ? | ? | + | ? | ? | 0 | + | ? | ? | ? | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | 0 | ? | ? | +/- | +/- | +/- | + | + | 0 | 0 | 0 | 0 | 0 | ? | ? | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | + | + | |
| | B - Public space enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Bus stop nr. RNLI | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ++ | 0 | 0 | ? | 0 | 0 | + | + | ++ | ? | ? | ? | ? | 0 | 0 | 0 | 0 | 0 | 0 | + | + | + | + | | |
| | D - Cycle routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Page | Eastney swimming pool to Hayling Ferry Pier via Ferry Road and potential route along south of FC | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | + | ? | 0 | + | + | + | ? | ? | ? | ? | + | + | + | + | |
| | E - Walking routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Eastney swimming pool to Hayling Ferry Pier via Ferry Road and potential route along south of FC; FC heath park | + | + | ? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ? | ? | +/- | +/- | ? | ? | ? | ? | ? | ? | ? | ? | + | + | + | + | + | ? | 0 | + | + | + | ? | ? | ? | ? | + | + | + | + |
| | F - Landscape enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Fort Cumberland Heath | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | ? | +/- | +/- | ? | + | + | + | ? | + | + | + | + | ++ | + | ? | ? | ? | ? | + | + | ? | ? | ? | ? | + | + | + | + | | |

| Seafront Masterplan SPD - March 2021 | | SA OBJECTIVES | | | | | | | | | | | | | |
|--|---|----------------------|-------------------------------|--------|---------------------|-------------|--|--|--------------------------------------|--|-------------------------|--|--|---------------------------|--|
| | | Travel and Transport | Water (resources and quality) | Energy | Noise and Vibration | Air quality | Waste and resource management (soil, contaminated land, & waste) | Sustainable construction and buildings | Biodiversity and nature conservation | Historic environment and cultural heritage | Landscape and townscape | Human population, safety, and health and wellbeing | Communities, amenities, and social value | Climate change resilience | Economy, employment, and material assets |
| Project ID | Project | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| THEMATIC GUIDANCE | | | | | | | | | | | | | | | |
| Theme 1 - Climate Change | | | | | | | | | | | | | | | |
| | Guidance text (pgs. 36-37) | + | + | + | 0 | + | + | + | + | + | + | + | + | + | + |
| Theme 2 - Health and Wellbeing | | | | | | | | | | | | | | | |
| | Guidance text (pg. 38) | + | 0 | 0 | 0 | + | + | ? | 0 | 0 | + | ++ | + | ? | + |
| Theme 3 - Heritage | | | | | | | | | | | | | | | |
| | Guidance text (pg. 39) | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | + | ++ | 0 | + | 0 | + |
| Theme 4 - Natural Environment | | | | | | | | | | | | | | | |
| | Guidance text (pg. 40) | 0 | 0 | 0 | 0 | 0 | 0 | ? | ++ | 0 | ++ | 0 | + | 0 | 0 |
| Theme 5 - Public realm | | | | | | | | | | | | | | | |
| Page 306 | Guidance text (pg. 41) | + | + | ? | 0 | + | 0 | ? | ? | ? | ++ | + | + | + | + |
| | Public Spaces | | | | | | | | | | | | | | |
| | A - Gateway spaces | | | | | | | | | | | | | | |
| | Pier Road/Duisburg Way | 0 | 0 | ? | 0 | 0 | 0 | ? | 0 | +/- | ++ | ? | ? | ? | ? |
| | Duisburg Way/Western Parade | 0 | 0 | ? | 0 | 0 | 0 | ? | 0 | +/- | ++ | ? | ? | ? | ? |
| | Clarence Parade/Ave De Caen | 0 | 0 | ? | 0 | 0 | 0 | ? | 0 | +/- | ++ | ? | ? | ? | ? |
| | St Helen's Parade | 0 | 0 | ? | 0 | 0 | 0 | ? | 0 | +/- | ++ | ? | ? | ? | ? |
| | St Georges Road | 0 | 0 | ? | 0 | 0 | 0 | ? | 0 | +/- | ++ | ? | ? | ? | ? |
| | Eastney Esplanade/Eastney toilet block | 0 | 0 | ? | 0 | 0 | 0 | ? | 0 | +/- | ++ | ? | ? | ? | ? |
| | B - Public realm enhancements | | | | | | | | | | | | | | |
| | Clarence Pier interchange | + | 0 | 0 | 0 | ? | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Ave de Caen | ++ | 0 | 0 | 0 | + | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Pyramids/Rock Gardens/South Parade Gardens/Clarence Esplanade/Speakers Corner | ++ | 0 | 0 | 0 | + | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | St Helens Parade/Canoe Lake Park | + | 0 | 0 | 0 | + | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| C - Public realm improvement opportunities | | | | | | | | | | | | | | | |
| | The Point, Spice Island | + | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | ? | + |
| | Area outside Blue Reef aquarium | + | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | ? | + |
| | Skate park | + | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | ? | + |
| | Area outside The Pyramids | + | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | ? | + |
| | Speakers Corner | + | 0 | 0 | 0 | + | 0 | ? | 0 | ? | ++ | ? | ? | ? | + |
| | Bus stop/RNLI | + | 0 | 0 | 0 | + | 0 | ? | + | ? | ++ | ? | ? | ? | + |
| | Hayling Ferry pier | + | 0 | 0 | 0 | + | 0 | ? | + | ? | ++ | ? | ? | ? | + |
| D - Primary routes requiring public realm enhancements | | | | | | | | | | | | | | | |
| | Old Portsmouth to Hayling Ferry | ? | 0 | 0 | 0 | ? | 0 | ? | + | ? | ++ | ? | ? | 0 | + |
| | Clarence Pier - Pier Road | ? | 0 | 0 | 0 | ? | 0 | ? | + | ? | ++ | ? | ? | 0 | + |
| | Ave de Caen | ? | 0 | 0 | 0 | ? | 0 | ? | + | ? | ++ | ? | ? | 0 | + |
| Lighting | | | | | | | | | | | | | | | |
| | Guidance text (pg.43) | ? | 0 | + | 0 | 0 | 0 | ? | + | + | ++ | + | ? | + | + |
| A - Gateway lighting | | | | | | | | | | | | | | | |
| | Pier Road/Duisburg Way | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Duisburg Way/Western Parade | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Clarence Parade/Ave De Caen | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | St Helen's Parade | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | St Georges Road | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Eastney Esplanade/Eastney toilet block | 0 | 0 | ? | 0 | 0 | 0 | ? | +/- | ? | ++ | ? | ? | ? | + |
| B - Focal lighting | | | | | | | | | | | | | | | |

| | | SA OBJECTIVES | | | | | | | | | | | | | |
|--------------------------------------|--|----------------------|-------------------------------|--------|---------------------|-------------|--|--|--------------------------------------|--|-------------------------|--|--|---------------------------|--|
| | | Travel and Transport | Water (resources and quality) | Energy | Noise and Vibration | Air quality | Waste and resource management (soil, contaminated land, & waste) | Sustainable construction and buildings | Biodiversity and nature conservation | Historic environment and cultural heritage | Landscape and townscape | Human population, safety, and health and wellbeing | Communities, amenities, and social value | Climate change resilience | Economy, employment, and material assets |
| Seafrost Masterplan SPD - March 2021 | | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| Project ID | Project | | | | | | | | | | | | | | |
| | The Point, Spice Island | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Round Tower | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Square Tower | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Royal Garrison Church | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Spur Redoubt | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Clarence Pier | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Royal Naval Memorial | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Area outside Blue Reef | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | D-Day Story | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Southsea Castle | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Pyramids | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Speakers Corner | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | South Parade Pier | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Rose Garden entrance | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | East Battery | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | West Battery | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | C - Improved key junction lighting feature | | | | | | | | | | | | | | |
| | Clarence pier interchange | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | Ave de Caen/Clarence Esplanade | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | D - Improved highway lighting | | | | | | | | | | | | | | |
| | Various | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | E - Improved key route lighting | | | | | | | | | | | | | | |
| | Various | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| | F - Improved pedestrian lighting | | | | | | | | | | | | | | |
| | Various | 0 | 0 | ? | 0 | 0 | 0 | ? | ? | ? | ++ | ? | ? | ? | + |
| Theme 6 - Transport and Access | | | | | | | | | | | | | | | |
| | Guidance text (pgs. 44-46) | + | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + | ? | ? | + | + |
| Theme 7 - Economy and Attractions | | | | | | | | | | | | | | | |
| | Guidance text (pg. 47) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | ++ |
| | Cluster areas where activity will be focused | | | | | | | | | | | | | | |
| | Old Portsmouth | 0 | ? | ? | 0 | 0 | ? | ? | +/- | ? | ? | ? | ? | 0 | + |
| | Clarence Pier | 0 | ? | ? | 0 | 0 | ? | ? | +/- | ? | ? | ? | ? | 0 | + |
| | Southsea Castle | 0 | ? | ? | 0 | 0 | ? | ? | +/- | ? | ? | ? | ? | 0 | + |
| | South Parade Pier | 0 | ? | ? | 0 | 0 | ? | ? | +/- | ? | ? | ? | ? | 0 | + |
| | Canoe Lake Park & St Georges Road | 0 | ? | ? | 0 | 0 | ? | ? | 0 | ? | ? | ? | ? | 0 | + |
| | Eastney swimming pool | 0 | ? | ? | 0 | 0 | ? | ? | +/- | ? | ? | ? | ? | 0 | + |
| | Eastney Point | 0 | ? | ? | 0 | 0 | ? | ? | +/- | ? | ? | ? | ? | 0 | + |
| Theme 8 - Development Opportunities | | | | | | | | | | | | | | | |
| | Guidance text (pg. 49) | ? | ? | ? | ? | ? | ? | ? | ? | ? | + | ? | + | ? | ++ |
| | A - Short-term | | | | | | | | | | | | | | |
| | Wightlink site | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | ? | ? | ? | ? | + |
| | Hovertravel terminal and interchange | + | ? | ? | 0 | + | ? | ? | - | ? | ? | ? | ? | ? | + |
| | Blue Reef aquarium | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | ? | ? | ? | ? | + |
| | The Pyramids | ? | ? | ? | 0 | ? | ? | ? | - | ? | ? | ? | ? | ? | + |
| | Speakers' Corner/ South Parade Gardens | + | ? | ? | 0 | + | ? | ? | +/- | ? | + | ? | ? | ? | + |
| | Canoe Lake Park | ? | ? | ? | 0 | ? | ? | ? | 0 | ? | + | ? | ? | ? | + |
| | Eastney Esplanade West | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | ? | ? | ? | ? | + |
| | Royal Marines Museum | ? | ? | ? | 0 | ? | ? | ? | +/- | + | + | ? | ? | ? | + |
| | Southsea Leisure Park | ? | ? | ? | 0 | ? | ? | ? | - | ? | ? | ? | ? | ? | + |

| | | SA OBJECTIVES | | | | | | | | | | | | | |
|--|--|----------------------|-------------------------------|--------|---------------------|-------------|--|--|--------------------------------------|--|-------------------------|--|--|---------------------------|--|
| | | Travel and Transport | Water (resources and quality) | Energy | Noise and Vibration | Air quality | Waste and resource management (soil, contaminated land, & waste) | Sustainable construction and buildings | Biodiversity and nature conservation | Historic environment and cultural heritage | Landscape and townscape | Human population, safety, and health and wellbeing | Communities, amenities, and social value | Climate change resilience | Economy, employment, and material assets |
| Seafrost Masterplan SPD - March 2021 | | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| Project ID | Project | | | | | | | | | | | | | | |
| | Fraser Range | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | ? | ? | ? | ? | + |
| | Fort Cumberland | ? | ? | ? | 0 | ? | ? | ? | - | ? | ? | ? | ? | ? | + |
| | B - Medium-term | | | | | | | | | | | | | | |
| | Clarence Pier | + | ? | ? | 0 | + | ? | ? | - | ? | ? | ? | ? | ? | + |
| | Southsea Tennis club etc | ? | ? | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | + |
| | St Helens Parade | 0 | ? | ? | 0 | 0 | ? | ? | - | ? | + | ? | ? | ? | + |
| | Eastney Swimming Pool | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | + | ? | ? | ? | + |
| | Southsea Marina | ? | ? | ? | 0 | ? | ? | ? | +/- | 0 | ? | ? | ? | ? | + |
| | RNLI site | ? | ? | ? | 0 | ? | ? | ? | +/- | 0 | ? | ? | ? | ? | + |
| | Eastney Point ferry terminal | ? | ? | ? | 0 | ? | ? | ? | +/- | 0 | ? | ? | ? | ? | + |
| | C - Long-term | | | | | | | | | | | | | | |
| | Fish market/public toilets | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | ? | ? | ? | ? | + |
| AREA GUIDANCE | | | | | | | | | | | | | | | |
| Area 1 - Old Portsmouth | | | | | | | | | | | | | | | |
| | Guidance text | + | 0 | 0 | 0 | + | ? | ? | 0 | ? | + | ? | + | ? | ++ |
| | A - Opportunity Areas | | | | | | | | | | | | | | |
| | Former Wightlink site/PCC car park and buildings | ? | ? | ? | ? | ? | ? | ? | +/- | ? | ? | ? | ? | ? | + |
| | Fish market and public toilets | ? | ? | ? | ? | ? | ? | ? | +/- | ? | ? | ? | ? | ? | + |
| | B - Public space enhancements | | | | | | | | | | | | | | |
| | The Point, Spice Island | 0 | 0 | 0 | 0 | 0 | ? | ? | + | ? | + | ? | ? | ? | + |
| | King's Bastion | 0 | 0 | 0 | 0 | 0 | ? | ? | + | ? | + | ? | ? | ? | + |
| | C - Highway enhancements | | | | | | | | | | | | | | |
| | Broad Street | ? | 0 | 0 | 0 | + | ? | ? | 0 | ? | + | ? | ? | ? | + |
| | Broad St pedestrian crossing to Feltham Row | ? | 0 | 0 | 0 | + | ? | ? | 0 | ? | + | ? | ? | ? | + |
| Area 2 - Clarence Pier | | | | | | | | | | | | | | | |
| | Guidance text | + | ? | ? | 0 | + | ? | ? | ? | ? | ? | ? | ? | ? | + |
| | A - Opportunity Areas | | | | | | | | | | | | | | |
| | Clarence Pier | + | ? | ? | 0 | + | ? | ? | - | ? | ? | ? | ? | ? | + |
| | Hovertravel terminal and interchange | + | ? | ? | 0 | + | ? | ? | - | ? | ? | ? | ? | ? | + |
| | B - Public space enhancements | | | | | | | | | | | | | | |
| | Clarence pier interchange | + | ? | ? | 0 | + | ? | ? | ? | ? | + | ? | ? | ? | + |
| | C - Highway enhancements | | | | | | | | | | | | | | |
| | Clarence pier interchange | + | ? | ? | 0 | + | ? | ? | ? | ? | + | ? | ? | ? | + |
| | Pier Road | ? | 0 | 0 | 0 | + | ? | ? | ? | ? | + | ? | ? | ? | + |
| | D - Cycle routes | | | | | | | | | | | | | | |
| | Various | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| | E - Walking routes | | | | | | | | | | | | | | |
| | Links to Castle Road and Southsea Town Centre | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| | F - Car parks | | | | | | | | | | | | | | |
| | Increase capacity to car parks | - | ? | ? | 0 | ? | ? | ? | ? | ? | ? | 0 | 0 | ? | + |
| Area 3 - Southsea Common | | | | | | | | | | | | | | | |
| | Guidance text | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 |
| Sub-area A - Southsea Castle to Palmerston Road | | | | | | | | | | | | | | | |
| | Guidance text | ? | 0 | 0 | 0 | + | 0 | 0 | 0 | + | + | ? | 0 | 0 | 0 |
| | A - Opportunity Areas | | | | | | | | | | | | | | |
| | Blue Reef aquarium and adj. space | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | ? | ? | ? | ? | + |
| | B - Highway enhancements | | | | | | | | | | | | | | |

| | | SA OBJECTIVES | | | | | | | | | | | | | |
|--|---|----------------------|-------------------------------|--------|---------------------|-------------|--|--|--------------------------------------|--|-------------------------|--|--|---------------------------|--|
| | | Travel and Transport | Water (resources and quality) | Energy | Noise and Vibration | Air quality | Waste and resource management (soil, contaminated land, & waste) | Sustainable construction and buildings | Biodiversity and nature conservation | Historic environment and cultural heritage | Landscape and townscape | Human population, safety, and health and wellbeing | Communities, amenities, and social value | Climate change resilience | Economy, employment, and material assets |
| Seafrost Masterplan SPD - March 2021 | | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| Project ID | Project | | | | | | | | | | | | | | |
| | Ave de Caen (north) | ? | 0 | 0 | 0 | + | ? | ? | ? | ? | + | ? | ? | ? | + |
| | Ave de Caen (south) | ? | 0 | 0 | 0 | + | ? | ? | ? | ? | + | ? | ? | ? | + |
| Sub-area B - Southsea Skatepark | | | | | | | | | | | | | | | |
| | Guidance text | + | 0 | 0 | 0 | 0 | 0 | ? | 0 | + | + | + | + | 0 | + |
| | A - Opportunity Areas | | | | | | | | | | | | | | |
| | B - Public space enhancements | | | | | | | | | | | | | | |
| | Around Skatepark | + | ? | ? | 0 | 0 | ? | ? | 0 | ? | + | ? | ? | ? | + |
| | Adj. Skatepark | + | ? | ? | 0 | 0 | ? | ? | 0 | ? | + | ? | ? | ? | + |
| Sub-area C - The Pyramids Centre | | | | | | | | | | | | | | | |
| | Guidance text | ? | ? | ? | 0 | + | ? | ? | +/- | ? | + | ? | ? | ? | + |
| | Pyramids and carpark | ? | ? | ? | 0 | + | ? | ? | +/- | ? | + | ? | ? | ? | + |
| Sub-area D - Speakers' Corner, South Parade Gardens & Rock | | | | | | | | | | | | | | | |
| | Guidance text | + | ? | ? | 0 | + | ? | ? | 0 | ? | + | ? | ? | ? | + |
| | Speakers Corner | + | ? | ? | 0 | + | ? | ? | +/- | ? | + | ? | ? | ? | + |
| | A - Highway enhancements | | | | | | | | | | | | | | |
| | Clarence Esplanade/Jack Cockerill Way | ? | 0 | 0 | 0 | + | ? | ? | ? | ? | + | ? | ? | ? | + |
| | B- Cycle routes | | | | | | | | | | | | | | |
| | SPP to Clarence Parade and Ladies Mile | ? | 0 | 0 | 0 | + | ? | ? | ? | ? | + | ? | + | ? | + |
| | C- Walking routes | | | | | | | | | | | | | | |
| | Various | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| Sub-area E - South Parade Pier & St Helens Parade | | | | | | | | | | | | | | | |
| | Guidance text | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| | St Helens Parade gardens (D-Day stone memorial) | ? | ? | ? | 0 | + | ? | ? | +/- | ? | + | ? | ? | ? | + |
| | SPP to Eastney via Eastney Esplanade and St Helens Parade/St Georges Rd | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| | E - Walking routes | | | | | | | | | | | | | | |
| | Eastney Esplanade | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| Sub-area F - Canoe Lake Park to St Georges Road | | | | | | | | | | | | | | | |
| | Guidance text | ? | ? | ? | 0 | ? | ? | ? | 0 | ? | + | ? | ? | ? | + |
| | A - Opportunity Areas | | | | | | | | | | | | | | |
| | Canoe Lake - various | ? | ? | ? | 0 | ? | ? | ? | 0 | ? | + | ? | ? | ? | + |
| Area 4 - St Georges Road to Henderson Road | | | | | | | | | | | | | | | |
| | Guidance text | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | + | ? | ? | ? | + |
| Area 5 - Henderson Road to Eastney Point | | | | | | | | | | | | | | | |
| | Guidance text | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | ? | ? | ? | ? | + |
| | A - Opportunity Areas | | | | | | | | | | | | | | |
| | Eastney Swimming pool and toilet block and beach | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | + | ? | ? | ? | + |
| | Southsea Leisure Park | ? | ? | ? | 0 | ? | ? | ? | - | ? | ? | ? | ? | ? | + |
| | Southsea Marina | ? | ? | ? | 0 | ? | ? | ? | +/- | 0 | ? | ? | ? | ? | + |
| | Fort Cumberland | ? | ? | ? | 0 | ? | ? | ? | - | ? | ? | ? | ? | ? | + |
| | Fraser Range (Qinetiq) | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | ? | ? | ? | ? | + |
| | RNLI building | ? | ? | ? | 0 | ? | ? | ? | +/- | ? | ? | ? | ? | ? | + |
| | Hayling Ferry pier (Eastney side) | ? | ? | ? | 0 | ? | 0 | ? | +/- | 0 | ? | 0 | 0 | + | + |
| | B - Public space enhancements | | | | | | | | | | | | | | |
| | Bus stop nr. RNLI | + | 0 | 0 | 0 | 0 | 0 | ? | ? | ? | + | ? | 0 | 0 | + |
| | D - Cycle routes | | | | | | | | | | | | | | |

| | | SA OBJECTIVES | | | | | | | | | | | | | |
|--------------------------------------|---|----------------------|-------------------------------|--------|---------------------|-------------|--|--|--------------------------------------|--|-------------------------|--|--|---------------------------|--|
| | | Travel and Transport | Water (resources and quality) | Energy | Noise and Vibration | Air quality | Waste and resource management (soil, contaminated land, & waste) | Sustainable construction and buildings | Biodiversity and nature conservation | Historic environment and cultural heritage | Landscape and townscape | Human population, safety, and health and wellbeing | Communities, amenities, and social value | Climate change resilience | Economy, employment, and material assets |
| Seafront Masterplan SPD - March 2021 | | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| Project ID | Project | | | | | | | | | | | | | | |
| | Eastney swimming pool to Hayling Ferry Pier via Ferry Road and potential route along south of FC | ? | 0 | 0 | 0 | + | 0 | ? | ? | ? | + | ? | + | ? | + |
| | E - Walking routes | | | | | | | | | | | | | | |
| | Eastney swimming pool to Hayling Ferry Pier via Ferry Road and potential route along south of FC; FC heath park | ? | 0 | 0 | 0 | + | 0 | ? | +/- | ? | + | ? | + | ? | + |
| | F - Landscape enhancements | | | | | | | | | | | | | | |
| | Fort Cumberland Heath | + | 0 | 0 | 0 | 0 | ? | ? | +/- | ? | + | ? | ? | ? | + |

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HRA of the Seafront Masterplan Supplementary Planning Document

Project number: 60586784

February 2021

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1. Introduction

- 1.1 Portsmouth City Council subjected its Seafront Masterplan to HRA in 2012 and formally adopted it in 2013. The document highlighted the seafront's key role as a tourism destination and in creating the unique atmosphere of Portsmouth as a city. It also recognised the unique ecological assemblages, consisting mainly of migratory and overwintering waterfowl, in nearby designated European sites. Some of the development opportunities in the Masterplan were delivered, which has resulted in an increase of visitor numbers to the wider area.
- 1.2 The Seafront Masterplan is now being revisited to set out the place making and development aspirations the Council has for the area, including the identification of deliverable projects. Public consultation was carried out in 2018 and early 2019 with further consultation on draft proposals undertaken in 2020.
- 1.3 AECOM was commissioned to assess these development proposals and their potential implications, if any, for nearby European protected sites. The purpose of the HRA was to identify the relevant European sites, determine whether the proposals are likely to result in LSEs and / or adverse effect on the integrity of these sites and, if applicable, to propose mitigation measures.
- 1.4 The Seafront Masterplan SPD and its accompanying HRA were both put out to public consultation in 2020. No comments were received on the HRA from Natural England (the statutory consultee for HRA matters). This current HRA has been updated to take account of changes made to the SPD following consultation.

Legislative Context

- 1.5 The need for an assessment of impacts on European sites is set out within Article 6 of the Habitats Directive, and transposed into UK law by the Conservation of Habitats and Species Regulations 2017 (Figure 1). The ultimate aim of the Habitats Directive is to “*maintain or restore, at favourable conservation status, natural habitats and species of wild fauna and flora of Community interest*” (Article 2(2)). This aim relates to habitats and species, not the European Sites themselves, although the European Sites have a significant role in delivering favourable conservation status.
- 1.6 The UK left the EU on 31 January 2020 under the terms set out in the European Union (Withdrawal Agreement) Act 2020 (“the Withdrawal Act”). This established a transition period, which is currently set to end on 31 December 2020. The Withdrawal Act retains the body of existing EU-derived law within our domestic law. During the transition period EU law applies to and in the UK. The most recent amendments to the Habitats Regulations – the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 – make it clear that the need for HRA will continue after the end of the Transition Period.
- 1.7 The Regulations apply the precautionary principle¹ to European Sites. Consent should only be granted for plans and projects once the relevant competent authority has ascertained that there will either be no likelihood of significant effects, or no adverse effect on the integrity of the European Site(s) in question. Where an Appropriate Assessment has been carried out and results in a negative impact, or if uncertainty remains over the significant effect, consent will only be granted if there are no alternative solutions and there are Imperative Reasons of Over-riding Public Interest (IROPI) for the development and compensatory measures have been secured.
- 1.8 To ascertain whether or not site integrity will be affected, an Appropriate Assessment should be undertaken of the plan or project in question. The competent authority is entitled to request the applicant (where applicable) to produce such information as the competent authority may reasonably require for the purposes of the assessment, or to enable it to determine whether an appropriate assessment is required. Figure 1 provides the legislative basis for an Appropriate Assessment.

¹ The Precautionary Principle, which is referenced in Article 191 of the Treaty on the Functioning of the European Union, has been defined by the United Nations Educational, Scientific and Cultural Organisation (UNESCO, 2005) as: “When human activities may lead to morally unacceptable harm [to the environment] that is scientifically plausible but uncertain, actions shall be taken to avoid or diminish that harm. The judgement of plausibility should be grounded in scientific analysis”.

Conservation of Habitats and Species Regulations 2017 (as amended)

The Regulations state that:

"A competent authority, before deciding to ... give any consent for a plan or project which is likely to have a significant effect on a European site ... must make an appropriate assessment of the implications for the plan or project in view of that site's conservation objectives... The competent authority may agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site."

Figure 1. The legislative basis for Appropriate Assessment

- 1.9 Over the years, 'Habitats Regulations Assessment' (HRA) has come into wide currency to describe the overall process set out in the Habitats Regulations, from screening through to identification of IROPI. This has arisen in order to distinguish the overall process from the individual stage of "Appropriate Assessment". Throughout this Report the term HRA is used for the overall process and restricts the use of Appropriate Assessment to the specific stage of that name.

Quality Assurance

- 1.10 This report was undertaken in line with AECOM's Integrated Management System (IMS). Our IMS places great emphasis on professionalism, technical excellence, quality, environmental and Health and Safety management. All staff members are committed to establishing and maintaining our certification to the international standards BS EN ISO 9001:2008 and 14001:2004 and BS OHSAS 18001:2007. In addition, our IMS requires careful selection and monitoring of the performance of all sub-consultants and contractors.
- 1.11 All AECOM Ecologists working on this project are members (at the appropriate level) of the Chartered Institute of Ecology and Environmental Management (CIEEM) and follow their code of professional conduct (CIEEM, 2017).

2. Methodology

Introduction

- 2.1 The HRA has been carried out with reference to the general EC guidance on HRA²; Natural England has produced its own internal guidance³ as has the UK government⁴. These have been referred to in undertaking this HRA.
- 2.2 Figure 2 below outlines the stages of HRA according to current EC guidance. The stages are essentially iterative, being revisited as necessary in response to more detailed information, recommendations and any relevant changes to the plan until no significant adverse effects remain.

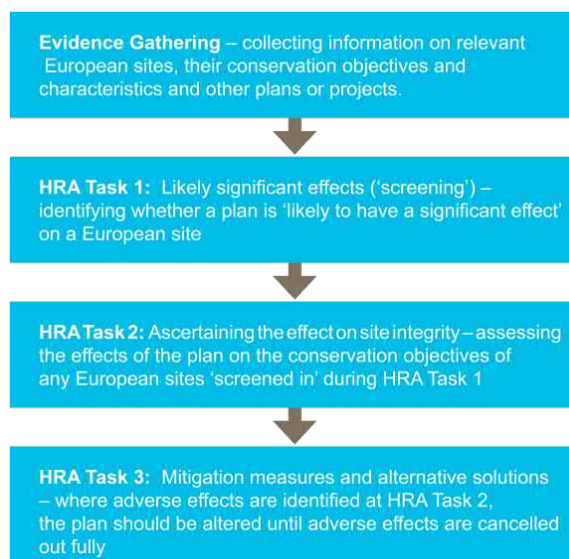


Figure 2. Four Stage Approach to Habitats Regulations Assessment. Source EC, 2001¹.

Description of HRA Tasks

HRA Task 1 – Likely Significant Effects (LSE)

- 2.3 Following evidence gathering, the first stage of any Habitats Regulations Assessment is a Likely Significant Effect (LSE) test - essentially a risk assessment to decide whether the full subsequent stage known as Appropriate Assessment is required. The essential question is:

"Is the project, either alone or in combination with other relevant projects and plans, likely to result in a significant effect upon European sites?"

- 2.4 The objective is to 'screen out' those plans and projects that can, without any detailed appraisal, be said to be unlikely to result in significant adverse effects upon European sites, usually because there is no mechanism for an adverse interaction with European sites. This stage is undertaken in section 5 of this report.

HRA Task 2 – Appropriate Assessment (AA)

- 2.5 Where it is determined that a conclusion of 'no likely significant effect' cannot be drawn, the analysis has proceeded to the next stage of HRA known as Appropriate Assessment. Case law has clarified that 'appropriate assessment' is not a technical term. In other words, there are no particular technical analyses,

² European Commission (2001): Assessment of plans and projects significantly affecting Natura 2000 Sites: Methodological Guidance on the Provisions of Article 6(3) and 6(4) of the Habitats Directive.

³ http://www.ukmpas.org/pdf/practical_guidance/HRGN1.pdf

⁴ <https://www.gov.uk/guidance/appropriate-assessment>

or level of technical analysis, that are classified by law as belonging to appropriate assessment rather than determination of likely significant effects.

- 2.6 By virtue of the fact that it follows Screening, there is a clear implication that the analysis will be more detailed than undertaken at the Screening stage and one of the key considerations during appropriate assessment is whether there is available mitigation that would entirely address the potential effect. In practice, the appropriate assessment would take any policies or allocations that could not be dismissed following the high-level Screening analysis and analyse the potential for an effect in more detail, with a view to concluding whether there would actually be an adverse effect on integrity (in other words, disruption of the coherent structure and function of the European site(s)).
- 2.7 A decision by the European Court of Justice⁵ concluded that measures intended to avoid or reduce the harmful effects of a proposed project on a European site may no longer be taken into account by competent authorities at the Likely Significant Effects or 'screening' stage of HRA. That ruling has been considered in producing this HRA.
- 2.8 In 2018 the Holohan ruling⁶ was also handed down by the European Court of Justice. Among other provisions paragraph 39 of the ruling states that '*As regards other habitat types or species, which are present on the site, but for which that site has not been listed, and with respect to habitat types and species located outside that site, ... typical habitats or species must be included in the appropriate assessment, if they are necessary to the conservation of the habitat types and species listed for the protected area*' [emphasis added]. This has been taken into account in the HRA process.

HRA Task 3 – Avoidance and Mitigation

- 2.9 Where necessary, measures are recommended for incorporation into the document in order to avoid or mitigate adverse effects on European sites. There is considerable precedent concerning the level of detail that a proposal needs to contain regarding mitigation for recreational impacts on European sites. The implication of this precedent is that it is not necessary for all measures that will be deployed to be fully developed prior to adoption of the planning document, but the Plan must provide an adequate policy framework within which these measures can be delivered.
- 2.10 In evaluating significance, AECOM has relied on professional judgement as well as the results of previous stakeholder consultation regarding development impacts on the European sites considered within this assessment.

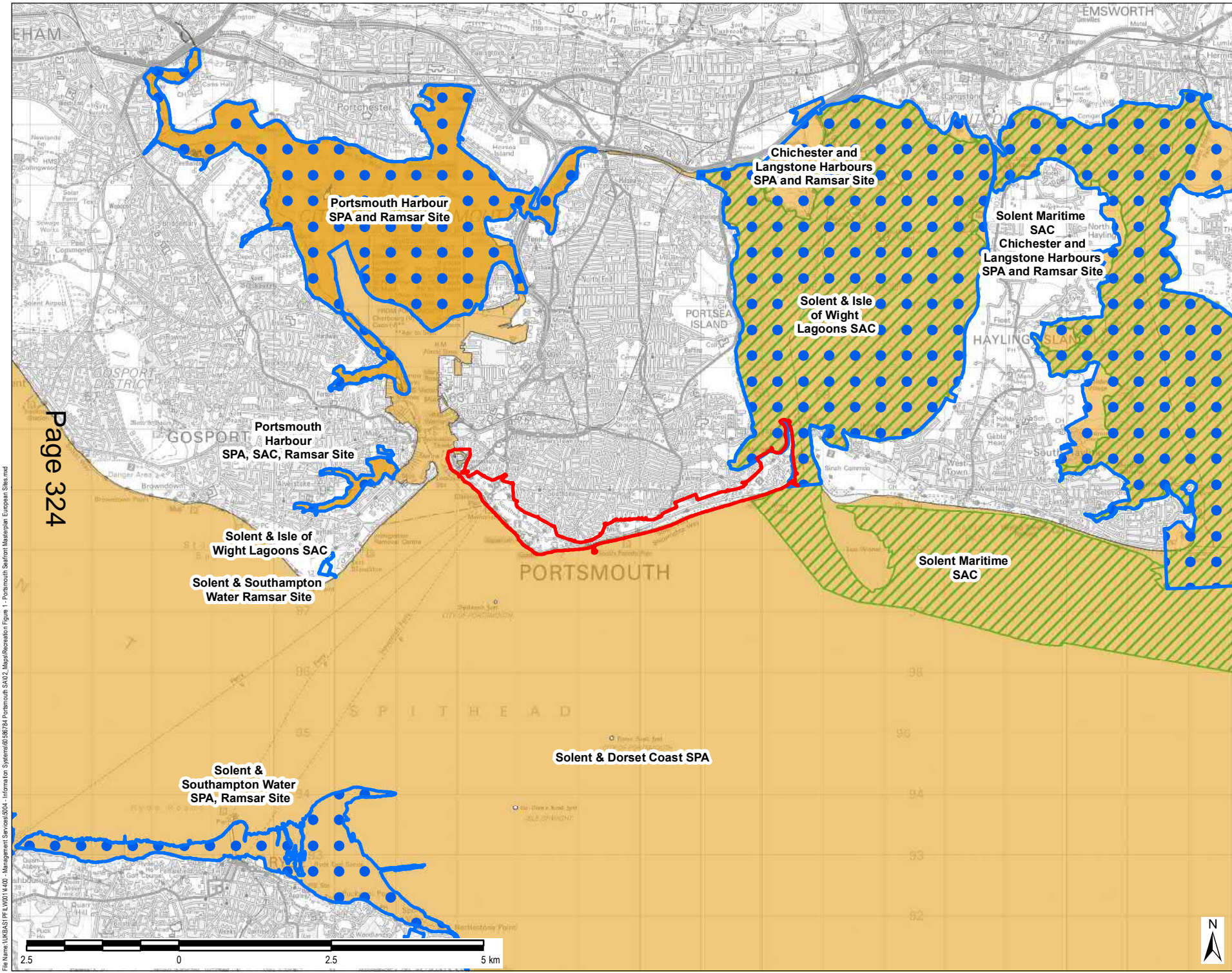
Physical Scope of the HRA

- 2.11 There are no standard criteria for determining the ultimate physical scope of an HRA. Rather, the source-pathway-receptor model should be used to determine whether there is any potential pathway connecting development to any European sites. In the case of the Portsmouth Seafront Masterplan it was determined that for an initial coarse screen, several European Sites should be considered:
- Portsmouth Harbour SPA / Ramsar
 - Chichester and Langstone Harbours SPA / Ramsar
 - Solent and Southampton Water SPA / Ramsar
 - Solent Maritime SAC
 - Solent and Isle of Wight Lagoons SAC
 - Solent & Dorset Coast SPA
- 2.12 This was based upon a 15km search zone around the proposed development area. For the initial screening exercise these European Sites were considered in relation to the Masterplan. It should be noted that the presence of a conceivable pathway linking the development areas to a European site does not mean that likely significant effects will occur.

⁵ People Over Wind and Sweetman v Coillte Teoranta (C-323/17)

⁶ Case C-461/17

Figure 3: Map of the European sites identified relevant in relation to the Portsmouth Seafront Masterplan SPD boundary.



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LEGEND

- Portsmouth Seafront Masterplan Boundary
- Ramsar
- Special Area of Conservation (SAC)
- Special Protection Area (SPA)

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PORTSMOUTH CITY COUNCIL

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**HRA OF THE PORTSMOUTH
LOCAL TRANSPORT PLAN**

Drawing Title
**PORTSMOUTH SEAFRONT
MASTERPLAN BOUNDARY
IN RELATION TO EUROPEAN SITES**

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3. European Sites

3.1 The following European sites are situated within 15km of the development area outlined in the Portsmouth Seafront Masterplan:

- Portsmouth Harbour SPA / Ramsar
- Chichester and Langstone Harbours SPA / Ramsar
- Solent and Southampton Water SPA / Ramsar
- Solent Maritime SAC
- Solent and Isle of Wight Lagoons SAC
- Solent & Dorset Coast SPA

3.2 Due to development being within the 10km screening distance, there are potential negative impacts on these sites of conservation interest. They are thus needed to be considered in more detail. The following section provides an introduction, the qualifying features, the conservation objectives and the threats / pressures to each of these European sites.

Portsmouth Harbour SPA / Ramsar

Introduction

3.3 This European site is an industrialised estuary located centrally on the south coast of England. It comprises one of the four largest expanses of mud-flats and tidal creeks in southern England. These mud-flats support a diverse assemblage of aquatic plants, including narrow-leaved eelgrass *Zostera angustifolia*, dwarf eelgrass *Zostera noltii* and sea lettuce *Ulva lactuca*. Portsmouth Harbour is connected to the sea via a narrow section of the Solent and only receives small quantities of freshwater (e.g. from the River Wallington), therefore possessing a unique hydrology. The site supports significant numbers of wintering dark-bellied brent geese *Branta b. bernicla*, which are known to feed extensively in surrounding agricultural areas outside the SPA boundary.

SPA Qualifying Features⁷

3.4 This site qualifies under **Article 4.2** of the Directive (79/409/EEC) by supporting populations of European importance of the following migratory species:

Over winter:

- Dark-bellied brent goose *Branta bernicla bernicla*: 2,847 individuals representing at least 0.9% of the wintering Western Siberia / Western Europe population (5 year peak mean 1991/2 – 1995/6)
- Red-breasted merganser *Mergus serrator*: 87 individuals (non-breeding)
- Dunlin *Calidris alpina alpina*: 5,123 individuals (non-breeding)
- Black-tailed godwit *Limosa limosa islandica*: 31 individuals (non-breeding)

Ramsar Qualifying Features⁸

3.5 Portsmouth Harbour qualifies as a Ramsar site under the following criteria:

Criterion 3

⁷ <http://jncc.defra.gov.uk/default.aspx?page=2036> [Accessed 30/05/2019]

⁸ <http://jncc.defra.gov.uk/default.aspx?page=2036> [Accessed 30/05/2019]

The intertidal mudflat areas possess extensive beds of eelgrass *Zostera angustifolia* and *Zostera noltei* which support the grazing dark-bellied brent geese populations. The mud-snail *Hydrobia ulvae* is found at extremely high densities, which helps to support the wading bird interest of the site. Common cord-grass *Spartina anglica* dominates large areas of the saltmarsh and there are also extensive areas of green algae *Enteromorpha* spp. and sea lettuce *Ulva lactuca*. More locally the saltmarsh is dominated by sea purslane *Halimione portulacoides* which gradates to more varied communities at the higher shore levels. The site also includes a number of saline lagoons hosting nationally important species.

Criterion 6 Species / populations occurring at levels of international importance

Qualifying species / populations (as identified at designation):

Species with peak counts in winter

- Dark-bellied brent goose *Branta bernicla bernicla*; 2,105 individuals, representing an average of 2.1% of the GB population (5 year peak mean 1998/9 – 2002/3)

SPA Conservation Objectives⁹

With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features' listed below), and subject to natural change;

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- The extent and distribution of the habitats of the qualifying features
- The structure and function of the habitats of the qualifying features
- The supporting processes on which the habitats of the qualifying features rely
- The population of each of the qualifying features, and,
- The distribution of the qualifying features within the site.

Threats / Pressures to Site Integrity¹⁰

3.6 The following threats and pressures to the integrity of the Portsmouth Harbour SPA have been identified in the Natural England Site Improvement Plan:

- Public access / disturbance
- Coastal squeeze
- Fisheries: Commercial marine and estuarine
- Water pollution
- Changes in species distribution
- Climate change
- Change to site conditions
- Invasive species
- Direct land take from development
- Biological resource use
- Change in land management
- Inappropriate pest control

⁹ <http://publications.naturalengland.org.uk/publication/4857883850178560> [Accessed 30/05/2019]

¹⁰ <http://publications.naturalengland.org.uk/publication/4692013588938752> [Accessed 30/05/2019]

- Air pollution: Impact of atmospheric nitrogen deposition
- Hydrological changes
- Extraction: Non-living resources

Chichester and Langstone Harbours SPA / Ramsar

Introduction

- 3.7 The Chichester and Langstone Harbours SPA / Ramsar is a complex of large, sheltered estuarine basins comprising sand- and mud-flats that are exposed at low tide. The two harbours are connected via a stretch of water that separates Hayling Island from the mainland. Some tidal channels drain the basin and reach far inland. The mud-flats harbour a rich assemblage of invertebrates and algae, such as *Enteromorpha* spp. and eelgrasses *Zostera* spp. The wide range of habitats present in the Chichester and Langstone Harbours SPA / Ramsar support key animal communities. These include significant numbers of waterbirds during migration and over winter. Furthermore, the site supports important colonies of breeding terns, which are rare in southern England.

SPA Qualifying Features¹¹

- 3.8 This site qualifies under **Article 4.1** of the Directive (79/409/EEC) by supporting populations of European importance of the following species listed on Annex I of the Directive:

During the breeding season:

- Little tern *Sterna albifrons*; 100 pairs representing up to 4.2% of the breeding population in Great Britain (5 year mean, 1992 – 1996)
- Sandwich tern *Sterna sandvicensis*; 158 pairs representing up to 1.1% of the breeding population in Great Britain (1998)
- Common tern *Sterna hirundo*; 126 pairs (5 year mean, 2011-2015)

On passage:

- Little egret *Egretta garzetta*; 137 individuals representing up to 17.1% of the population in Great Britain (Count as at 1998)

Over winter:

- Bar-tailed godwit *Limosa lapponica*; 1,692 individuals representing up to 3.2% of the wintering population in Great Britain (5 year peak mean 1991/2 – 1995/6)
- Little egret *Egretta garzetta*; 100 individuals representing up to 20% of the wintering population in Great Britain (Count as at 1998)

- 3.9 This site qualifies under **Article 4.2** of the Directive (79/409/EEC) by supporting populations of European importance of the following migratory species:

On passage:

- Ringed Plover *Charadrius hiaticula*; 2,471 individuals representing up to 4.9% of the Europe/Northern Africa - wintering population (5 year peak mean 1991/2 - 1995/6)

Over winter:

- Black-tailed Godwit *Limosa limosa islandica*; 1,003 individuals representing up to 1.4% of the wintering Iceland - breeding population (5 year peak mean 1991/2 - 1995/6)
- Dark-bellied brent Goose *Branta bernicla bernicla*; 17,119 individuals representing up to 5.7% of the wintering Western Siberia/Western Europe population (5 year peak mean 1991/2 - 1995/6)

¹¹ <http://jncc.defra.gov.uk/default.aspx?page=2034> [Accessed 30/05/2019]

- Dunlin *Calidris alpina alpina*; 44,294 individuals representing up to 3.2% of the wintering Northern Siberia/Europe/Western Africa population (5 year peak mean 1991/2 - 1995/6)
- Grey Plover *Pluvialis squatarola*, 3,825 individuals representing up to 2.5% of the wintering Eastern Atlantic - wintering population (5 year peak mean 1991/2 - 1995/6)
- Redshank *Tringa totanus*; 1,788 individuals representing up to 1.2% of the wintering Eastern Atlantic - wintering population (5 year peak mean 1991/2 - 1995/6)
- Ringed Plover *Charadrius hiaticula*, 846 individuals representing up to 1.7% of the wintering Europe/Northern Africa - wintering population (5 year peak mean 1991/2 - 1995/6)
- Common shelduck *Tadorna tadorna*; 1,096 individuals wintering population (5 year peak mean 2009/10 – 2013/14)
- Eurasian wigeon *Anas Penelope*; 3,947 individuals wintering population (5 year peak mean 2009/10 – 2013/14)
- Eurasian teal *Anas crecca*; 1,953 individuals wintering population (5 year peak mean 2009/10 – 2013/14)
- Northern pintail *Anas acuta*; 338 individuals wintering population (5 year peak mean 2009/10 – 2013/14)
- Northern shoveler *Anas clypeata*; 106 individuals wintering populations (5 year peak mean 2009/10 – 2013/14)
- Red-breasted merganser *Mergus serrator*; 366 individuals wintering population (5 year peak mean 2009/10 – 2013/14)
- Sanderling *Calidris alba*; 216 individuals wintering population (5 year peak mean 2009/10 – 2013/14)
- Eurasian curlew *Numenius arquata*; 3,181 individuals wintering population (5 year peak mean 2009/10 – 2013/14)
- Ruddy turnstone *Arenaria interpres*; 501 individuals wintering population (5 year peak mean 2009/10 – 2013/14)

3.10 Assemblage qualification: A wetland of international importance.

The area qualifies under **Article 4.2** of the Directive (79/409/EEC) by regularly supporting at least 20,000 waterfowl

Over winter, the area regularly supports 93,142 individual waterfowl (5 year peak mean 1991/2 - 1995/6) including: Wigeon *Anas penelope*, Bar-tailed Godwit *Limosa lapponica*, Dark-bellied brent Goose *Branta bernicla bernicla*, Ringed Plover *Charadrius hiaticula*, Grey Plover *Pluvialis squatarola*, Dunlin *Calidris alpina alpina*, Black-tailed Godwit *Limosa limosa islandica*, Redshank *Tringa totanus*, Little Grebe *Tachybaptus ruficollis*, Little Egret *Egretta garzetta*, Shelduck *Tadorna tadorna*, Curlew *Numenius arquata*, Teal *Anas crecca*, Pintail *Anas acuta*, Shoveler *Anas clypeata*, Red-breasted Merganser *Mergus serrator*, Oystercatcher *Haematopus ostralegus*, Lapwing *Vanellus vanellus*, Knot *Calidris canutus*, Sanderling *Calidris alba*, Cormorant *Phalacrocorax carbo*, Whimbrel *Numenius phaeopus*.

Ramsar Qualifying Features¹²

3.11 The Chichester and Langstone Harbours qualify as a Ramsar site under the following criteria:

Criterion 1

Two large estuarine basins linked by the channel which divides Hayling Island from the main Hampshire coastline. The site includes intertidal mudflats, saltmarsh, sand and shingle spits and sand dunes.

Criterion 5

Assemblages of international importance

¹² <http://jncc.defra.gov.uk/pdf/RIS/UK11013.pdf> [Accessed 30/05/2019]

Species with peak counts in winter

76,480 waterfowl (5 year peak mean 1998/99 – 2002/03)

Criterion 6 Species / populations occurring at levels of international importance

Qualifying species / populations (as identified at designation):

Species with peak counts in spring / autumn

- Ringed plover *Charadrius hiaticula*, Europe / Northwest Africa: 853 individuals, representing an average of 1.1% of the population (5 year peak mean 1998/9 – 2002/3)
- Black-tailed godwit *Limosa limosa islandica*, Iceland / W Europe: 906 individuals, representing an average of 2.5% of the population (5 year peak mean 1998/9 – 2002/3)
- Common redshank *Tringa totanus totanus*: 2,577 individuals, representing an average of 1% of the population (5 year peak mean 1998/9 – 2002/3)

Species with peak counts in winter

- Dark-bellied brent goose *Branta bernicla bernicla*: 12,987 individuals, representing an average of 6% of the population (5 year peak mean 1998/9 – 2002/3)
- Common shelduck *Tadorna tadorna*, NW Europe: 1,468 individuals, representing an average of 1.8% of the GB population (5 year peak mean 1998/9 – 2002/3)
- Grey plover *Pluvialis squatarola*, E Atlantic / W Africa – wintering: 3,043 individuals, representing an average of 1.2% of the population (5 year peak mean 1998/9 – 2002/3)
- Dunlin *Calidris alpina alpina*, W Siberia / W Europe: 33,436 individuals, representing an average of 2.5% of the population (5 year peak mean 1998/9 – 2002/3)

Species / populations identified subsequent to designation for possible future consideration under criterion 6.

Species regularly supported during the breeding season

- Little tern *Sterna albifrons albifrons*, W Europe: 130 apparently occupied nests, representing an average of 1.1% of the breeding population

SPA Conservation Objectives¹³

- 3.12 With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features' listed below), and subject to natural change;
- 3.13 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;
- The extent and distribution of the habitats of the qualifying features
 - The structure and function of the habitats of the qualifying features
 - The supporting processes on which the habitats of the qualifying features rely
 - The population of each of the qualifying features, and,
 - The distribution of the qualifying features within the site.

Threats / Pressures to Site Integrity¹⁴

- 3.14 The following threats and pressures to the integrity of the Portsmouth Harbour SPA have been identified in the Natural England Site Improvement Plan:
- Public access / disturbance

¹³ <http://publications.naturalengland.org.uk/publication/5789102905491456> [Accessed 30/05/2019]

¹⁴ <http://publications.naturalengland.org.uk/publication/4692013588938752> [Accessed 30/05/2019]

- Coastal squeeze
- Fisheries: Commercial marine and estuarine
- Water pollution
- Changes in species distribution
- Climate change
- Change to site conditions
- Invasive species
- Direct land take from development
- Biological resource use
- Change in land management
- Inappropriate pest control
- Air pollution: Impact of atmospheric nitrogen deposition
- Hydrological changes
- Extraction: Non-living resources

Solent Maritime SAC

Introduction

- 3.15 The Solent comprises a major estuarine system on the south coast of England with four coastal plain estuaries and four bar-built estuaries. The maritime SAC is the only site that contains a cluster of physiographic sub-types of estuary. Furthermore, in contrast to all other European estuaries, the Solent has a unique hydrographic regime consisting of four tides per day.
- 3.16 The site also harbours a complex array of marine and estuarine habitats. Sediment habitats in the estuarine system include extensive estuarine flats with intertidal areas, supporting eelgrass *Zostera* spp., green algae, sand and shingle spits, and shoreline transitions. Mudflat habitats range from low or variable salinity in the upper reaches of the estuaries to fully marine mudflats in Chichester and Langstone Harbours. Unusual species in these habitats include rare sponges, communities of a polychaete *Sabellaria spinulosa* and smooth cord-grass *Spartina alterniflora*.
- 3.17 Within the Solent Maritime SAC, the second-largest aggregation of Atlantic salt meadows in south / south-west England is located. The saltmarsh is present as a large number of disjointed habitat patches. This ungrazed aquatic plant community is dominated by sea-purslane *Atriplex portulacoides*, common sea-lavender *Limonium vulgare* and thrift *Armeria maritima*. Overall, the site is less disturbed by man-made structures than other parts of the southern coast.

Qualifying Features¹⁵

- 3.18 Annex I habitats that are a primary reason for selection of this site:
- Estuaries
 - Spartina swards (*Spartinion maritimae*)
 - Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*)
- 3.19 Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site:

¹⁵ <http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?EUCode=UK0030059> [Accessed 30/05/2019]

- Sandbanks which are slightly covered by sea water all the time
- Mudflats and sandflats not covered by sea water at low tide
- Coastal lagoons
- Annual vegetation of drift lines
- Perennial vegetation of stony banks
- *Salicornia* and other annuals colonizing mud and sand
- Shifting dunes along the shoreline with *Ammophila arenaria* ('white dunes')

3.20 Annex II species present as a qualifying feature, but not a primary reason for site selection

- Desmoulin's whorl snail *Vertigo moulinsiana*

Conservation Objectives¹⁶

3.21 With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed below), and subject to natural change;

3.22 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats and habitats of qualifying species
- The structure and function (including typical species) of qualifying natural habitats
- The structure and function of the habitats of qualifying species
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely
- The populations of qualifying species, and,
- The distribution of qualifying species within the site.

Threats / Pressures to Site Integrity¹⁷

3.23 The following threats and pressures to the integrity of the Portsmouth Harbour SPA have been identified in the Natural England Site Improvement Plan:

- Public access / disturbance
- Coastal squeeze
- Fisheries: Commercial marine and estuarine
- Water pollution
- Changes in species distribution
- Climate change
- Change to site conditions
- Invasive species
- Direct land take from development
- Biological resource use
- Change in land management

¹⁶ <http://publications.naturalengland.org.uk/publication/4857883850178560> [Accessed 30/05/2019]

¹⁷ <http://publications.naturalengland.org.uk/publication/4692013588938752> [Accessed 30/05/2019]

- Inappropriate pest control
- Air pollution: Impact of atmospheric nitrogen deposition
- Hydrological changes
- Extraction: Non-living resources

Solent and Southampton Water SPA / Ramsar

Introduction

- 3.24 The Solent and Southampton Water SPA / Ramsar covers an expansive area on the south England coast from Hurst Spit to Hill Head on the coast of Hampshire, and from Yarmouth to Whitecliff Bay along the north coast of the Isle of Wight. It is composed of several estuaries and harbours with mudflats, saltmarshes, saline lagoons, shingle beaches, reedbeds, damp woodland and grazing marsh.
- 3.25 The mudflats support beds of *Enteromorpha* spp. and *Zostera* spp., and harbour a rich assemblage of invertebrates that forms the main food source for estuarine birds. In the breeding season in summer, the site is important for seabirds such as gulls and terns. In winter the SPA holds a significant assemblage of waterfowl, including geese, ducks and waders. The brent goose *Branta bernicla bernicla* is known to feed in areas of surrounding agricultural land.

SPA Qualifying Features¹⁸

- 3.26 This site qualifies under **Article 4.1** of the Directive (79/409/EEC) by supporting populations of European importance of the following species listed on Annex I of the Directive:

During the breeding season;

- Common tern *Sterna hirundo*, 267 pairs representing at least 2.2% of the breeding population in Great Britain (5 year peak mean, 1993-1997)
- Little tern *Sterna albifrons*, 49 pairs representing at least 2% of the breeding population in Great Britain (5 year peak mean, 1993-1997)
- Mediterranean gull *Larus melanocephalus*, 2 pairs representing at least 20% of the breeding population in Great Britain (5 year peak mean, 1994-1998)
- Roseate tern *Sterna dougallii*, 2 pairs representing at least 3.3% of the breeding population in Great Britain (5 year peak mean, 1993-1997)
- Sandwich tern *Sterna sandvicensis*, 231 pairs representing at least 1.7% of the breeding population in Great Britain (5 year peak mean, 1993-1997)

- 3.27 This site also qualifies under **Article 4.2** of the Directive (79/409/EEC) by supporting populations of European importance of the following migratory species:

Over winter;

- Black-tailed godwit *Limosa limosa islandica*, 1,125 individuals representing at least 1.6% of the wintering Iceland - breeding population (5 year peak mean, 1992/3-1996/7)
- Dark-bellied brent goose *Branta bernicla bernicla*, 7,506 individuals representing at least 2.5% of the wintering Western Siberia/Western Europe population (5 year peak mean, 1992/3-1996/7)
- Ringed plover *Charadrius hiaticula*, 552 individuals representing at least 1.1% of the wintering Europe/Northern Africa - wintering population (5 year peak mean, 1992/3-1996/7)
- Teal *Anas crecca*, 4,400 individuals representing at least 1.1% of the wintering Northwestern Europe population (5 year peak mean, 1992/3-1996/7)

¹⁸ <http://jncc.defra.gov.uk/default.aspx?page=2037> [Accessed 30/05/2019]

3.28 Assemblage qualification: A wetland of international importance.

The area qualifies under **Article 4.2** of the Directive (79/409/EEC) by regularly supporting at least 20,000 waterfowl

Over winter, the area regularly supports 53,948 individual waterfowl (5 year peak mean 1991/2 - 1995/6) including: Gadwall *Anas strepera*, Teal *Anas crecca*, Ringed Plover *Charadrius hiaticula*, Black-tailed Godwit *Limosa limosa islandica*, Little Grebe *Tachybaptus ruficollis*, Great Crested Grebe *Podiceps cristatus*, Cormorant *Phalacrocorax carbo*, Dark-bellied brent Goose *Branta bernicla bernicla*, Wigeon *Anas penelope*, Redshank *Tringa totanus*, Pintail *Anas acuta*, Shoveler *Anas clypeata*, Red-breasted Merganser *Mergus serrator*, Grey Plover *Pluvialis squatarola*, Lapwing *Vanellus vanellus*, Dunlin *Calidris alpina alpina*, Curlew *Numenius arquata*, Shelduck *Tadorna tadorna*.

Ramsar Qualifying Features¹⁹

3.29 The Solent and Southampton Water qualify as a Ramsar site under the following criteria:

Criterion 1

The site is one of the few major sheltered channels between a substantial island and mainland in European waters, exhibiting an unusual strong double tidal flow and has long periods of slack water at high and low tide. It includes many wetland habitats characteristic of the biogeographic region: saline lagoons, saltmarshes, estuaries, intertidal flats, shallow coastal waters, grazing marshes, reedbeds, coastal woodland and rocky boulder reefs.

Criterion 2

The site supports an important assemblage of rare plants and invertebrates. At least 33 British Red Data Book invertebrates and at least eight British Red Data Book plants are represented on site.

Criterion 5

Assemblages of international importance

Species with peak counts in winter

51,343 waterfowl (5 year peak mean 1998/99 – 2002/03)

Criterion 6 Species / populations occurring at levels of international importance

Qualifying species / populations (as identified at designation):

Species with peak counts in spring / autumn

- Ringed plover *Charadrius hiaticula*, Europe / Northwest Africa: 853 individuals, representing an average of 1.1% of the population (5 year peak mean 1998/9 – 2002/3)

Species with peak counts in winter

- Dark-bellied brent goose *Branta bernicla bernicla*: 12,987 individuals, representing an average of 6% of the population (5 year peak mean 1998/9 – 2002/3)
- Eurasian teal *Anas crecca*, NW Europe: 5,514 individuals, representing an average of 1.3% of the population (5 year peak mean 1998/9 – 2002/3)
- Black-tailed godwit *Limosa limosa islandica*, Iceland / W Europe: 1,240 individuals, representing an average of 3.5% of the population (5 year peak mean 1998/9 – 2002/3)

Conservation Objectives²⁰

3.30 With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features' listed below), and subject to natural change;

¹⁹ <http://jncc.defra.gov.uk/pdf/RIS/UK11063.pdf> [Accessed 30/05/2019]

²⁰ <http://publications.naturalengland.org.uk/publication/6567218288525312> [Accessed 30/05/2019]

3.31 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- The extent and distribution of the habitats of the qualifying features
- The structure and function of the habitats of the qualifying features
- The supporting processes on which the habitats of the qualifying features rely
- The population of each of the qualifying features, and,
- The distribution of the qualifying features within the site.

Threats / Pressure to Site Integrity²¹

3.32 The following threats and pressures to the integrity of the Portsmouth Harbour SPA have been identified in the Natural England Site Improvement Plan:

- Public access / disturbance
- Coastal squeeze
- Fisheries: Commercial marine and estuarine
- Water pollution
- Changes in species distribution
- Climate change
- Change to site conditions
- Invasive species
- Direct land take from development
- Biological resource use
- Change in land management
- Inappropriate pest control
- Air pollution: Impact of atmospheric nitrogen deposition
- Hydrological changes
- Extraction: Non-living resources

Solent and Isle of Wight Lagoons SAC

Introduction

3.33 The Solent encompasses a series of coastal lagoons, including percolation, isolated and sluiced lagoons. This site includes several lagoons in the marshes near Keyhaven – Pennington, at Farlington Marshes in Chichester Harbour, at Bembridge Harbour and at Gilkicker near Gosport. These lagoons have a range of salinities and substrates, ranging from soft mud to muddy sand with a high proportion of shingle. Farlington Marshes is an isolated lagoon in marsh pasture, which is separated from the sea by a sea wall. It receives sea water only during spring tides. Its fauna is dominated by low-medium salinity insects. The lagoons at Bembridge Harbour lie in a depression behind the sea wall and sea water enters through percolation. Species diversity here is very high, including high densities of *N. vectensis*.

²¹ <http://publications.naturalengland.org.uk/publication/4692013588938752> [Accessed 30/05/2019]

- 3.34 The habitats present in the Solent and Isle of Wight Lagoons SAC support high diversity faunal communities, including the rare foxtail stonewort *Lamprothamnium papulosum*, the scarce lagoon sand shrimp *Gammarus insensibilis* and the scarce starlet sea anemone *Nematostella vectensis*.

Qualifying Features²²

- 3.35 Annex I habitats that are a primary reason for selection of this site:

- Coastal lagoons

Conservation Objectives²³

- 3.36 With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed below), and subject to natural change;
- 3.37 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;
- The extent and distribution of qualifying natural habitats
 - The structure and function (including typical species) of qualifying natural habitats, and
 - The supporting processes on which qualifying natural habitats rely

Threats / Pressures to Site Integrity²⁴

- 3.38 The following threats and pressures to the integrity of the Portsmouth Harbour SPA have been identified in the Natural England Site Improvement Plan:
- Hydrological changes
 - Inappropriate weed control
 - Coastal squeeze
 - Invasive species
 - Air pollution: Risk of atmospheric nitrogen deposition

Solent and Dorset Coast SPA

Introduction

- 3.39 The Solent and Dorset Coast was designated as a SPA on the 16th of January 2020. The site is approx. 89,078.02ha in size and extends from the isle of Purbeck in the west to Bognor Regis in the east, following the coastline of southern England. The site boundary includes the sub-tidal areas not encompassed by the other SPAs / Ramsars in the Solent, with the landward boundary at the mean low water (MLW) line where it abuts other SPAs / Ramsars and the mean high water (MHW) line elsewhere (to provide protection to the intertidal zone).
- 3.40 The SPA was designated to specifically protect essential foraging areas at sea used by qualifying tern species (common tern, sandwich tern and little tern) of other nearby SPA / Ramsar sites. All three tern species use the open water along the coastline to plunge dive for foraging resources. The site (as outlined in 2020) supports over 1% of the GB breeding population of all three tern species. The overall site boundary of the SPA has been established using data on the foraging ranges of terns (e.g. mean and maximum foraging ranges for little terns of 2.1km and 6.3km respectively) and applying these as buffer zones around known tern nesting sites.

²² <http://incc.defra.gov.uk/protectedsites/sacselection/sac.asp?EUCODE=UK0017073> [Accessed 30/05/2019]

²³ <http://publications.naturalengland.org.uk/publication/5646122018144256> [Accessed 30/05/2019]

²⁴ <http://publications.naturalengland.org.uk/publication/5670639268528128> [Accessed 30/05/2019]

Qualifying Features²⁵

3.41 This site qualifies under Article 4 of the Birds Directive (2009/147/EC) by supporting populations of European importance of the following species listed on Annex I of the Directive:

During the breeding season;

- Sandwich tern *Sterna sandvicensis*, 441 pairs representing at least 4.01% of the breeding population in Great Britain (2008-2014)
- Common tern *Sterna hirundo*, 492 pairs representing at least 4.77% of the breeding population in Great Britain (2008-2014)
- Little tern *Sterna albifrons*, 63 pairs representing at least 3.31% of the breeding population in Great Britain (2008-2014)

Conservation Objectives²⁶

3.42 With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features' listed below), and subject to natural change;

3.43 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- The extent and distribution of the habitats of the qualifying features
- The structure and function of the habitats of the qualifying features
- The supporting processes on which the habitats of the qualifying features rely
- The population of each of the qualifying features, and,
- The distribution of the qualifying features within the site.

Threats / Pressures to Site Integrity

3.44 To date, a Site Improvement Plan for the Solent and Dorset Coast SPA has not been published. However, given similar qualifying species to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, it is likely that the threats and pressures to site integrity will be similar. The following issues have been identified in the Site Improvement Plan for the wider Solent area²⁷ (note only the ones relevant to terns are presented here):

- Public access / disturbance
- Fisheries: Commercial marine and estuarine
- Water pollution
- Changes in species distribution
- Climate change
- Change to site conditions
- Biological resource use
- Change in land management
- Air pollution: Impact of atmospheric nitrogen deposition
- Hydrological changes

²⁵ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/560622/solent-dorset-departmental-brief.pdf [Accessed on the 15/12/2020]

²⁶ <http://publications.naturalengland.org.uk/publication/5294923917033472> [Accessed on the 15/12/2020]

²⁷ <http://publications.naturalengland.org.uk/publication/4692013588938752> [Accessed on the 15/12/2020]

4. Relevant Impact Pathways

Background to Recreational Pressure

- 4.1 There is growing concern over the cumulative impacts of recreation on key nature conservation sites in the UK, as most sites must fulfill conservation objectives while also providing recreational opportunity. Various research reports have provided compelling links between changes in housing and access levels and impacts on European protected sites^{28 29}. This applies to any habitat, but the additional recreational pressure from housing growth on destinations with water features is likely to be especially strong and some of the qualifying waterfowl are known to be susceptible to disturbance. Different European sites are subject to different types of recreational pressures and have different vulnerabilities. Studies across a range of species have shown that the effects from recreation can be complex. HRAs of Local Plans tend to focus on recreational sources of disturbance as a result of new residents³⁰.
- 4.2 Human activity can affect birds either directly (e.g. by causing them to flee) or indirectly (e.g. by damaging their habitat or reducing their fitness in less obvious ways e.g. stress). The most obvious direct effect is that of immediate mortality such as death by shooting, but human activity can also lead to much more subtle behavioural (e.g. alterations in feeding behaviour, avoidance of certain areas and use of sub optimal areas etc.) and physiological changes (e.g. an increase in heart rate). While these are less noticeable, they might result in major population-level changes by altering the balance between immigration/birth and emigration/death³¹.
- 4.3 Concern regarding the effects of disturbance on birds stems from the fact that they are expending energy unnecessarily and the time they spend responding to disturbance is time that is not spent feeding³². Disturbance therefore risks increasing energetic expenditure of birds while reducing their energetic intake, which can adversely affect the 'condition' and ultimately survival of the birds. Additionally, displacement of birds from one feeding site to others can increase the pressure on the resources available within the remaining sites, as they then must sustain a greater number of birds³³. Moreover, the more time a breeding bird spends disturbed from its nest, the more its eggs are likely to cool and the more vulnerable they, or any nestlings, are to predators. Recreational effects on ground-nesting birds are particularly severe, with many studies concluding that urban sites support lower densities of key species, such as stone curlew and nightjar^{34 35}. Recreation disturbance in winter can be more adverse because birds are more vulnerable at this time of year due to food shortages.
- 4.4 Evidence in the literature suggests that the magnitude of disturbance clearly differs between different types of recreational activities. For example, dog walking leads to a significantly higher reduction in bird diversity and abundance than hiking³⁶. Scientific evidence also suggests that key disturbance parameters, such as areas of influence and flush distance, are significantly greater for dog walkers than hikers³⁷. A UK meta-analysis suggests that important spatial (e.g. the area of a site potentially influenced) and temporal (e.g.

²⁸ Liley D, Clarke R.T., Mallord J.W., Bullock J.M. 2006a. The effect of urban development and human disturbance on the distribution and abundance of nightjars on the Thames Basin and Dorset Heath. Natural England / Footprint Ecology.

²⁹ Liley D., Clarke R.T., Underhill-Day J., Tyldesley D.T. 2006b. Evidence to support the appropriate Assessment of development plans and projects in south-east Dorset. Footprint Ecology / Dorset County Council.

³⁰ The RTP1 report 'Planning for an Ageing Population' (2004) which states that 'From being a marginalised group in society, the elderly are now a force to be reckoned with and increasingly seen as a market to be wooed by the leisure and tourist industries. There are more of them and generally they have more time and more money.' It also states that 'Participation in most physical activities shows a significant decline after the age of 50. The exceptions to this are walking, golf, bowls and sailing, where participation rates hold up well into the 70s'.

³¹ Riley, J. 2003. Review of Recreational Disturbance Research on Selected Wildlife in Scotland. Scottish Natural Heritage.

³² Riddington, R. *et al.* 1996. The impact of disturbance on the behaviour and energy budgets of Brent geese. *Bird Study* 43:269-279

³³ Gill, J.A., Sutherland, W.J. & Norris, K. 1998. The consequences of human disturbance for estuarine birds. *RSPB Conservation Review* 12: 67-72

³⁴ Clarke R.T., Liley D., Sharp J.M., Green R.E. 2013. Building development and roads: Implications for the distribution of stone curlews across the Brecks. PLOS ONE. doi:10.1371/journal.pone.0072984.

³⁵ Liley D., Clarke R.T. 2003. The impact of urban development and human disturbance on the numbers of nightjar *Caprimulgus europaeus* on heathlands in Dorset, England. *Biological Conservation* 114: 219-230.

³⁶ Banks P.B., Bryant J.Y. 2007. Four-legged friend or foe? Dog walking displaces native birds from natural areas. *Biology Letters* 3: 14pp.

³⁷ Miller S.G., Knight R.L., Miller C.K. 2001. Wildlife responses to pedestrians and dogs. 29: 124-132.

how often or long an activity is carried out) parameters differ between recreational activities, suggesting that activity type is a factor that should be taken into account by HRAs³⁸.

- 4.5 Disturbance can also result from a wider urbanisation effect that might pose a much more direct threat to survival, such as in the case of predation by dogs and cats. Dogs are often exercised off-lead and roam out of sight of their owners and have been documented to kill ground-nesting birds. Cats tend to roam freely at night, potentially seeking out prey many kilometres away from their home.

Non-breeding birds (September to March)

- 4.6 Because the European sites surrounding the Portsmouth seafront are designated for overwintering waterfowl, this section discusses academic research available on this functional group of birds.
- 4.7 The potential for disturbance may be different in winter than in summer, in that there are often a smaller number of recreational users. Furthermore, the impacts of disturbance at a population level may be reduced because birds are not breeding. However, recreational disturbance in winter may still have negative impacts, because birds face seasonal food shortages and are likely to be susceptible to any nutritional loss. Therefore, the abandonment of suitable feeding areas due to disturbance can have serious consequences for their ability to find suitable alternative feeding sites.
- 4.8 Tuite et al³⁹ used a large (379 sites), long-term (10-year) dataset (September – March species counts) to correlate seasonal changes in wildfowl abundance with the presence of various recreational activities. They determined that the shoveler was one of the most sensitive species to recreational activities, such as sailing/windsurfing and rowing. Studies on recreation in the Solent have established that human leisure activities cause direct disturbance to wintering waterfowl populations^{40 41}.
- 4.9 A recent study on recreational disturbance on the Humber⁴² assesses different types of noise disturbance on waterfowl referring to studies relating to aircraft (see Drewitt 1999⁴³), traffic (Reijnen, Foppen, & Veenbaas 1997)⁴⁴, dogs (Lord, Waas, & Innes 1997⁴⁵; Banks & Bryant 2007⁴⁶) and machinery (Delaney et al. 1999; Tempel & Gutierrez 2003). These studies identified that there is still relatively little work on the effects of different types of water-based craft and the impacts from jet skis, kite surfers, windsurfers etc. (see Kirby et al. 2004⁴⁷ for a review). Some types of disturbance are clearly likely to invoke different responses. In very general terms, both distance from the source of disturbance and the scale of the disturbance (noise level, group size) will both influence the response (Delaney et al. 1999⁴⁸; Beale & Monaghan 2005⁴⁹). On UK estuaries and coastal sites, a review of WeBS data showed that, among the volunteer WeBS surveyors, driving of motor vehicles and shooting were the two activities most perceived to cause disturbance (Robinson & Pollitt 2002)⁵⁰.
- 4.10 Disturbing activities present themselves on a continuum. Generally, activities that involve irregular, infrequent and loud noise events, movement or vibration are likely to be the most disturbing. For example, the presence of dogs around water bodies generate substantial disturbance due the areas accessed and

³⁸ Weitowitz D., Panter C., Hoskin R., Liley D. The spatio-temporal footprint of key recreation activities in European protected sites. Manuscript in preparation.

³⁹ Tuite, C.H., Hanson, P.R. & Owen, M. 1984. Some ecological factors affecting winter wildfowl distribution on inland waters in England and Wales and the influence of water-based recreation. *Journal of Applied Ecology* 21: 41-62

⁴⁰ Footprint Ecology. 2010. Recreational Disturbance to Birds on the Humber Estuary

⁴¹ Footprint Ecology, Jonathan Cox Associates & Bournemouth University. 2010. Solent disturbance and mitigation project – various reports.

⁴² Helen Fearnley Durwyn Liley and Katie Cruickshanks (2012) Results of Recreational Visitor Survey across the Humber Estuary produced by Footprint Ecology

⁴³ Drewitt, A. (1999) Disturbance effects of aircraft on birds. English Nature, Peterborough.

⁴⁴ Reijnen, R., Foppen, R. & Veenbaas, G. (1997) Disturbance by traffic of breeding birds: evaluation of the effect and considerations in planning and managing road corridors. *Biodiversity and Conservation*, 6, 567-581.

⁴⁵ Lord, A., Waas, J.R. & Innes, J. (1997) Effects of human activity on the behaviour of northern New Zealand dotterel *Charadrius obscurus aequilonius* chicks. *Biological Conservation*, 82,15-20.

⁴⁶ Banks, P.B. & Bryant, J.V. (2007) Four-legged friend of foe? Dog-walking displaces native birds from natural areas. *Biology Letters*, 3, 611-613.

⁴⁷ Kirby, J.S., Clee, C. & Seager, V. (1993) Impact and extent of recreational disturbance to wader roosts on the Dee estuary: some preliminary results. *Wader Study Group Bulletin*, 68, 53-58.

⁴⁸ Delaney, D.K., Grubb, T.G., Beier, P., Pater, L.L.M. & Reiser, H. (1999) Effects of Helicopter Noise on Mexican Spotted Owls. *The Journal of Wildlife Management*, 63, 60-76.

⁴⁹ Beale, C.M. & Monaghan, P. (2005) Modeling the Effects of Limiting the Number of Visitors on Failure Rates of Seabird Nests. *Conservation Biology*, 19, 2015-2019.

⁵⁰ Robinson, J.A. & Pollitt, M.S. (2002) Sources and extent of human disturbance to waterbirds in the UK: an analysis of Wetland Bird Survey data, 1995/96 to 1998/99: Less than 32% of counters record disturbance at their site, with differences in causes between coastal and inland sites. *Bird Study*, 49, 205.

their impact on bird behaviour. Birds are least likely to be disturbed by activities that involve regular, frequent, predictable and quiet patterns of sound, movement or vibration. The further any activity is from the birds, the less likely it is to result in disturbance. Therefore, the factors that determine species responses to disturbance include species sensitivity, timing/duration of the recreational activity and the distance between source and receptor of disturbance.

- 4.11 As part of the Bird Aware Solent Project, a study monitoring bird disturbance across 20 different locations was undertaken between December 2009 and February 2010⁵¹. This involved recording all recreational activities and relating these to behavioural responses of birds in pre-defined focal areas of intertidal habitat. The study recorded a total of 2,507 potential disturbance events, generating 4,064 species-specific behaviours. Roughly 20% of recorded events resulted in disturbance of waterfowl, including behaviours such as becoming alert, walking / swimming away, short flights (< 50m) or major flights. Generally, the likelihood of disturbance decreased with increasing distance to the disturbance stimulus (i.e. the recreational activity being undertaken). Importantly, the study also illustrated that recreational activities in the intertidal zone have the highest disturbance potential (41% of recorded events resulted in disturbance), followed by water-based activities (25%) and shore-based activities (12%).
- 4.12 The specific distance at which a species takes flight when disturbed is known as the 'tolerance distance' (also called the 'escape distance') and greatly differs between species. The tolerance distances of the study carried out for the Bird Aware project are summarised in Table 1. It is reasonable to assume from this evidence that disturbance is unlikely to be relevant at distances of beyond 200m. The data show that the sensitivity to disturbance differ between species, but that the intra-specific variation in response to disturbance is equally important. It was also examined how disturbance to different recreational activities varies between species, but for most species the number of recorded events was not enough for comparison (except for brent goose, oystercatcher and redshank). The results suggest that species might respond to recreational activities differently. For example, brent geese responded to dog walkers much further away than oystercatcher and redshank.

Table 1: Tolerance distances in metres of 16 species of waterfowl to various forms of recreational disturbance, as found in recent disturbance fieldwork⁵². The distances are provided both as a median and a range.

| Species | Disturbance Distance (metres from stimulus) | | Activity | | | |
|---------------------|---|----------|----------|-------------|---------|---------|
| | Median | Range | Cycling | Dog walking | Jogging | Walking |
| Brent goose | 51.5 | 5 - 178 | 100 | 95 | 30 | 50 |
| Oystercatcher | 46 | 10 - 200 | 150 | 45 | | 50 |
| Redshank | 44.5 | 75 - 150 | 125 | 50 | 40 | 58 |
| Curlew | 75 | 25 - 200 | | | | |
| Turnstone | 50 | 5 - 100 | | | | |
| Coot | 12 | 10 - 20 | | | | |
| Mute swan | 12 | 8 - 50 | | | | |
| Grey plover | 75 | 30 - 125 | | | | |
| Little egret | 75 | 30 - 200 | | | | |
| Wigeon | 75.5 | 20 - 125 | | | | |
| Dunlin | 75 | 25 - 300 | | | | |
| Shelduck | 77.5 | 50 - 140 | | | | |
| Great-crested grebe | 100 | 50 - 100 | | | | |
| Lapwing | 75 | 18 - 125 | | | | |
| Teal | 60 | 35 - 200 | | | | |
| Mallard | 25 | 10 - 50 | | | | |

⁵¹ Liley D., Stillman R. & Fearnley H. 2011. The Solent Disturbance and Mitigation Project Phase 2: Results of Bird Disturbance Fieldwork 2009/10. Report by Footprint Ecology for the Solent Forum.

⁵² Ibid.

- 4.13 The most recent visitor surveys conducted in the Solent in winter 2017 / 2018, indicated that visitors travelled distances between 76m and 300km to visit their Solent destination, with a mean distance of 8.4km and a median distance of 1.4km⁵³. While the Solent therefore is clearly visited by people from across England, the recreation patterns are clearly driven by local Solent residents. This is reflected in the Interim Solent Recreation Mitigation Strategy⁵⁴, which established that a zone of influence of 5.6km around the SPAs in the Solent is to be used, comparable to other European sites such as the Thames Basin Heaths SPA and the Dorset Heathlands SPA. All housing developments within this catchment are to provide financial contributions to mitigation measures employed to buffer these sites against adverse effects. This catchment zone is particularly relevant to the Portsmouth Seafront Masterplan, as this proposes the potential development of hotels and residential dwellings within 5.6km of the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar. As discussed above, any development within this zone is assumed to result in a Likely Significant Effect and will require mitigation, unless a project-level HRA demonstrates otherwise.

Visual and noise disturbance

- 4.14 An increasing amount of research on visual and noise disturbance of waterfowl from construction (and other activities) is now available. Both processes might elicit disturbance responses, and thereby affect the fitness and survival of wildfowl. For example, noise is a complex disturbance parameter requiring the consideration of several features, including the fact that it is not described on a linear scale, its non-additive effect and the source-receptor distance. A high level of noise disturbance constitutes a sudden noise event of over 60dB or prolonged noise of over 72dB. Responses to high noise levels include major flight or the cessation of feeding, both of which might affect the survival of birds if other stressors are present (e.g. cold weather, food scarcity).
- 4.15 Generally, previous research has shown that above noise levels of 84dB waterfowl show a flight response, while at levels below 55dB there is no effect on their behaviour⁵⁵. These two thresholds are therefore considered useful as defining two extremes. The same authors have shown that noise levels should be below 70dB at the bird, as birds will habituate to noise levels below this level⁵⁶. Generally, noise is attenuated by 6dB with every doubling of distance from the source. Impact piling, the noisiest construction process of approx. 110 dB at 0.67m from source, will therefore reduce to 67-68dB by 100m away from the source. The loudest construction noise should therefore have fallen to below disturbing levels by 100m, and certainly by 200m, away from the source even without mitigation.
- 4.16 Visual disturbance is generally considered to have a higher impact than noise disturbance as, in most instances, visual stimuli will elicit a disturbance response at much higher distances than noise⁵⁷. For example, a flight response is triggered in most species when approached to within 150m across a mudflat. Visual disturbance can be exacerbated by workers operating outside with equipment, undertaking sudden movements and using large machinery. Several species are particularly sensitive to visual disturbance, including curlew (taking flight at 275m), redshank (at 250m), shelduck (at 199m) and bar-tailed godwit (at 163m). Therefore, specific regard should be given to assemblage composition when identifying threshold levels for both visual and noise disturbance.
- 4.17 The available baseline information suggests that the following European Sites are vulnerable to disturbance from the impact pathways recreational pressure, and visual and noise disturbance due to the presence of waterfowl:
- **Portsmouth Harbour SPA / Ramsar**
 - **Chichester and Langstone Harbours SPA / Ramsar**
 - **Solent and Southampton Water SPA / Ramsar**
- 4.18 However, the closest publicly accessible portion of the Solent and Southampton Water SPA is 7.6km from the closest opportunity area in the Seafront Masterplan. Given this distance and considering that

⁵³ Liley D. & Panter C. 2018. Solent Visitor Surveys, winter 2017-18. Unpublished report by Footprint Ecology for the Bird Aware Solent Project. 81pp

⁵⁴ <http://www.birdaware.org/CHttpHandler.ashx?id=27309&p=0> [Accessed 15/07/2019]

⁵⁵ Cutts N & Allan J. 1999. Avifaunal Disturbance Assessment. Flood Defence Works: Saltend. Report to Environment Agency).

⁵⁶ Cutts, N., Phelps, A. and Burdon, D. (2009) Construction and waterfowl: Defining Sensitivity, Response, Impacts and Guidance. Report to Humber INCA, Institute of Estuarine and Coastal Studies, University of Hull.

⁵⁷ Research undertaken by the Institute of Estuarine & Coastal Studies, University of Hull. 2013. Available at: <http://bailey.persona-pi.com/Public-Inquiries/M4%20-%20Revised/11.3.67.pdf> [Accessed 17/07/2019]

recreational pressure arising from the Masterplan is likely to be a more localised issue (i.e. limited to a 5.6km catchment zone as identified in previous visitor surveys), this site is not considered further in this HRA.

Background to Loss of Functionally Linked Land

- 4.19 While most European sites have been geographically defined to encompass the key features that are necessary for coherence of their structure and function, and the support of their qualifying features, this is not necessarily the case. A diverse array of qualifying species including birds, bats and amphibians are not always confined to the boundary of designated sites.
- 4.20 For example, the highly mobile nature of both wildfowl and heathland birds implies that areas of habitat of crucial importance to the maintenance of their populations are outside the physical limits of European sites. Despite not being designated, this area is still integral to the maintenance of the structure and function of the interest feature on the designated site and, therefore, land use plans that may affect such areas should be subject to further assessment. Studies have documented that nightjar forage outside European site boundaries and that woodlark may use non-designated sites as their wintering grounds. Horseshoe bats also utilise functionally linked land distant from their breeding sites for activities such as foraging.
- 4.21 There is now an abundance of authoritative examples of HRA cases on plans affecting bird populations, where Natural England recognised the potential importance of functionally linked land⁵⁸. For example, bird surveys in relation to a previous HRA established that approximately 25% of the golden plover population in the Somerset Levels and Moors SPA were affected while on functionally linked land, and this required the inclusion of mitigation measures in the relevant plan policy wording. Another important case study originates from the Mersey Estuary SPA / Ramsar, where adjacently located functionally linked land had a peak survey count of 108% of the 5 year mean peak population of golden plover. As in the above example, this led to considerable amendments in the planning proposal to ensure that the site integrity was not adversely affected.
- 4.22 Generally, the identification of an area as functionally linked land is now a relatively straightforward process. However, the importance of non-designated land parcels may not be apparent and could require the analysis of existing data sources to be firmly established. In some instances, data may not be available at all, requiring some further survey work.
- 4.23 The Solent Waders and Brent Goose Strategy⁵⁹, a conservation partnership project focusing particularly on brent geese and wading birds in the Solent, has undertaken surveys over three winters between 2016 and 2019. The strategy is an attempt to identify the sites these birds rely on in the Solent, outside of the boundaries of the formal designations. This network of functionally linked feeding and roosting sites has been mapped⁶⁰, identifying Core Areas, Primary Support Areas, Secondary Support Areas, Low Use areas and Candidate areas. For example, one of the key parcels of functionally linked land within Portsmouth is Southsea Common (P35), a Core feeding Area for brent Goose. Several other land parcels examined in the strategy are also relevant to the implementation of the Seafront Masterplan, because development is proposed nearby. This HRA has consulted the Solent Waders and Brent Goose Strategy to identify the main parcels of functionally linked land relevant to the Masterplan.
- 4.24 The available baseline information suggests that the following European Sites are vulnerable to the impact pathway loss of functionally linked land due to the mobility of waterfowl:
- **Portsmouth Harbour SPA / Ramsar**
 - **Chichester and Langstone Harbours SPA / Ramsar**
 - **Solent and Southampton Water SPA / Ramsar**

⁵⁸ Chapman C & Tyldesley D. 2016. Functional linkage: How areas that are functionally linked to European sites have been considered when they may be affected by plans and projects – A review of authoritative decisions. Natural England Commissioned Reports 207: 73pp.

⁵⁹ Available at <https://solentwbgs.wordpress.com/> [Accessed 15/07/2019]

⁶⁰ Freely available to view online at: <https://solentwbgs.wordpress.com/page-2/> [Accessed 15/07/2019]

Background to Tall Buildings and Light Pollution

- 4.25 Tall, manmade structures might have a variety of ecological impacts, particularly on bird species. It is now well known that such structures can interfere with the commuting or migration routes of a variety of species. Furthermore, tall buildings are also a physical obstacle, representing a direct risk of collision mortality.
- 4.26 Furthermore, the magnitude of effect of such landscape infrastructure is determined by various design features (e.g. building height, number of windows, level of illumination) and its location. For example, the constant illumination of some buildings such as hotels is thought to lead to an entrapment effect, preventing birds from successfully completing their commuting / migratory routes. Tall structures are also likely to have much more of an impact if they are positioned in an established corridor of commuting or migratory activity of birds. For example, this might prevent the birds' ability to use established feeding territories beyond newly built structures or alter the amount of energy required to get there.
- 4.27 The Seafront Masterplan details the provision of several leisure facilities such as hotels / spas, entertainment facilities and mixed-use development, which is likely to involve the delivery of at least some tall buildings. This HRA will set the development proposals into an ecological context, to identify where tall buildings might cause adverse effects on the integrity of European sites.
- 4.28 The available baseline information suggests that the following European Sites are vulnerable to the impact pathway tall buildings and light pollution due to their qualifying species:
- **Portsmouth Harbour SPA / Ramsar**
 - **Chichester and Langstone Harbours SPA / Ramsar**
 - **Solent and Southampton Water SPA / Ramsar**
- 4.29 However, the closest section of the Solent and Southampton Water SPA, i.e. the part to the south across a small section of sea, is 4.5km from the closest opportunity area in the Seafront Masterplan. Given this distance to the Solent and Southampton SPA, it is likely that brent geese from this area of the SPA will be using functionally linked land on the Isle of Wight. Any geese using the Seafront Masterplan area, are unlikely to be impacted by tall buildings, as these buildings are unlikely to be in their flight trajectory. Therefore, the Solent and Southampton Water SPA is screened out from further assessment in relation to the impact pathway of tall buildings and light pollution.

Background to Atmospheric Pollution

- 4.30 The main pollutants of concern for European sites are oxides of nitrogen (NO_x), ammonia (NH₃) and sulphur dioxide (SO₂) and are summarised in Table 2. Ammonia can have a directly toxic effect upon vegetation, particularly at close distances to the source such as near road verges⁶¹. NO_x can also be toxic at very high concentrations (far above the annual average critical level). However, in particular, high levels of NO_x and NH₃ are likely to increase the total N deposition to soils, potentially leading to deleterious knock-on effects in resident ecosystems. Increases in nitrogen deposition from the atmosphere is widely known to enhance soil fertility and to lead to eutrophication. This often has adverse effects on the community composition and quality of semi-natural, nitrogen-limited terrestrial and aquatic habitats^{62 63}.

⁶¹ http://www.apis.ac.uk/overview/pollutants/overview_NOx.htm.

⁶² Wolseley, P. A.; James, P. W.; Theobald, M. R.; Sutton, M. A. **2006**. Detecting changes in epiphytic lichen communities at sites affected by atmospheric ammonia from agricultural sources. *Lichenologist* 38: 161-176

⁶³ Dijk, N. **2011**. Dry deposition of ammonia gas drives species change faster than wet deposition of ammonium ions: evidence from a long-term field manipulation *Global Change Biology* 17: 3589-3607

Table 2: Main sources and effects of air pollutants on habitats and species⁶⁴

| Pollutant | Source | Effects on habitats and species |
|------------------------------------|--|---|
| Sulphur Dioxide (SO ₂) | <p>The main sources of SO₂ are electricity generation, and industrial and domestic fuel combustion. However, total SO₂ emissions in the UK have decreased substantially since the 1980's.</p> <p>Another origin of sulphur dioxide is the shipping industry and high atmospheric concentrations of SO₂ have been documented in busy ports. In future years shipping is likely to become one of the most important contributors to SO₂ emissions in the UK.</p> | <p>Wet and dry deposition of SO₂ acidifies soils and freshwater and may alter the composition of plant and animal communities.</p> <p>The magnitude of effects depends on levels of deposition, the buffering capacity of soils and the sensitivity of impacted species.</p> <p>However, SO₂ background levels have fallen considerably since the 1970's and are now not regarded a threat to plant communities. For example, decreases in Sulphur dioxide concentrations have been linked to returning lichen species and improved tree health in London.</p> |
| Acid deposition | <p>Leads to acidification of soils and freshwater via atmospheric deposition of SO₂, NO_x, ammonia and hydrochloric acid. Acid deposition from rain has declined by 85% in the last 20 years, which most of this contributed by lower sulphate levels.</p> <p>Future trends in S emissions and subsequent deposition to terrestrial and aquatic ecosystems will continue to decline</p> | <p>Gaseous precursors (e.g. SO₂) can cause direct damage to sensitive vegetation, such as lichen, upon deposition.</p> <p>Can affect habitats and species through both wet (acid rain) and dry deposition. The effects of acidification include lowering of soil pH, leaf chlorosis, reduced decomposition rates, and compromised reproduction in birds / plants.</p> <p>Not all sites are equally susceptible to acidification. This varies depending on soil type, bed rock geology, weathering rate and buffering capacity. For example, sites with an underlying geology of granite, gneiss and quartz rich rocks tend to be more susceptible.</p> |
| Ammonia (NH ₃) | <p>Ammonia is a reactive, soluble alkaline gas that is released following decomposition and volatilisation of animal wastes. It is a naturally occurring trace gas, but ammonia concentrations are directly related to the distribution of livestock.</p> <p>Ammonia reacts with acid pollutants such as the products of SO₂ and NO_x emissions to produce fine ammonium (NH₄⁺) - containing aerosol. Due to its significantly longer lifetime, NH₄⁺ may be transferred much longer distances (and can therefore be a significant trans-boundary issue).</p> <p>While ammonia deposition may be estimated from its atmospheric concentration, the deposition rates are strongly influenced by meteorology and ecosystem type.</p> | <p>The negative effect of NH₄⁺ may occur via direct toxicity, when uptake exceeds detoxification capacity and via N accumulation.</p> <p>Its main adverse effect is eutrophication, leading to species assemblages that are dominated by fast-growing and tall species. For example, a shift in dominance from heath species (lichens, mosses) to grasses is often seen.</p> <p>As emissions mostly occur at ground level in the rural environment and NH₃ is rapidly deposited, some of the most acute problems of NH₃ deposition are for small relict nature reserves located in intensive agricultural landscapes.</p> |
| Nitrogen oxides (NO _x) | <p>Nitrogen oxides are mostly produced in combustion processes. Half of NO_x emissions in the UK derive from motor vehicles, one quarter from power stations and the rest from other industrial and domestic combustion processes.</p> <p>In contrast to the steep decline in Sulphur dioxide emissions, nitrogen oxides are falling slowly due to</p> | <p>Direct toxicity effects of gaseous nitrates are likely to be important in areas close to the source (e.g. roadside verges). A critical level of NO_x for all vegetation types has been set to 30 ug/m3.</p> <p>Deposition of nitrogen compounds (nitrates (NO₃), nitrogen dioxide (NO₂) and nitric acid (HNO₃))</p> |

⁶⁴ Information summarised from the Air Pollution Information System (<http://www.apis.ac.uk/>)

| Pollutant | Source | Effects on habitats and species |
|-------------------------|--|--|
| | control strategies being offset by increasing numbers of vehicles. However, most recent projections are that background nitrogen deposition is expected to fall overall by 2030. | contributes to the total nitrogen deposition and may lead to both soil and freshwater acidification. In addition, NO _x contributes to the eutrophication of soils and water, altering the species composition of plant communities at the expense of sensitive species. |
| Nitrogen deposition | The pollutants that contribute to the total nitrogen deposition derive mainly from oxidized (e.g. NO _x) or reduced (e.g. NH ₃) nitrogen emissions (described separately above). While oxidized nitrogen mainly originates from major conurbations or highways, reduced nitrogen mostly derives from farming practices. The N pollutants together are a large contributor to acidification (see above). | All plants require nitrogen compounds to grow, but too much overall N is regarded as the major driver of biodiversity change globally. Species-rich plant communities with high proportions of slow-growing perennial species and bryophytes are most at risk from N eutrophication. This is because many semi-natural plants cannot assimilate the surplus N as well as many graminoid (grass) species. N deposition can also increase the risk of damage from abiotic factors, e.g. drought and frost. |
| Ozone (O ₃) | A secondary pollutant generated by photochemical reactions involving NO _x , volatile organic compounds (VOCs) and sunlight. These precursors are mainly released by the combustion of fossil fuels (as discussed above). Increasing anthropogenic emissions of ozone precursors in the UK have led to an increased number of days when ozone levels rise above 40ppb ('episodes' or 'smog'). Reducing ozone pollution is believed to require action at international level to reduce levels of the precursors that form ozone. | Concentrations of O ₃ above 40 ppb can be toxic to both humans and wildlife and can affect buildings. High O ₃ concentrations are widely documented to cause damage to vegetation, including visible leaf damage, reduction in floral biomass, reduction in crop yield (e.g. cereal grains, tomato, potato), reduction in the number of flowers, decrease in forest production and altered species composition in semi-natural plant communities. |

4.31 Sulphur dioxide emissions overwhelmingly derive from power stations and industrial processes that require the combustion of coal and oil, as well as (particularly on a local scale) shipping⁶⁵. Ammonia emissions originate from agricultural practices⁶⁶, with some chemical processes also making notable contributions. As such, it is unlikely that material increases in SO₂ or NH₃ emissions will be associated with Local Plans. NO_x emissions, however, are dominated by the output of vehicle exhausts (more than half of all emissions). A 'typical' housing development will contribute by far the largest portion to its overall NO_x footprint (92%) through the associated road traffic. Other sources, although relevant, are of minor importance (8%) in comparison⁶⁷. Emissions of NO_x could therefore be reasonably expected to increase because of a higher number of vehicles due to implementation of the Masterplan in combination with growth across Portsmouth and beyond.

4.32 According to the World Health Organisation, the critical NO_x concentration (critical threshold) for the protection of vegetation is 30 µgm⁻³; the threshold for sulphur dioxide is 20 µgm⁻³. In addition, ecological studies have determined 'critical loads'⁶⁸ of atmospheric nitrogen deposition (that is, NO_x combined with ammonia NH₃).

⁶⁵ http://www.apis.ac.uk/overview/pollutants/overview_SO2.htm.

⁶⁶ Pain, B.F.; Weerden, T.J.; Chambers, B.J.; Phillips, V.R.; Jarvis, S.C. 1998. A new inventory for ammonia emissions from U.K. agriculture. *Atmospheric Environment* 32: 309-313

⁶⁷ Proportions calculated based upon data presented in Dore CJ et al. 2005. UK Emissions of Air Pollutants 1970 – 2003. UK National Atmospheric Emissions Inventory. <http://www.airquality.co.uk/archive/index.php>

⁶⁸ The critical load is the rate of deposition beyond which research indicates that adverse effects can reasonably be expected to occur

- 4.33 According to the Department of Transport's Transport Analysis Guidance, beyond 200m, the contribution of vehicle emissions from the roadside to local pollution levels is not significant⁶⁹ (Figure 4). This is therefore the distance that has been used throughout this HRA in order to determine whether European sites are likely to be significantly affected by development outlined in the Local Plan.

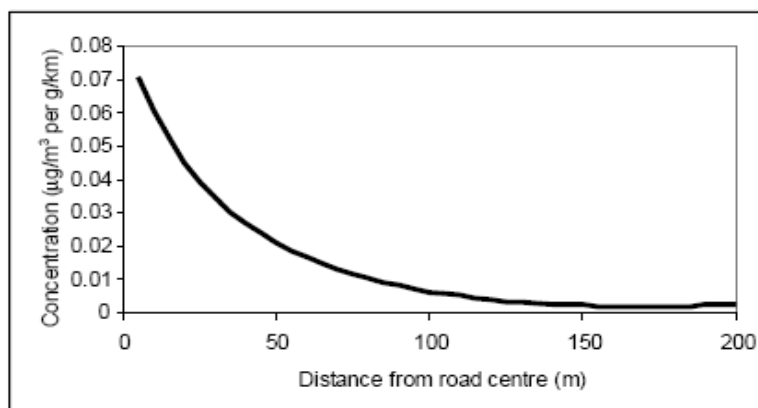


Figure 4: Traffic contribution to concentrations of pollutants at different distances from a road (Source: DfT⁷⁰)

- 4.34 Exhaust emissions from vehicles, particularly their nitrogen compounds, are capable of adversely affecting aquatic habitats. Considering this, an increase in net recreation and employment within the Portsmouth Seafront Masterplan area could result in increased traffic adjacent to nearby European sites, which might be sensitive to atmospheric pollution.
- 4.35 The available baseline information suggests that the following European Sites are vulnerable to the impact pathway atmospheric pollution due to their qualifying species / habitats:
- **Portsmouth Harbour SPA / Ramsar**
 - **Chichester and Langstone Harbours SPA / Ramsar**
 - **Solent and Southampton Water SPA**
 - **Solent Maritime SAC**
 - **Solent and Isle of Wight Lagoons SAC**

Background to Water Quality

- 4.36 The quality of the water that feeds European sites is an important determinant of the nature of their habitats and the species they support. Poor water quality can have a range of environmental impacts:
- 4.37 At high levels, toxic chemicals and metals can result in immediate death of aquatic life, and can have detrimental effects even at lower levels, including increased vulnerability to disease and changes in wildlife behaviour.
- Eutrophication, the enrichment of plant nutrients in water, increases plant growth and consequently results in oxygen depletion. Algal blooms, which commonly result from eutrophication, increase turbidity and decrease light penetration. The decomposition of organic wastes that often accompanies eutrophication deoxygenates water further, augmenting the oxygen depleting effects of eutrophication. In the marine environment, nitrogen is the limiting plant nutrient and so eutrophication is associated with discharges containing available nitrogen.
 - Some pesticides, industrial chemicals, and components of sewage effluent are suspected to interfere with the functioning of the endocrine system, possibly having negative effects on the reproduction and development of aquatic life.

⁶⁹ <http://www.dft.gov.uk/webtag/documents/expert/unit3.3.3.php#013>; accessed 12/05/2016

⁷⁰ <http://www.dft.gov.uk/ha/standards/dmr/vol11/section3/ha20707.pdf>; accessed 13/07/2018

- 4.38 Sewage and some industrial effluent discharges contribute to increased nutrients in the European sites and particularly to phosphate levels in watercourses.
- 4.39 The Seafront Masterplan provides for development in the Southern Water catchment, responsible for the public water supply and waste water treatment within the area. The potential implications of residential and industrial development for Natura 2000 sites are outlined in Table 3.

Table 3: Wastewater Treatment Works with catchments serving areas that are to provide new development.

| WwTW Catchment | Plan providing for additional employment development | HRA implications |
|---|--|---|
| WwTWs operated by Southern Water and Portsmouth Water | Seafront Masterplan | Discharge of sewage and industrial pollutants into local watercourses (ultimately entering Portsmouth Harbour SPA / Ramsar, Chichester and Langstone Harbours SPA / Ramsar and Solent Maritime SAC) |

- 4.40 Natural England's Site Improvement Plan (SIP) for the Solent states that water pollution affects a range of habitats and bird species through eutrophication (in the case of birds through cascading effects mediated through the food chain) and direct toxicity. Sources include both point-source discharges (e.g. from flood alleviation / storm discharges and Wastewater Treatment Works; WwTWs) and diffuse nitrogen leaching, such as from agricultural and road surface run-off. Currently, it is now advised that nitrogen and phosphorus concentrations entering the Solent are continuously monitored to identify the scale of nutrient inputs to the marine environment.
- 4.41 A significant portion of the nitrogen loading in the marine environment derives from agriculture, such as from the routine application of fertilisers and other factors (e.g. livestock accessing freshwater bodies). This source is being addressed through several strategic mitigation solutions (e.g. through Defra's Catchment Sensitive Farming initiative and does not lie within the control of Local Planning Authorities (i.e. agricultural land is not usually allocated in Local Plans). However, a smaller, yet in-combination still significant, source of nitrogen is treated sewage effluent from WwTWs. Potential adverse impacts of treated wastewater on European sites are typically prevented through the Review of Consents process undertaken by the Environment Agency. This sets permit limits for water quality parameters (such as nitrogen) in WwTWs discharging to sensitive waterbodies. However, a requirement for nutrient neutrality has been identified since the Review of Consents was completed. The Partnership for South Hampshire are in the process of establishing a programme for land use change in the wider Solent region while Portsmouth has its own Interim Strategy to deal with nutrient neutrality.
- 4.42 The available baseline information suggests that the following European Sites are vulnerable to the impact pathway water quality:
- **Portsmouth Harbour SPA / Ramsar**
 - **Chichester and Langstone Harbours SPA / Ramsar**
 - **Solent and Southampton Water SPA**
 - **Solent Maritime SAC**
 - **Solent and Isle of Wight Lagoons SAC**
 - **Solent & Dorset Coast SPA**
- 4.43 However, there is no direct hydrological connectivity between the Solent and Isle of Wight Lagoons SAC and the marine environment, except through percolation. Therefore, this site is screened out from further assessment relating to the impact pathway water quality.

5. Screening for Likely Significant Effects (LSEs)

Table of Development Opportunities

- 5.1 The Seafront Masterplan Review document focusses on specific sites that have the potential for development. The opportunities include a variety of measures, including the better use of a building or space, making a space or area more attractive, and the wholesale demolition and rebuilding of sites. The proposed development is intended to be delivered in several phases over a period of 10+ years.
- 5.2 Development is proposed in the following areas within the Portsmouth seafront:
- Old Portsmouth
 - Clarence Pier
 - Southsea Common (referred to in the remainder of this document as Southsea Common Opportunity Area to avoid confusion with the much smaller common)
 - St. George's Road to Henderson Road
 - Henderson Road to Eastney Point
- 5.3 Table 4 provides a summary of the different development proposals. It makes specific reference to sites where development is intended to take place, provides details of the development options and provides the distances to the closest European sites. It also provides the results of the screening for LSEs relating to the different development options. This includes all major proposal that are considered relevant to the integrity of European Sites. **The Seafront Masterplan only provides rough indications of where buildings will be delivered and it is therefore to be noted that the distances to European Sites provided in Table 4, and used in this screening report, are all approximate.**
- 5.4 While the impact pathway loss of functionally linked land was considered, none of the Seafront Masterplan development opportunities propose development on known functionally linked land parcels (see distances to functionally linked land provided in Table 4). This impact pathway is therefore not considered further in this HRA. However, several impact pathways (e.g. recreational pressure, tall buildings, visual and noise disturbance) are discussed in relation to key parcels of functionally linked land.

Table 4: Summary of the main proposed development opportunities detailed in the Portsmouth Seafront Masterplan, detailing the general opportunity area, a more specific location within the areas, the relative location to European Sites and the screening decisions on the proposals.

| Opportunity Area | Specific Site Within Area | Details of Development Option | Link to European Sites | Likely Significant Effects Arising From Plan |
|------------------|---------------------------|--|---|---|
| Old Portsmouth | Former Wightlink Site | Redevelopment of car parks and buildings for a mix of employment uses Furthermore, these schemes should aim to promote the Old Portsmouth area as a destination for arts and culture. | The development site is relatively close to the Portsmouth Harbour SPA / Ramsar (913m), but far from the Chichester and Langstone Harbours SPA / Ramsar (4.5km). It is relatively close to P100, a Low Use area for feeding brent geese (functionally linked land). | This proposal will result in LSEs on European Sites. The following impact pathways are present: • Recreational pressure (on SPA / Ramsar and functionally linked land) This development proposal is screened in for Appropriate Assessment. |
| | Fish Market Site | Introduction of other uses on the fish market site, such as arts, foods / beverages and residential. | The development site is relatively close to Portsmouth Harbour SPA / Ramsar (1.1km), but far from the Chichester and | This proposal will result in LSEs on European Sites. |

| Opportunity Area | Specific Site Within Area | Details of Development Option | Link to European Sites | Likely Significant Effects Arising From Plan |
|------------------|------------------------------------|---|---|--|
| | | | Langstone Harbours SPA / Ramsar (4.3km). It is relatively close to P100, a Low Use area for feeding brent geese (functionally linked land). | <p>The following impact pathways are present:</p> <ul style="list-style-type: none"> Recreational pressure (on SPA / Ramsar and functionally linked land) and water quality via treated sewage effluent from new housing <p>This development proposal is screened in for Appropriate Assessment.</p> |
| | The Point, Spice Island | Enhancement of public space in terms of appearance, materials and planting to increase the appeal for art-related activities. | The development site is relatively close to the Portsmouth Harbour SPA / Ramsar (876m), but far from the Chichester and Langstone Harbours SPA / Ramsar (4.6km). It is relatively close to P100, a Low Use area for feeding brent geese (functionally linked land). | <p>There are no impact pathways present.</p> <p>Through redevelopment this proposal might increase the footfall in the wider area. However, despite the proximity of this development site to the Portsmouth Harbour SPA / Ramsar and P100, there are no linking impact pathways. Both the SPA / Ramsar and supporting habitat are difficult to access from here.</p> <p>This development proposal is thus screened out from Appropriate Assessment.</p> |
| | Broad Street Highway Enhancement | <p>Top of Broad Street and Bath Square proposed to be pedestrianised to increase pedestrian focus</p> <p>The existing Round Tower is to be enhanced for active use</p> | The development site is relatively close to the Portsmouth Harbour SPA / Ramsar (899m), but far from the Chichester and Langstone Harbours SPA / Ramsar (4.4km). It is relatively close to P100, a Low Use area for feeding brent geese (functionally linked land). | <p>There are no impact pathways present.</p> <p>This proposal does not outline development that may impact European Sites. However, the pedestrianisation of the area might reduce atmospheric pollution locally.</p> <p>This development proposal is thus screened out from Appropriate Assessment.</p> |
| Clarence Pier | Entire Area | <p>Redevelopment of the entire area to create a complementary destination to the Historic Dockyard, Gunwharf Quays and Old Portsmouth</p> <p>To consolidate Clarence Pier as a premier leisure and recreation destination, the redevelopment of the area could include restaurants, bars, a four-star hotel and a new hovercraft terminal. The hovercraft terminal could be designed to be part of a larger mobility hub.</p> | While the area is distant to Portsmouth Harbour SPA / Ramsar (3.5km) and Chichester and Langstone Harbours SPA / Ramsar (4km), it is immediately adjacent to Southsea Common (P35), a Core Area for feeding brent geese (functionally linked land) | <p>This proposal will result in LSEs on European Sites.</p> <p>The following impact pathways are present:</p> <ul style="list-style-type: none"> Recreational pressure (on SPA / Ramsar and functionally linked land) Obstruction of flight lines and sightlines Visual and noise pollution (during and post-construction) <p>This development proposal is screened in for Appropriate Assessment.</p> |
| | Southsea Castle to Palmerston Road | This sub-area focusses on culture, leisure and recreational uses, which should be enhanced. The development option suggests however adjacent to Southsea | Long distances to Portsmouth Harbour SPA / Ramsar and Chichester and Langstone Harbours SPA / Ramsar; however adjacent to Southsea | <p>This proposal will result in LSEs on European Sites.</p> <p>The following impact pathways are present:</p> |

| Opportunity Area | Specific Site Within Area | Details of Development | Link to European Sites | Likely Significant Effects Arising From Plan |
|----------------------------------|---|--|---|--|
| Southsea Common Opportunity Area | | that many of the buildings in this area should be redeveloped to higher architectural standards. Special regard is to be given to Southsea Common and Southsea Castle. | Common (P35), a Core Area supporting brent geese | <ul style="list-style-type: none"> • Recreational pressure (on SPA / Ramsar and functionally linked land) • Obstruction of flight lines and sightlines • Visual and noise pollution (during and post-construction) <p>This development proposal is screened in for Appropriate Assessment.</p> |
| | Southsea Skate Park | Creation of landscaped public space and new adventure play park | Long distances of 2.6km to the Portsmouth Harbour SPA / Ramsar and 3.2km to the Chichester and Langstone Harbours SPA / Ramsar; however only 45m away from a Candidate support area (P34), 271m away from a Secondary Support Area (P115) and 299m away from Southsea Common, a Core Area (P35) supporting brent geese. | <p>There are no impact pathways present.</p> <p>Despite the proximity of this development area to several supporting habitats for Brent geese, this plan does not allocate any development that has a linking impact pathway to European Sites.</p> <p>This is mainly due to the skate park representing the focal destination and visitors being unlikely to visit the wider Solent coastline and / or engaging in water-based activities. Furthermore, the skate park would be within an urban area with high levels of existing use.</p> <p>This development proposal is thus screened out from Appropriate Assessment.</p> |
| | The Pyramids Centre | In the short to medium term, there is opportunity for 'meanwhile' and/or complimentary uses to be introduced, which could contribute to the vitality of the seafront and ensure the short to medium term upkeep and maintenance of the building. In the long term there will be comprehensive redevelopment of the Pyramids site for leisure-led uses, possibly including a hotel / spa. | Long distances of 2.8km to the Portsmouth Harbour SPA / Ramsar and 3.1km to the Chichester and Langstone Harbours SPA / Ramsar; however directly adjacent to a Candidate support area (P34), 182m away from a Secondary Support Area (P115) and 462m away from Southsea Common, a Core Area (P35) supporting brent geese. | <p>This proposal will result in LSEs on European Sites.</p> <p>The following impact pathways are present:</p> <ul style="list-style-type: none"> • Recreational pressure (on SPA / Ramsar and functionally linked land) • Obstruction of flight lines and sightlines • Visual and noise pollution (during and post-construction) • Water quality, including treated effluent nitrogen discharge associated with any hotel <p>This development proposal is screened in for Appropriate Assessment.</p> |
| | Speakers' Corner, South Parade Gardens and Rock Gardens | Pedestrianisation of Clarence Esplanade to create more space for walking / cycling routes | Speaker's Corner is located approx. 2.5km from Chichester and Langstone Harbours SPA / Ramsar and 3km from Solent Maritime SAC; however, it lies within 100m of a Low Use | <p>There are no impact pathways present.</p> <p>Despite the proximity of this site to an area of Low Use for brent geese, this plan does not allocate any development that has a linking impact pathway to European Sites.</p> |

| Opportunity Area | Specific Site Within Area | Details of Development Option | Link to European Sites | Likely Significant Effects Arising From Plan |
|-------------------------------------|--|---|---|--|
| | | Integration of Rock Gardens and enhancement of Speaker's Corner to create more footfall, including the provision of a leisure cluster with focus on food and beverage | feeding area (P115) for brent geese. | Furthermore, the only nearby supporting area has a low level of use. This development proposal is thus screened out from Appropriate Assessment. |
| | South Parade Pier and St. Helen's Parade | <p>Improve the pedestrian and cycle experience in the area by narrowing the carriageway and shifting car parking to the north side of the road</p> <p>Expand on the existing public space with provision of food and beverage offers</p> <p>Investigation as to whether the former landing stage could be repaired and restored to use by small coastal cruise vessels or water taxis, which could bring visitors without cars. The possibility of introducing a seasonal ferry service from Gosport to South Parade Pier, also serving Clarence Pier, could be explored.</p> | <p>Long distances of 3.4km to the Portsmouth Harbour SPA / Ramsar and 2.4km to the Chichester and Langstone Harbours SPA / Ramsar; however directly adjacent to a support area of Low Use (P133) and 552m away from a support Core Area (P32A).</p> | <p>There are no impact pathways present.</p> <p>Despite the proximity of this site to several areas of brent goose on land supporting habitat, this plan does not allocate any development that has a linking impact pathway to European Sites.</p> <p>This development proposal is thus screened out from Appropriate Assessment.</p> |
| | Canoe Lake Park to St. George's Road | <p>Continued promotion of the Canoe Lake Park as a recreational destination and improvement of play spaces and equipment to increase its capacity.</p> <p>The former Barrack building in the area is to be redeveloped for active use, such as an event / exhibition space</p> | <p>Long distances of 3.5km to the Portsmouth Harbour SPA / Ramsar and 1.4km to the Chichester and Langstone Harbours SPA / Ramsar; however directly adjacent to a Core Support Area (P32A) and a support area of Low Use (P133). Additionally, the development area is 133m from a Secondary Support Area (P32B).</p> | <p>There are no impact pathways present.</p> <p>Despite the proximity of this site to several areas of brent goose supporting habitat, this plan does not allocate any development that has a linking impact pathway to European Sites. While the proposals might increase recreational pressure in the area, this is already a frequently visited area. Furthermore, the continued promotion of the Canoe Lake as a high-value recreational destination might keep people from visiting the more sensitive SPAs / Ramsars.</p> <p>This development proposal is thus screened out from Appropriate Assessment.</p> |
| St. George's Road to Henderson Road | Entire Area | Conversion of the currently vacant Royal Marines Museum to a hotel (or similar), with complimentary uses such as offices and residential | <p>This opportunity area is located approx. 1.4lm from Chichester and Langstone Harbours SPA / Ramsar and 1.5km from the Solent Maritime SAC</p> <p>It lies approx. 1.2km from Core feeding Areas for brent geese (P32A and P31) and only approx. 182m from Primary</p> | <p>This proposal will result in LSEs on European Sites.</p> <p>The following impact pathways are present:</p> <ul style="list-style-type: none"> • Recreational pressure (on SPA / Ramsar and functionally linked land) • Obstruction of flight lines and sightlines |

| Opportunity Area | Specific Site Within Area | Details of Development Option | Link to European Sites | Likely Significant Effects Arising From Plan |
|---------------------------------|--|--|--|---|
| | | | Support Areas (roost sites P78, P142) for waders | <ul style="list-style-type: none"> Visual and noise pollution (during and post-construction) Water quality, including treated effluent containing nitrogen arising from any hotel or residential <p>This development proposal is screened in for Appropriate Assessment.</p> |
| Henderson Road to Eastney Point | Redevelopment of Eastney Swimming Pool | Redevelopment of the swimming pool (and potentially the wider Southsea Leisure Park) to accommodate a variety of leisure-type uses, including swimming and the continued support of watersports (e.g. stand-up paddle boarding and kite-surfing) | <p>This opportunity area is located approx. 1.4km from Chichester and Langstone Harbours SPA / Ramsar and 1.5km from the Solent Maritime SAC</p> <p>It lies approx. 1.2km from Core feeding Areas for brent geese (P32A and P31).</p> | <p>There are no impact pathways present.</p> <p>This plan does not allocate any development that has a linking impact pathway to European Sites.</p> <p>This development proposal is thus screened out from Appropriate Assessment.</p> |
| Fort Cumberland | | Diversify the use of Fort Cumberland through allowing viable uses consistent with its conservation that would also secure its future conservation and enjoyment as a heritage asset. | <p>This opportunity area sits adjacent to the Chichester and Langstone Harbours SPA / Ramsar</p> <p>It is located approx. 650m from important supporting habitats for brent geese and approx. 400m from primary support areas for wading birds</p> | <p>This proposal will result in LSEs on European Sites.</p> <p>The following impact pathways are present:</p> <ul style="list-style-type: none"> Visual and noise pollution (during and post-construction) <p>This development proposal is screened in for Appropriate Assessment.</p> |
| RNLI site | | Redevelopment of the RNLI site for commercial and leisure uses, such as café and toilets or an ecology information centre (if the RNLI is relocated elsewhere) | <p>This opportunity area sits adjacent to the Chichester and Langstone Harbours SPA / Ramsar</p> <p>It is located approx. 650m from important supporting habitats for brent geese and approx. 400m from primary support areas for wading birds</p> | <p>This proposal will result in LSEs on European Sites.</p> <p>The following impact pathways are present:</p> <ul style="list-style-type: none"> Recreational pressure (on SPA / Ramsar and functionally linked land) Visual and noise pollution (during and post-construction) <p>This development proposal is thus screened in for Appropriate Assessment.</p> |
| Southsea Marina | | Enhancement of the area with leisure-use facilities, such as café / restaurants, water sports equipment hire, cycle hire and short-term holiday-let accommodation | <p>This opportunity area sits adjacent to the Chichester and Langstone Harbours SPA / Ramsar</p> <p>It is located approx. 650m from important supporting habitats for brent geese and approx. 400m from primary support areas for wading birds</p> | <p>This proposal will result in LSEs on European Sites.</p> <p>The following impact pathways are present:</p> <ul style="list-style-type: none"> Recreational pressure (on SPA / Ramsar and functionally linked land) Visual and noise pollution (during and post-construction) Water quality issues associated with discharge of treated sewage effluent (and associated nitrogen) from holiday let accommodation |

| Opportunity Area | Specific Site Within Area | Details of Development Option | Link to European Sites | Likely Significant Effects Arising From Plan |
|-----------------------|---------------------------|---|------------------------|---|
| | | | | This development proposal is screened in for Appropriate Assessment. |
| Southsea Leisure Park | | <p>Redevelopment of the site to switch use from touring / static caravans to residential housing (pending further assessment)</p> <p>This opportunity area is far (5.5km) from the Portsmouth Harbour SPA / Ramsar, but sits only 460m from the Chichester and Langstone Harbours SPA / Ramsar.</p> <p>Furthermore, it is located approx. 650m from important supporting habitats for brent geese and is directly adjacent to Primary Support Areas (roost sites) for wading birds.</p> | | <p>This development proposal is screened in for Appropriate Assessment.</p> <p>This proposal will result in LSEs on European Sites.</p> <p>The following impact pathways are present:</p> <ul style="list-style-type: none"> • Recreational pressure (on SPA / Ramsar and functionally linked land) • Visual and noise pollution (during and post-construction) • Water quality issues associated with discharge of treated sewage effluent (and associated nitrogen) from holiday let accommodation |
| Hayling Pier | Ferry Pier | <p>Replacement of the Hayling Ferry Pier as an architecturally distinctive location comparable to the Brisbane Ferry Terminals</p> <p>This opportunity area sits adjacent to the Chichester and Langstone Harbours SPA / Ramsar</p> <p>It is located approx. 650m from important supporting habitats for brent geese and approx. 400m from primary support areas for wading birds</p> | | <p>This development proposal is screened in for Appropriate Assessment.</p> <p>This proposal will result in LSEs on European Sites.</p> <p>The following impact pathways are present:</p> <ul style="list-style-type: none"> • Visual and noise pollution (during and post-construction) <p>This development proposal is screened in for Appropriate Assessment.</p> |

Screening of Development Opportunities

Old Portsmouth

- 5.5 The Old Portsmouth development area is located approx. 826m (Euclidean straight-line distance) away from the Portsmouth SPA / Ramsar, separated by a stretch of sea. The Seafront Masterplan proposes the redevelopment of this area to provide for a mix of uses that could include leisure and residential development at the Former Wightlink site and, potentially, at the Fish Market site. There are also plans to make the opportunity area more attractive and, ultimately, to attract more people (see Table 4). For example, the redevelopment of the former Wightlink site to provide for a restaurant or café would mean more people spend their leisure time in Old Portsmouth.
- 5.6 Generally, there is no realistic pathway linking recreational use in Old Portsmouth to the Portsmouth SPA / Ramsar. The development site is separated from the SPA by a stretch of sea and there are no plans for building a ferry terminal and / or introducing a hub for water-based activities, either of which might move recreational pressure closer to this European site.
- 5.7 The closest area of key supporting habitat for brent Geese to Old Portsmouth that is identified in the Solent Waders and Brent Goose Strategy⁷¹ is a 2.87ha area of low use (P100) to the north. However, this site lies beyond the Wightlink Ferry terminal and its serving train link, and there is thus no pathway that would connect the increased recreational pressure to this section of functionally linked land.
- 5.8 However, other brent geese supporting habitats include an area of Low Use (P36) and a Core Area (Southsea Common, P35) to the south-east of Old Portsmouth. Since these areas are less than 1km from the opportunity area, impacts of recreational pressure need to be considered. The Chichester and Langstone Harbours SPA / Ramsar is also within 5km and might be subject to increased recreational usage.
- 5.9 In conclusion, LSEs in relation to the development opportunities in Old Portsmouth cannot be excluded and are screened in for Appropriate Assessment.

Clarence Pier

- 5.10 The main focus of the Seafront Masterplan for the Clarence Pier is to redevelop the area with a variety of facilities, most of which already exist at the site, such as restaurant, bars, a hovercraft terminal and other leisure uses (Table 4). The proposed development option could therefore lead to increased recreation in the general waterfront area surrounding the pier, through intensification of the uses.
- 5.11 Clarence Pier area lies at an approximate straight-line distance of 3.5km to the Portsmouth Harbour SPA / Ramsar and approx. 4km to the Chichester and Langstone Harbours SPA / Ramsar. Any visitors to Clarence Pier are likely to specifically visit the redevelopment proposed in the Masterplan, such as the restaurants, bars and other leisure uses. It is very unlikely that Clarence Pier visitors will walk the considerable distances of 3.5km and 4km to the nearest European Sites, and as such the redevelopment is not considered to materially increase recreational pressure in the Portsmouth Harbour SPA / Ramsar and Chichester and Langstone Harbours SPA / Ramsar.
- 5.12 However, the Clarence Pier development area is immediately adjacent to Southsea Common (P35), a Core feeding Area for brent Geese. Furthermore, the SWBGS highlights that the presence of buildings within 50m-500m of a goose support area might make a site less suitable for supporting brent geese. Due to the likely increase of recreational pressure and the construction of new buildings, this development area proposed in the Seafront Masterplan is screened in for Appropriate Assessment.

Southsea Common Opportunity Area

Southsea Castle to Palmerston Road

- 5.13 Most importantly, the Masterplan proposes the replacement of the Blue Reef Aquarium with a building that has a potentially larger footprint (Table 4), which could result in a negative impact on the flightlines or sightlines of brent geese if it also results in a significant increase in building height or blocks an otherwise open view from the SPA or functionally linked land. Public realm improvements to Avenue de Caen, with the

⁷¹ Solent Waders and Brent Goose Strategy. Available at <https://solentwbgs.wordpress.com/> [Accessed 03/06/2019]

aim to build a stronger pedestrian link between Southsea town centre and the seafront is also proposed. Overall, the proposals for this development area are likely to lead to increased recreation levels.

- 5.14 The Southsea Castle to Palmerston Road area of development is relatively distant to the Portsmouth Harbour SPA / Ramsar (approx. 3.5km) and the Chichester and Langstone Harbours SPA / Ramsar (approx. 4km). While development of this area for pedestrians is likely to encourage a higher footfall originating from Southsea Common, it is considered unlikely that many visitors will walk the long routes along the shoreline to reach these SPAs / Ramsars.
- 5.15 However, the Avenue-de-Caen to Southsea Castle development area is directly adjacent to Southsea Common, a Core feeding Area for brent geese. Due to the likely increase of recreational pressure, the impact of potentially tall buildings on flightlines or sightlines and disturbance from construction this development plan is screened in for Appropriate Assessment.

The Pyramids and Speakers' Corner

- 5.16 The development option in this area outlines a landscaped public space with a new adventure play park, hotel / spa provision at the Pyramids and redevelopment of Speaker's Corner to encourage more footfall (Table 4). Implementing this development option might therefore lead to an increase in recreational pressure and to disturbance from buildings (during and post-construction). The proposed hotel / spa at the Pyramids site requires particular consideration because it will contribute to an increase in the residential population within 5.6km of the coastal SPAs. Furthermore, the increase in the residential population as a result of the hotel would also mean that there might be an increase in the discharge of sewage effluent, which might have adverse effects on the integrity of marine SPAs / Ramsars / SACs.
- 5.17 Speaker's Corner is located approx. 2.9km from the Chichester and Langstone Harbours SPA / Ramsar and 3km from the Solent Maritime SAC. It is unlikely that people visiting the landscaped public space and the adventure play park, both specific recreation destinations, would walk to and access these European Sites. However, the development area lies immediately adjacent to a candidate feeding area (P34) and <100m away from a Low Use feeding area (P115) for brent geese.
- 5.18 Considering the likely increase in recreational pressure, the impact of potentially tall buildings on flightlines and sightlines, disturbance from construction work and an increased wastewater discharge this development proposal is screened in for Appropriate Assessment.

Canoe Lake Park to St. George's Road

- 5.19 The Canoe Lake was developed in 1896 and provides a popular destination for families. The development proposal identifies that the Lake will be consolidated as a destination for individuals, families and sports enthusiasts. Further enhancements to the play spaces, equipment and Japanese Garden are envisaged (Table 4).
- 5.20 The Canoe Lake development area has a relatively long distance of 3.5km to the Portsmouth Harbour SPA / Ramsar and 1.4km to the Chichester and Langstone Harbours SPA / Ramsar. The continued promotion of Canoe Lake as a recreational destination is likely to promote an increased footfall in this development area. The lake offers a variety of features, including the main boating lake, a large children's play area, tennis courts, a social pavilion, and food and beverage opportunities. It is therefore considered a focal target for recreation, where families spend a large part of the day. It is therefore considered unlikely that many Canoe Lake visitors will walk onwards to the European Sites. However, this development area is directly adjacent to a Core Support Area (P32A), an area of Low Use (P133) and 133m from a Secondary Support Area (P32B). It is therefore possible
- 5.21 By improving the appeal of the Canoe Lake, which is already a popular area for recreation, this proposal further intensifies the site as a focal point for recreation. This could be beneficial for European Sites as this might reduce recreational pressure in more sensitive areas of the beachfront. This proposal is therefore screened out from Appropriate Assessment.

St. George's Road to Henderson Road

- 5.22 Regarding the beachfront between St. George's Road and Henderson Road, the Seafront Masterplan highlights that any development that would have negative impacts on the special characteristics of this area (i.e. undeveloped openness, vegetated shingle), should be refused planning permission.

- 5.23 This opportunity area is located approx. 390m from Chichester and Langstone Harbours SPA / Ramsar and the Solent Maritime SAC. Furthermore, it lies approx. 119m from a Core feeding Area (P29) and other Core feeding Areas for brent geese (P32A and P31). It is only approx. 72m from Primary Support Areas (roost sites P78, P142) for waders.
- 5.24 The development proposal for this area highlights a conversion of the vacant Royal Marines Museum to a hotel, with possible ancillary uses such as offices and residential homes (Table 4). Furthermore, the redevelopment of Eastney Swimming Pool to provide new pool facilities, an increased support of watersports (e.g. paddle boarding, kite-surfing) and a new café is highlighted. The proposed conversion of the museum to a hotel and ancillary residential use requires particularly consideration, because it will contribute to an increase in the residential population within 5.6km of the coastal SPAs. Moreover, the residents would only have a short walk and have easy access to the Chichester and Langstone Harbours SPA / Ramsar. The increase in the residential population would also mean that there might be an increase in the discharge of sewage effluent, which might have adverse effects on the integrity of the marine SPAs / Ramsars / SACs. A hotel will also result in an increase in the resident population and therefore treated sewage effluent containing nitrogen.
- 5.25 If development of the hotel resulted in a significant increase in building height and / or it would block an otherwise uninterrupted view from the SPA or functionally linked land, this could result in a negative impact on the flightlines or sightlines of brent geese.
- 5.26 The proposals for the St. George's Road to Henderson Road area are likely to result in increased recreational pressure in the wider area, potential impacts on flightlines and sightlines of brent geese, and visual and noise disturbance (during and post-construction). This development option is therefore screened in for Appropriate Assessment.

Henderson Road to Eastney Point

- 5.27 This development plan proposes to diversify the use of Fort Cumberland, a heritage asset, through allowing viable uses consistent with its conservation that would also secure its future conservation and enjoyment as a heritage asset. Southsea Marina is proposed as a site for new leisure uses, including a café / restaurant, watersports equipment hire facilities and short-term holiday-let accommodation. Further locations for redevelopment include the RNLI facility (if relocated) as a café or ecology information centre and the Hayling Ferry Pier.
- 5.28 The development area is located directly adjacent to the Chichester and Langstone Harbours SPA / Ramsar. It is also within 650m of brent geese supporting habitat and within 400m of a Primary Support Area for wading birds.
- 5.29 This development option is likely to increase recreational pressure in the Chichester and Langstone Harbours SPA / Ramsar (and key supporting habitats for qualifying bird species) and to result in disturbance / obstruction from buildings (during and post-construction). Short-term holiday let accommodation will also result in an increase in the overnight population and therefore increase treated wastewater (and thus nitrogen) entering European sites. It is therefore screened in for Appropriate Assessment.

6. Appropriate Assessment

Recreational Pressure

- 6.1 Any development in coastal sites that involves the enhancement or provision of additional infrastructure, is likely to increase the recreational use of coastal areas. In turn this increase in recreational pressure has the potential to affect the sensitive avian communities that nearby European sites are designated for. This is interconnected to the loss of functionally linked land (see next section), as the increase in recreational use might affect areas outside designated site boundaries, which qualifying bird species might rely upon for feeding and / or roosting.
- 6.2 While recreational pressure is primarily affected by the number of homes within specific catchment areas of European sites, the enhancement of leisure facilities is also likely to attract additional visitors. This can pose a particular problem where the type of facility introduced / expanded involves activities that may result in LSEs on European sites.
- 6.3 This HRA takes a two-fold approach to undertaking the Appropriate Assessment for the impact pathway recreational pressure. It first discusses the development proposals that might result in an increased recreational footfall or 'business' in the Portsmouth Seafront. It then addresses residential development that might lead to a net increase in the local residential population.

Proposals increasing recreational footfall

Old Portsmouth

- 6.4 Aside from the proposal for a mixed-use development that includes residential use (discussed in the next section), the Seafront Masterplan provides for the following in the Old Portsmouth opportunity area:
- **New restaurants**
 - **New cafes**
 - **Cultural hub**
- 6.5 While this site lies relatively close to P100, a support area of Low Use, it is unlikely that the additional recreational footfall created by this proposal will affect this parcel of functionally linked land. P100 is directly adjacent to the Wightlink ferry terminal in an industrial area. Most people visiting the Old Portsmouth area will specifically visit these new services / attractions and are unlikely to venture into the industrial area to the north. Any visitors with the intention of accessing the wider Solent region, are more likely to walk towards Clarence Pier and therefore P36 (a Low Use support area) and Southsea Common P35 (a Core Support Area).
- 6.6 However, the additional recreational footfall in these support areas due to development of recreational services in Old Portsmouth, is unlikely to materially alter how the brent geese use these sites. Both areas, and especially P35, act as important functionally linked land to the SPAs / Ramsars despite the existing high levels of recreational use (discussed in more detail in relation to Clarence Pier below). It is therefore concluded that **the redevelopment of Old Portsmouth will not lead to adverse effects regarding the impact pathway recreational pressure.**

Clarence Pier

- 6.7 The Seafront Masterplan envisages the redevelopment of Clarence Pier to provide the following:
- **New restaurants**
 - **New bars**
 - **Leisure uses**
- 6.8 Overall, this proposal is likely to significantly increase the recreational footfall in the area. While the destinations and activities of most visitors are likely to be specific (e.g. visiting a specific restaurant or bar),

it equally cannot be excluded that a sizable proportion of visitors will spend time on Southsea Common (P35), a Core Area for brent geese, which is located nearby.

- 6.9 Bird Aware Solent investigated the effects of recreation on Solent birdlife. Quoting results of this fieldwork, the HRA of a previous version of the Portsmouth Seafront Masterplan concluded that this section of the coast received over 3 million visits per year, yet brent geese were continuing to forage successfully. Of the 5 species investigated (brent goose, redshank, grey plover, little egret and dunlin), brent geese were least susceptible to disturbance when measured as major flight.
- 6.10 Additional surveys were undertaken for the Solent Waders and Brent Goose Strategy. As for Bird Aware Solent, the results showed that a recreational presence does not influence how supporting habitat is used by the geese. For example, on 13 survey occasions where disturbance events were noted, geese were also observed feeding.
- 6.11 While, the response of brent geese to disturbance is variable, most active disturbance responses are triggered at distances of below 100m. Visitors of Southsea Common are free to walk anywhere on the common, which might often bring them within flight distances of the geese. Due to the by-laws on commons it is not feasible to restrict public access during the wintering months, but a possible mitigation measure would be to introduce a dog-on-lead policy, which would reduce the number of disturbance events related to free-roaming dogs.
- 6.12 However, given that brent geese use Southsea Common despite the current high levels of recreational use, and that inter-individual responses to disturbance vary significantly, **the redevelopment of Clarence Pier will not lead to adverse effects regarding the impact pathway recreational pressure.**

Southsea Common Opportunity Area

- 6.13 Aside from the provision of a new hotel / spa (discussed in the following section), the Seafront Masterplan outlines the following development for the Pyramids site:
- **Improvement of the pedestrian link between the seafront and Southsea town centre**
 - **Redevelopment of the Blue Reef Aquarium for enhanced leisure use**
 - **Enhancement to Rock Gardens and Speakers' Corner to increase footfall**
- 6.14 These proposals clearly have the potential to increase the recreational footfall in the area. Due to the distances of 2.9km to the Chichester and Langstone Harbours SPA / Ramsar and 3km to the Solent Maritime SAC it is considered unlikely that the additional footfall will affect the SPAs / Ramsars. However, these locations are close to functionally linked land parcels for brent geese, such as a Classification Candidate site (P34) and a Low Use feeding area (P115).
- 6.15 However, given that brent geese successfully feed in other areas that are subject to high recreational disturbance (e.g. Southsea Common) and the relevant support areas only being of low use / awaiting approval for classification, **enhancement of the Rock Gardens and Speakers' Corner for public use will not lead to adverse effects regarding the impact pathway recreational pressure.**

Henderson Road to Eastney Point

- 6.16 The Seafront Masterplan proposes that if the RNLI facility were relocated elsewhere, the site could be redeveloped for other uses, such as a café and toilets with an integrated nature and ecology information centre. The proposal also suggests an enhancement of the nearby bus stop. Given that the RNLI site is immediately adjacent to the Chichester and Langstone Harbours SPA / Ramsar, this proposal is likely to result in increased recreational access to the SPA / Ramsar.
- 6.17 While the wider area around the RNLI site does not provide continuous direct access to the SPA / Ramsar, it is noted that access to the water is unrestricted in many places, typically consisting of pebble beach habitat. Furthermore, on a previous visit to the site it was noted that people used a slipway near the RNLI site to launch their jet-skis into the SPA / Ramsar site. While it is therefore recognised that the redevelopment of the RNLI site might lead to increased recreational footfall near Eastney Point, it is thought that delivering a café with an integrated ecology centre might absorb some of the visitors that might otherwise wander around the SPA / Ramsar. Furthermore, given that access to the SPA / Ramsar is already possible, it is considered that an ecology information centre might be useful in educating visitors on bird interest features and delivering Codes of Conduct for recreational activities.

- 6.18 **It is recommended that the conversion of the RNLI site into a café is coupled to the mandatory delivery of an ecological information centre (this is already mentioned in the SPD), to help mitigate the impacts of recreational pressure. Furthermore, the delivery of the café would need to be accompanied by its own project-level HRA to ensure that there are no adverse effects on the integrity of European Sites. A similar project-level HRA should be required for any development adjacent to European Sites, which might increase recreational footfall in the designated site.**
- 6.19 This overall requirement is reflected in the Biodiversity principles of the SPD which state that *'In order to protect qualifying species in European sites, major construction work must avoid the November to February period and at any time, construction work should not be permitted within 100m from known roost sites or feeding areas of SPA / Ramsar birds to avoid negative impacts of visual and noise disturbance. For designated sites or functionally linked land parcels that contain particularly sensitive species such as redshank, no construction works should be permitted within 200m. If construction work within such precautionary zones cannot be avoided, it is recommended that screening is provided to reduce visual and noise disturbance... Project-level EIAs and/ or HRAs will be required as necessary'.*

Proposals increasing the net residential population

- 6.20 The following proposal in Old Portsmouth opportunity area has the potential to increase the net residential population in the wider 5.6km catchment zone of nearby European Sites:

- **Development of mixed-use scheme with residential development, restaurants and cafes**

- 6.21 The following proposals in different opportunity areas have the potential to increase the net residential population with immediate access to nearby European Sites:

Henderson Road to Eastney Point (immediately adjacent to the Chichester and Langstone Harbours SPA / Ramsar)

- **Provision of short-term holiday-let accommodation at the Southsea Marina**
- **Conversion to residential use of Southsea Leisure Park**
- **Enhanced provision of watersports facilities adjacent to Southsea Leisure Park**

St. George's Road to Henderson Road (within a short walk of the Chichester and Langstone Harbours SPA / Ramsar)

- **Conversion of museum to a hotel with ancillary residential use**

Southsea Common Opportunity Area (relatively distant to both Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar)

- **Provision of hotel / spa at the Pyramids Centre site**

- 6.22 The provision of holiday -let accommodation and hotels would effectively represent net new residential growth in the area, while the conversion from touring / static caravans to residential use in the Southsea Leisure Park is likely to mean that there would be more permanent residents. In combination with the enhanced provision for watersports facilities at Southsea Leisure Park, this is likely to mean that more recreational use will occur in the SPA / Ramsar and / or Eastney Beach, which contains Primary Support Areas for waders (P78, P142).

- 6.23 Furthermore, on a previous visit to this site, it was observed that visitors are already using this section of coast for activities on water, including jet-skiing.

Holiday-let accommodation

- 6.24 Generally, the holiday-let accommodation in Southsea Marina is more likely to be used in the summer months. For example, a survey of beach hut users on the Portsmouth seafront found that a third of owners did not use their beach huts at all during the winter. However, two thirds used their huts daily, weekly or monthly all year round. Furthermore, 20% of survey participants indicated that they visit with their dog.
- 6.25 It is concluded that the provision of holiday-let accommodation at Southsea Marina and a linked increase in recreational pressure might lead to adverse effects on the integrity of the Chichester and Langstone

Harbours SPA / Ramsar. **It is therefore recommended to impose seasonal restrictions on the rental of such accommodation.** Limiting the letting to the spring / summer would mean that most visitors are accommodated, while ensuring that the SPA / Ramsar is extended adequate protection. This is due to the site being most sensitive in winter, with most qualifying species being passage or overwintering migrants.

Provision of residential use and hotels

- 6.26 A proposal for mixed-use development with residential dwellings, food, beverage and artist studios in Old Portsmouth (Former Wightlink site, Fish Market) is contained in the Seafront Masterplan. The closest brent geese supporting habitats are two areas of Low Use (P100 – 587m away, P35 – 473m away) and Southsea Common (P35 – 750m away, a Core Area), while both the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar are further away. Given that both the Portsmouth Harbour SPA / Ramsar and P100 to the north are in highly urbanised settings and difficult to access, it is expected that most of the recreational pressure from these proposals would focus on the section of coast to the south-east, i.e. towards Southsea Common, Eastney Beach and the Chichester and Langstone Harbours SPA / Ramsar.
- 6.27 Regarding Eastney Beach, the Seafront Masterplan identifies that *‘Much of Eastney Beach is vegetated shingle, which is considered to be a special habitat, where conditions are stable enough for specially adapted plants to grow.’* It also details that *‘any development that would have a negative impact on the special characteristics of this area should be refused planning permission.’* It concludes that *‘development opportunities in this area are considered to be limited.... This area should remain free of development.’* While these paragraphs acknowledge the ecological importance of this area, the Masterplan proposes residential development here, which is discussed in the following.
- 6.28 The Seafront Masterplan provides for several hotels and permanent residential use near Eastney Beach, including several hotels (i.e. the Pyramid site and the vacant Royal Marines Museum) and the conversion of the Southsea Leisure Park from static caravans to residential-led redevelopment. Southsea Leisure Park is located directly adjacent to two Primary Support Areas for waders (P78, P142) and is only 650m from supporting habitat for brent geese. The Primary Support Areas P78 and P142 function as roost sites for a several species of wading birds, including redshank, dunlin and oystercatcher. This would result in a permanent increase in the local residential population, which needs to be considered in-combination with residential growth provided for in Local Plans of the various adjacent authorities. In contrast to the holiday-let accommodation at Southsea Marina, such development clearly cannot be mitigated through seasonal letting restrictions.
- 6.29 The provision of hotels and residential use needs to be further set into the context of the plan for a continued support of water sports usage at Eastney Swimming Pool, which is likely to increase the amount of water-based recreation around Eastney Beach. This is particularly significant for some of the species of wading birds, as these were found to be particularly sensitive to disturbance. While roughly only 10% of brent geese actively responded to disturbance events, this proportion was much higher for redshank (20%), dunlin (19%) and oystercatcher (25%). Notably, wading birds are not equally disturbed by different types of recreational activities. Fieldwork for the Bird Aware Solent strategy also showed that only 12% of terrestrial activity caused disturbance to birds in the intertidal zone, while disturbance resulted from 25% of water-based activities⁷². As such, the residential growth in combination with the provision of facilities for water sports have the potential to cause significant disturbance to SPA / Ramsar birds.
- 6.30 However, issues relating to the watersports hub at Eastney Swimming Pool were already discussed in the HRA screening document of the previous version of the Portsmouth Seafront Masterplan. It was determined that *the presence of a dedicated facility for watersports, with dedicated access in this location will draw watersports users out of the harbour to the area close to the hub. The presence of dedicated watersports facilities is also one of the mitigation measures which is likely to be taken forward in the Solent Disturbance and Mitigation Project.* It was also noted that the planned boardwalk will concentrate the additional recreational use in a predictable area and help guide recreational traffic away from sensitive features. The HRA therefore concluded that the watersports hub would protect the Chichester and Langstone Harbours SPA / Ramsar by concentrating water-based recreation around Eastney Beach away from the SPA / Ramsar. However, this would also bring watersports users closer to the wader support areas P78 and P142.
- 6.31 A previous HRA on an earlier version of the Masterplan document discussed mitigation options in relation to recreational pressure because of beach hut provision at Eastney Beach. In relation to the potential loss

⁷² Liley D., Stillman R. & Fearnley H. (2010). The Solent Disturbance and Mitigation Project Phase 2: Results of Bird Disturbance Fieldwork 2009/10. Footprint Ecology Report for the Solent Forum. 71 pp.

of P78 as a Primary Support Area, it recommended that *'potential avoidance / mitigation measures could include (but may not be limited to):*

- *Prohibiting dogs not on a lead on this part of Eastney beach during the winter (this is already the case during the summer)*
- *Providing information to new beach hut tenants about the biodiversity of Eastney Beach and how they can help to preserve this special area, and/or*
- *Requiring new beach hut tenants to sign up to a 'code of conduct' setting out expectations of the way in which they should use the area and respect its particular sensitivities'*

These mitigation recommendations are relevant to all development proposals near Eastney Beach and can continue to be relied upon.

In-combination assessment of recreational pressure

6.32 The impact pathway recreational pressure was previously assessed in the HRA for the Portsmouth Local Plan in-combination with the plans of surrounding authorities. The HRA identified that the Solent is a destination receiving approx. 52 million recreational visits from households per year. It also determined that there would not be adverse effects on the integrity of the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, given that measures were taken to mitigate recreational pressure in the Solent.

6.33 The Bird Aware Solent Recreation Mitigation Strategy⁷³ (2017) stipulates that all net new residential development within a 5.6km catchment zone will result in Likely Significant Effects on coastal SPAs / Ramsars. The catchment boundary was based on the distance where the majority (i.e. 75%) of coastal visitors live. It was therefore decided that mitigation measures and monitoring delivered as part of Bird Aware Solent are to be funded by developer contributions of between £346 and £902⁷⁴ (depending on the number of bedrooms delivered) per net new residential dwelling delivered within the 5.6km catchment zone.

6.34 The Bird Aware Solent Strategy proposes the following mitigation and monitoring measures to reduce the impact of recreational pressure:

- A team of 5-7 coastal rangers working to reduce disturbance
- Initiatives to encourage responsible dog walking in less sensitive parts of the coast
- Preparation of Codes of Conduct for high-impact recreational activities
- Tailored habitat management projects for specific sites
- A monitoring schemes to track the effectiveness of mitigation measures
- Providing alternative recreational greenspace (e.g. the Alver Valley Pilot Project)

6.35 To avoid adverse effects on the site integrity of the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, **it is recommended that all development (including hotels) resulting in the growth of the residential population in the Portsmouth Seafront, is to provide a financial contribution to the Bird Aware Solent project at the appropriate rate per net additional dwelling. Furthermore, it is recommended that seasonal restrictions are to be imposed on the letting of accommodation at Southsea Marina, to avoid adverse effects on overwintering SPA / Ramsar birds. Given the implementation of the above, it is concluded that there will be no adverse effects on the integrity of European Sites due to the Portsmouth Seafront Masterplan regarding the impact pathway recreational pressure.**

6.36 This overall requirement is reflected in the Biodiversity principles of the SPD which state that *'In order to protect qualifying species in European sites... within 5.6km of any SPA or Ramsar site, residential development and other development likely to have a similar impact, is required to mitigate the impact. This is currently achieved through financial contributions as set out in the Solent Recreation Mitigation Strategy. Other existing measures designed to protect European and international nature conservation sites, such as*

⁷³ Available at: <http://www.birdaware.org/strategy> [Accessed 16/07/2019]

⁷⁴ As of 01/04/2019 refined from the original £564 per additional residential dwelling.

<https://www.portsmouth.gov.uk/ext/development-and-planning/planning-policy/solent-special-protection-areas> [Accessed 29/07/2019]

code of conduct rules, dog-on-lead policies and ecological information boards, should continue to be maintained, or replaced with a suitable alternative. Project-level EIAs and/ or HRAs will be required as necessary'.

- 6.37 The specific requirement for Southsea Marina is reflected in the SPD where it states on the section on Eastney Point that *'Due to the proximity upon the nearby SPA/ Ramsar, any proposals within this area of the seafront should be informed by a project-level HRA. In order to avoid adverse effects on waterfowl through increased recreational pressure on the Chichester and Langstone Harbours SPA/Ramsar., aAny holiday lets should would not normally be permitted to operate between October and March to avoid recreational disturbance of overwintering waterfowl. All proposals should also ensure that any unacceptable impacts on European and nationally designated areas and species are avoided or mitigated where appropriate and necessary'.*

Impacts of Tall Buildings on Flight Lines and Sight Lines

- 6.38 Recent decades have seen advances in the scientific understanding of the effects of manmade structures on birds. Any building has the potential to result in bird mortality due to direct collisions. Furthermore, tall buildings are also known to influence the behaviour of birds, potentially resulting in significant energetic costs. Therefore, the construction of tall buildings near European sites or functionally linked land might have detrimental effects on qualifying bird species.
- 6.39 The Portsmouth Seafront Masterplan details the construction of various buildings, such as a hotel / spa, hovercraft ferry terminal and a variety of further buildings for leisure use (e.g. restaurants, bars, cafes). While currently there is little detail on the construction specifications of these buildings available, some of the larger construction proposals are discussed in the following and mitigation measures are proposed where relevant.

Clarence Pier

- 6.40 The extensive redevelopment planned for Clarence Pier could include a mix of buildings for various leisure uses (e.g. restaurants, bars), a hotel and a new hovercraft terminal. While Clarence Pier clearly already supports large structures, the current proposal introduces the possibility of further tall buildings to be added to the pier's landscape.
- 6.41 New buildings have the potential to affect how effectively brent geese use Southsea Common as a foraging habitat. A comprehensive overview of the structural attributes that determine the impact of tall structures on birds is provided in a literature review⁷⁵. This paper indicates that the impact on birds is primarily determined by structural dimensions (e.g. height), lighting and proximity to areas of high use. Tall structures are also known to change the behaviour of migrant birds such as Bewick swans. For example, construction of a wind farm in the Netherlands resulted in avoidance behaviour in Bewick swans, but also increased the risk of mortality⁷⁶.
- 6.42 The Masterplan outlines the provision of a hotel. From the current proposal it is not yet clear whether this will be a tall structure. However, many hotels tend to have continuous lighting in place and much of the literature highlights the negative impacts of lighting, for example through entrapment effects⁷⁷. The construction of this hotel therefore might have negative effects on how well brent geese can use Southsea Common.
- 6.43 As noted in the 2012 HRA, the issue is still not well understood in a local context because little research has been conducted on the commuting routes of wintering brent geese. The HRA highlights that this *'is likely to be both highly spatially specific and weather dependent, and to be affected by the relative location of bird roosts, foraging habitats and proposed new development'*. Consequently, there is still a lack of knowledge in this research area and the precautionary principle therefore needs to be employed.

⁷⁵ Drewitt A.L. & Langston R.H.W. (2008). Collision effects of wind-power generators and other obstacles on birds. *Annals of the New York Academy of Sciences* 1134: 233-266.

⁷⁶ Fijn R.C., Krijgsveld K.L., Tijssen W., Prinsen H.A.M. & Dirksen S. (2012). Habitat use, disturbance and collision risks for Bewick's Swans *Cygnus columbianus bewickii* wintering near a wind farm in the Netherlands. *Wildfowl* 62: 97-116.

⁷⁷ Gauthreaux S.A. & Belser C.G. (2006). Effects of artificial night lighting on migrating birds. In *Ecological Consequences of Artificial Night Lighting*. C. Rich & T. Longcore, Eds.: 67-93. Island Press, Washington DC.

- 6.44 The location of Clarence Pier including the proposed hotel is south of Southsea Common. The brent geese that use the common are likely to originate from the Portsmouth Harbour SPA / Ramsar 1.5km to the west. **It is therefore considered unlikely that brent geese flight paths would be obstructed by new buildings at Clarence Pier and this proposal will not result in adverse effects.** Furthermore, Clarence Pier already contains several tall buildings, which have not reduced the geese's ability to feed on Southsea Common.
- 6.45 While the delivery of a tall building in Clarence Pier is unlikely to affect the brent geese on Southsea Common, it is noted that the Seafront Masterplan contains protective wording regarding the impact of tall buildings on Clarence Pier. Section 3.5 of the SPD on Clarence Pier details that: *'If a tall building is proposed, key design considerations would include the settings of heritage assets, but also bird strike, both in general and in the context of the Special Protection Area.'* **The implementation of this wording means that there would be no adverse effects on flightlines of SPA birds flying to or from Southsea Common, which is functionally linked land to the Portsmouth Harbour SPA / Ramsar.**

Southsea Common Opportunity Area

Redevelopment of the Blue Reef Aquarium

- 6.46 The Masterplan includes an option for redeveloping the Blue Reef Aquarium and further to provide a new building / attraction to the west of the aquarium in chapter 5.4.1 (Southsea Castle to Palmerston Road). While the proposal does not contain detail to what specification (e.g. building height) these buildings would be delivered, it is possible that additional tall infrastructure will be added here.
- 6.47 The Blue Reef Aquarium site lies south of Southsea Common (P35) and it is therefore unlikely that new developments would obstruct the flight paths of brent geese arriving from the Portsmouth Harbour SPA / Ramsar. Any of the supporting areas to the east of the aquarium site are more likely to provide refuge for birds from the Chichester and Langstone Harbours SPA / Ramsar, which would also be unlikely to be affected by development at the Blue Reef Aquarium site. **Therefore, the Blue Reef redevelopment will not result in adverse effects on flightlines of SPA birds, such as brent geese.**

Redevelopment of the Pyramids site

- 6.48 A hotel / spa at the Pyramids site is included in the proposal for this development area in chapter 5.4.3 (the Pyramids Centre). This development area is adjacent to a classification candidate (P34) and a Secondary Support Area (P115) for brent geese. The Solent Waders and Brent Goose Strategy identified that buildings within a 50-500m zone from brent geese habitat is likely to make a site less suitable for them. RSPB highlighted in response to the public consultation on the SPD that careful consideration will need to be given in the design and construction phase of developing The Pyramids Centre, given its position adjacent to Castle Field which is a candidate site for dark-bellied Brent Geese to inhabit through winter months.
- 6.49 Another potential issue with the Pyramids site is that it lies between these support areas to the west and the Chichester and Langstone Harbours SPA / Ramsar to the east. Therefore, it is possible that any tall building within this corridor might impact on the flightlines of brent geese, and therefore their ability to use the P34 and P115 sites.
- 6.50 In relation to development work (e.g. buildings) the 2012 Seafront Masterplan HRA recommends that buildings should not *'reduce the effectiveness of the Common as a feeding site as a result of, for example, the design of buildings, overshadowing or light pollution. Developers should discuss this matter at an early stage with the city council's ecologist and Natural England'*. This mitigation measure is upheld and should be considered, especially in relation to the plan for a hotel at the Pyramids site. **It is further recommended to limit the height of buildings delivered in this opportunity area to minimise any potential impact on goose flightlines.**
- 6.51 On page 64 of the consultation version of the Seafront Masterplan the following wording was included regarding building specifications at the Pyramids site: *'Overall building height, mass, volume, scale, and layout should be guided by how these design elements would have an impact on the setting of Southsea Castle and the conservation area, as well as the wider townscape and landscape.'* **It was recommended that this section should make specific reference to building designs that aim at reducing bird strikes (similar to Clarence Pier).** For the final version of the SPD the following wording was therefore included: *'Impact on the SPA and on the Brent geese/ Solent waders population must also be given specific attention'*.

Visual and noise disturbance from construction

- 6.52 Most development proposals in the Portsmouth Seafront Masterplan detail the provision of buildings that are likely to involve a construction process. Construction will inevitably be accompanied by noise and / or visual disturbance. Overall, the potential impact of building construction on birds is likely to depend on: (a) the scale of the construction works, (b) the distance to areas where the birds reside and (c) the relative susceptibility of different bird species.
- 6.53 The building proposals contained within the Masterplan that are most likely to result in noise and visual disturbance of SPA / Ramsar bird species are:
- **Redevelopment of Clarence Pier to provide for a hotel, restaurants and other uses**
 - **Redevelopment of the Blue Reef Aquarium to provide a building with a larger footprint**
 - **Provision of a hotel / spa at the Pyramids site**
 - **Diversifying the uses of Fort Cumberland**
 - **Redevelopment of Eastney Swimming Pool and Southsea Leisure Park**
 - **Provision of short-term holiday-let accommodation at Southsea Marina**
- 6.54 There is now abundant research in the literature highlighting the impacts of construction processes on ecological interest features. A study conducted by the British Trust for Ornithology highlighted that different types of construction work, and up to several hundred metres away, reduced the densities of five waterfowl species, including Eurasian teal, Eurasian oystercatcher, dunlin, Eurasian curlew and common redshank⁷⁸. A more recent study found that construction works of wind farms had greater impacts on bird populations than subsequent operation⁷⁹. Therefore, any construction work carried out as part of the Seafront Masterplan has the potential for resulting in bird disturbance.
- 6.55 Recent research on noise and visual disturbance from construction activities, has indicated that noise disturbance from construction should be limited to below 70 dB as waterfowl are able to habituate to such noise levels⁸⁰. Furthermore, the noise from the most disturbing construction works, such as impact piling, recedes to below disturbing levels approx. 100m from the source. However, despite this general noise threshold, specific regard should be given to the sensitivity of individual species. For example, redshank and brent geese, both qualifying species of SPA / Ramsar sites in the area of the Seafront Masterplan, are highly sensitive to noise disturbance and caution is advised for noise levels above 55 dB.
- 6.56 The effects of visual disturbance differ between species and also vary with the activity undertaken by the bird. For example, redshank first react to visual disturbance at 250m distance to the stimuli, while brent geese react to such stimuli only at approx. 105m distance when feeding. However, when roosting the tolerance of brent geese decreases and they react to stimuli up to 205m in distance. Overall, the evidence base highlights that the qualifying species of both the Portsmouth Harbour SPA / Ramsar, and the Chichester and Langstone Harbours SPA / Ramsar are vulnerable to the effects of visual and noise disturbance.

All Development involving Construction

- 6.57 A possible measure identified in the previous HRA to mitigate the effects of noise and visual disturbance of construction work was to provide screening. This would shield the birds' sightlines from construction activity and would buffer some of the noise emitted from construction. However, it was also noted that some potential residual negative impact of noise and / or visual disturbance would remain.
- 6.58 The 2012 screening statement of the Portsmouth Seafront Masterplan makes the following recommendation regarding the provision of beach huts at Eastney Beach: *'to the important winter roost site for wading birds and therefore construction of the huts will need to take place outside of the November – February period'*.

⁷⁸Burton N.H.K., Rehfish M.M & Clark N.A. (2002). Impacts of disturbance from construction work on the densities and feeding behaviour of waterbirds using the intertidal mudflats of Cardiff Bay, UK. *Environmental Management* 30: 865-871.

⁷⁹ Pearce-Higgins J.W., Stephen L., Douse A. & Langston R.H.W. (2012). Greater impacts of wind farms on bird populations during construction than subsequent operation: Results of a multi-site and multi-species analysis. *Journal of Applied Ecology* 2012: 386-394.

⁸⁰ <http://bailey.persona-pi.com/Public-Inquiries/M4%20-%20Revised/11.3.67.pdf> [Accessed 10/07/2019]

By avoiding this sensitive period for the waders, the HRA provided an adequate mitigation measure specifically regarding the provision of beach huts at Eastney Beach.

- 6.59 **It is recommended that this mitigation measure is extended to all of the proposals detailed in section 6.44.** Due to the seasonal residency patterns of most qualifying species in the relevant European sites, avoiding any major construction work in the November – February period implies that there will be no adverse effects on qualifying bird species.
- 6.60 **Furthermore, it is advised that construction work should not be permitted within 100m from known roost sites or feeding areas of SPA / Ramsar birds to avoid negative impacts of visual and noise disturbance. For designated sites or functionally linked land parcels (e.g. P78) that contain particularly sensitive species such as redshank, no construction works should be permitted within 200m. If construction work within such precautionary zones cannot be avoided, it is recommended that screening is provided to reduce visual and noise disturbance.**
- 6.61 This overall requirement is reflected in the Biodiversity principles of the SPD which state that *‘In order to protect qualifying species in European sites, major construction work must avoid the November to February period and at any time, construction work should not be permitted within 100m from known roost sites or feeding areas of SPA / Ramsar birds to avoid negative impacts of visual and noise disturbance. For designated sites or functionally linked land parcels that contain particularly sensitive species such as redshank, no construction works should be permitted within 200m. If construction work within such precautionary zones cannot be avoided, it is recommended that screening is provided to reduce visual and noise disturbance... Project-level EIAs and/ or HRAs will be required as necessary’.*

Atmospheric Pollution

- 6.62 The Seafront Masterplan outlines development that is likely to increase the overall recreational use and the level of employment in the seafront area. In turn, this is likely to lead to more car journeys being undertaken in the vicinity of European sites. However, the impact pathway atmospheric pollution is not usually considered at this level of a plan. Instead, atmospheric pollution is generally considered at a higher tier in combination with plans of surrounding authorities. By definition this then includes any development at a lower tier of plan, such as this Seafront Masterplan and individual projects.
- 6.63 The 2011 Portsmouth Core Strategy HRA undertook air quality modelling that considered housing, employment and retail allocations in the authorities of Portsmouth, Fareham, Gosport and Havant. The modelling also accounted for development in the North of Fareham Strategic Development Area (SDA), the Whitely major development, the West of Waterlooville major development area and the North Hedge End SDA.
- 6.64 The HRA concluded that the Core Strategy policies would not have adverse effects on the integrity of the Chichester and Langstone Harbours SPA / Ramsar, the Solent and Southampton Water SPA / Ramsar, the Solent Maritime SAC, and the Solent and Isle of Wight Lagoons SAC. However, it determined that measures were necessary to avoid / mitigate adverse effects on the Portsmouth Harbour SPA / Ramsar. The HRA concluded that, subject to the successful incorporation of these measures into the Core Strategy, there would be no adverse effects on the Portsmouth SPA / Ramsar.
- 6.65 In the Seafront Masterplan this mitigation is reflected. For example, the measure ‘Improving walking and cycling opportunities’ is incorporated into the development proposal in the Avenue de Caen to Southsea Castle area. The proposal aims at creating an attractive environment for pedestrians to build a stronger link between Southsea town centre and the seafront. Furthermore, there are also plans for promoting a modal shift in transport in the Canoe Lake & Eastney Beach area. The proposal here intends to narrow the carriageways and to provide for a dual-direction cycling route.
- 6.66 The air quality modelling work undertaken for the adopted Core Strategy is being revised for the emerging Portsmouth Local Plan and its HRA, as this is an issue associated with growth across Portsmouth and the Solent rather than specifically with redevelopment of Southsea seafront. That work is at an early stage of development. However, Havant Council have commissioned air quality and ecology analytical work (alone and in combination with growth in Portsmouth and further afield). That work confirms that most features for which Solent Maritime SAC is designated have low susceptibility to atmospheric nitrogen deposition. The most widespread interest feature that has some air quality vulnerability is saltmarsh.

- 6.67 For saltmarsh, the UK Air Pollution Information System provides a Critical Load range of 20-30 kgN/ha/yr and nitrogen inputs have been experimentally demonstrated to have an effect on overall species composition of saltmarsh. However, the Critical Loads on APIS are relatively generic for each habitat type and cover a wide deposition rate range. They do not (and are not intended to) take into consideration other influences to which the habitat on a specific given site may be exposed. Moreover, it is important to note that the experimental studies which underlie conclusions regarding the sensitivity of saltmarsh to nitrogen deposition have '*... neither used very realistic N doses nor input methods i.e. they have relied on a single large application more representative of agricultural discharge*⁸¹', which is far in excess of anything that would be deposited from atmosphere. This is why APIS indicates that determining which part of the critical load range to use for saltmarsh requires expert judgment; there is good reason to believe the upper part of the critical load range (30 kgN/ha/yr) may be more appropriate than the lower part (20 kgN/ha/yr).
- 6.68 Moreover, AECOM has had cause to consider atmospheric nitrogen inputs to intertidal/estuarine habitats on the south coast of England in discussion with Natural England officers in that area and together we have concluded that for these particular sites, nitrogen inputs from air are not as important as nitrogen effects from other sources because the effect of any deposition of nitrogen from atmosphere is likely to be dominated by much greater inputs from marine or agricultural sources. This is reflected on APIS itself, which states regarding saltmarsh that '*Overall, N deposition [from atmosphere] is likely to be of low importance for these systems as the inputs are probably significantly below the large nutrient loadings from river and tidal inputs*⁸²'. Moreover, the nature of intertidal saltmarsh in the Solent estuaries means that there is flushing from tidal incursion on a daily basis. This is likely to further reduce the role of nitrogen from atmosphere in controlling botanical composition.
- 6.69 The work undertaken by Havant Council identifies that the most nitrogen-sensitive habitat for which the Solent Maritime SAC is designated are small patches of 'perennial vegetation of stony banks' in the northern parts of Langstone Harbour. Due to their location, roads within 200m of these areas are unlikely to be key journey to work routes for Portsmouth residents and are likely to be little affected by traffic growth in Portsmouth City and particularly the Seafront.

Water Quality

- 6.70 The Seafront Masterplan provides for new residential and employment development (including several hotels, residential use and leisure facilities). The residential uses are likely to account for the bulk of additional wastewater production, but employment allocations are also likely to contribute to the increased sewage effluent produced. This has the potential to lead to adverse effects on the integrity of European Sites that depend on water quality.
- 6.71 Like atmospheric pollution, water quality is an impact pathway that needs to be considered at an overarching Plan level. As such the HRA process is often informed by water cycle studies that are undertaken at a broad strategic level. A water cycle study typically places the water quality status of aquatic systems into the context of broad-scale development and existing waste water processing capacity. The results are then used to help determine whether the development will result in adverse effects on the integrity of European Sites.
- 6.72 Due to high levels of nitrogen within the Solent region, Natural England has introduced a requirement of nutrient neutrality for new developments including residential dwellings, hotels / holiday accommodation and tourism attractions. This applies to development of all sizes, even one additional dwelling, which could add to the existing nutrient burden in Solent's European sites. Natural England's advice note (the latest version of which is Version 5 dated June 2020⁸³) includes a nutrient neutrality calculation that needs to be completed for any of the above identified types of development. The entirety of the Portsmouth City peninsula (and thus the Seafront Masterplan area) lies within the hydrological catchment of the above European sites and therefore all housing or overnight accommodation sites identified in the SPD will need to be supported by a detailed nutrient budget. However, detail on the residential capacity, site area, existing land uses, and future layout of sites is needed to complete the calculation. That is not the purpose of the SPD and instead such calculations will be undertaken for the new Portsmouth Local Plan and for individual planning applications.

⁸¹ UK Air Pollution Information System website [accessed 21/04/15]: <http://www.apis.ac.uk/node/968>

⁸² APIS website [accessed 21/04/15]: <http://www.apis.ac.uk/node/968>

⁸³ <https://www.push.gov.uk/wp-content/uploads/2020/06/Natural-England%E2%80%99s-latest-guidance-on-achieving-nutrient-neutrality-for-new-housing-development-June-2020.pdf>

- 6.73 As such, it is concluded that the Seafront Masterplan SPD will not result in adverse water quality effects on European sites. Rather this will be dealt with via the requirements of the Portsmouth Local Plan (specifically emerging Policy G6 (Water Quality – Nutrient Neutrality) which states that '*Proposals... will only be granted permission where it can be demonstrated that development can be 'nutrient neutral' for its lifetime... All applications must be accompanied by a calculated Nitrogen Budget*') and the development control process.
- 6.74 The Partnership for South Hampshire are in the process of establishing a programme for land use change in the wider Solent region while Portsmouth has its own Interim Strategy to deal with nutrient neutrality. The HRA work to accompany the Regulation 19 Local Plan will include nutrient neutrality calculations for all residential growth planned in Portsmouth over the Local Plan period. Moreover, Defra and Natural England have recently (December 2020) launched a pilot nitrate trading scheme specifically to offset a net increase in nitrogen inputs to the Solent European sites.

7. Conclusions

- 7.1 In summary, the HRA of the updated Portsmouth Seafront Masterplan assesses new and revised development proposals that have emerged since the adoption of the previous Masterplan in 2013. The following impact pathways were considered to be relevant in this assessment:
- Recreational pressure (on the SPAs / Ramsars and functionally linked land)
 - Impact of tall buildings on bird flightlines and sightlines
 - Visual and noise disturbance (during and post construction)
 - Atmospheric pollution
 - Water quality
- 7.2 Several development proposals were found to potentially result in adverse effects on European Sites, particularly the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, and therefore require mitigation.
- 7.3 The proposed conversion of the RNLI site to a café is likely to lead to increased recreational footfall immediately adjacent to the Chichester and Langstone Harbours SPA / Ramsar. **It was advised that delivery of the café is coupled to the mandatory delivery of an ecological information centre (this is already mentioned in the SPD), to help mitigate the impacts of recreational pressure. Furthermore, the proposal for the café would need to be accompanied by its own project-level HRA to ensure that there are no adverse effects on the integrity of European Sites. A similar project-level HRA should be required for any development adjacent to European Sites, which might increase recreational footfall in the designated site.**
- 7.4 This overall requirement is reflected in the Biodiversity principles of the SPD which state that *'In order to protect qualifying species in European sites, major construction work must avoid the November to February period and at any time, construction work should not be permitted within 100m from known roost sites or feeding areas of SPA / Ramsar birds to avoid negative impacts of visual and noise disturbance. For designated sites or functionally linked land parcels that contain particularly sensitive species such as redshank, no construction works should be permitted within 200m. If construction work within such precautionary zones cannot be avoided, it is recommended that screening is provided to reduce visual and noise disturbance... Project-level EIAs and/ or HRAs will be required as necessary'*.
- 7.5 Regarding the impact pathway recreational pressure, the provision of holiday-let accommodation at Southsea Marina is likely to significantly increase recreational pressure in the Chichester and Langston Harbours SPA / Ramsar. **It is therefore recommended to impose seasonal restrictions on the rental of such accommodation to avoid adverse effects on waterfowl. Rental should therefore not be permitted between October and March to avoid recreational disturbance of overwintering waterfowl.**
- 7.6 This is reflected in the SPD where it states on the section on Eastney Point that *'Due to the proximity upon the nearby SPA/ Ramsar, any proposals within this area of the seafront should be informed by a project-level HRA. In order to avoid adverse effects on waterfowl through increased recreational pressure on the Chichester and Langstone Harbours SPA/Ramsar., Any holiday lets should would not normally be permitted to operate between October and March to avoid recreational disturbance of overwintering waterfowl. All proposals should also ensure that any unacceptable impacts on European and nationally designated areas and species are avoided or mitigated where appropriate and necessary'*.
- 7.7 Several development proposals, namely the hotel / spa at the Pyramids site, the hotel at the vacant Royal Marines Museum and residential-led redevelopment of Southsea Leisure Park would result in the net growth of the residential populations within 5.6km of the coastal SPAs / Ramsars and as such could lead to adverse effects on site integrity through the impact pathway recreational pressure. In accordance with the Bird Aware Solent strategy, **it is therefore recommended that all development (including hotels) resulting in the growth of the residential population within 5.6km of the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, is to provide a financial contribution to the Bird Aware Solent project at the rate of between £346 and £902 (dependent on the number of bedrooms to be delivered) per net additional dwelling, and charges for hotel development calculated on a case-by-case basis. Furthermore, the recommendations from a previous HRA regarding recreational**

pressure on Eastney Beach, specifically Code of Conduct rules, dog-on-lead policies and ecological information boards, should continue to be implemented.

- 7.8 This overall requirement is reflected in the Biodiversity principles of the SPD which state that *'In order to protect qualifying species in European sites... within 5.6km of any SPA or Ramsar site, residential development and other development likely to have a similar impact, is required to mitigate the impact. This is currently achieved through financial contributions as set out in the Solent Recreation Mitigation Strategy. Other existing measures designed to protect European and international nature conservation sites, such as code of conduct rules, dog-on-lead policies and ecological information boards, should continue to be maintained, or replaced with a suitable alternative. Project-level EIAs and/ or HRAs will be required as necessary'*.
- 7.9 While more detail on the construction details of individual buildings are needed, this HRA discussed the ecological impacts of potentially tall buildings to be delivered as part of the Seafront Masterplan. It is concluded that the provision of such buildings in most opportunity areas would not result in adverse effects on site integrity. However, the hotel / spa proposed at the Pyramids site might result in adverse effects on the ability of brent geese to use the secondary support areas (P34 and P115). **In addition to consulting a Natural England ecologist in the early stages of development, it is recommended to limit the height of this building to minimise its impact on the behaviour of brent geese.** For the final version of the SPD the following wording was therefore included: *'Impact on the SPA and on the Brent geese/ Solent waders population must also be given specific attention'*.
- 7.10 All construction work is inevitably accompanied by the presence of workers, machinery and the noise emitted by such works, and for several proposals works would be undertaken close to European Sites and / or functionally linked land. **It is generally recommended that any construction work is carried out outside the core season for overwintering waterfowl, avoiding the November-February period. Where this is not possible, it is recommended that major construction work is not to be carried out within 100m of known roost sides or feeding areas of SPA / Ramsar birds. If particularly sensitive species are present (e.g. redshank) it is recommended that a precautionary distance of 200m is used. Construction works that need to be carried out within these distances should ensure that appropriate screening is in place to minimise visual and / or noise disturbance.**
- 7.11 This overall requirement is reflected in the Biodiversity principles of the SPD which state that *'In order to protect qualifying species in European sites, major construction work must avoid the November to February period and at any time, construction work should not be permitted within 100m from known roost sites or feeding areas of SPA / Ramsar birds to avoid negative impacts of visual and noise disturbance. For designated sites or functionally linked land parcels that contain particularly sensitive species such as redshank, no construction works should be permitted within 200m. If construction work within such precautionary zones cannot be avoided, it is recommended that screening is provided to reduce visual and noise disturbance... Project-level EIAs and/ or HRAs will be required as necessary'*.
- 7.12 As a result of the inclusion of these amendments it is considered that the SPD will not result in adverse effects on the integrity of any European sites either alone or in combination with other plans and projects. It was also determined that the Portsmouth Seafront Masterplan document would not result in adverse effects on European sites regarding the impact pathways atmospheric pollution and water quality. These impact pathways were investigated at the level of the Portsmouth Local Plan and it was determined that they would not result in adverse effects on any European Site. Mitigation and / or avoidance measures are therefore not required in relation to these impact pathways.



Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

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:

Planning and Economic Growth

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

Seafront Masterplan Supplementary Planning Document

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

- ☐ Existing
- ☐ New / proposed
- ☒ Changed

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

The Seafront Masterplan Supplementary Planning Document (SM SPD) was adopted in April 2013. It supplements Local Plan Policy PCS9 (the seafront). Both Local Plan Policy PCS9 and the Seafront Masterplan provide guidance on how development in the seafront area should be undertaken, in order to achieve a vision through a range of objectives.

The vision of the Seafront Masterplan SPD is: 'The seafront's natural and historic assets will be protected conserved, and enhanced. The seafront will be a beautiful, functional, sustainable, and resilient place that is healthy, safe, enjoyable, and accessible to all'

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?

Overall, three consultations have taken place in July/August 2018, February/March 2019 and most recently in September/October 2020.

The first consultation sought to identify relevant themes and issues relating to the seafront. The second consultation sought feedback on a range of 'challenges and opportunities for the seafront. Analysis of this second round of public consultation was made and informed the development of the draft Seafront Masterplan. The third consultation focused around questions on three key areas which were developed into a survey. The three key areas were as follows:

- 1) To measure the level of public support for the overall proposed vision and objectives of the draft strategy.
- 2) To gain insight into the public views of the nine areas of thematic guidance and the key objectives that underpin each approach.
- 3) To understand public views of the eleven sections of area guidance and the key objectives that underpin each approach.

In total 1,268 people interacted with the consultation survey, which was analysed and appropriate amendments made to the draft Seafront Masterplan. The next step for the SPD is adoption.

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 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?

N/A

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

N/A

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 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?

The SM SPD identifies and signposts development opportunity areas, some of which may have residential development opportunity. Any development proposal for such sites, or any other site, would be subject to the usual Development Management process, where it would be assessed against the development plan (Local Plan and SPDs) unless material considerations indicate otherwise.

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

This will be measured through the Local Planning Authority Monitoring Report, which shows how planning policies are contributing towards regenerating the city and bringing forward sustainable development, while safeguarding the environment. It sets out what progress has been made in putting together a policy framework for decisions on planning applications and reviews what effect policies are having on the delivery of priorities for the city.

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 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?

The Seafront Masterplan seeks to ensure opportunities are maximised to improve people's health, wellbeing, safety, improve accessibility for all and to promotes a seafront environment which encourages active lifestyles.

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

This will be measured through the Local Planning Authority Monitoring Report, which shows how planning policies are contributing towards regenerating the city and bringing forward sustainable development, while safeguarding the environment. It sets out what progress has been made in putting together a policy framework for decisions on planning applications and reviews what effect policies are having on the delivery of priorities for the city.

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 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?

N/A

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

N/A

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 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?

particular those on low incomes or living in areas of greater deprivation. This is because sustainable access seeks walking and cycling improvements that would benefit all and enable those without a car to still maintain access to the seafront. The Seafront Masterplan also includes improves to wheelchair access around the seafront, which is aimed at improving conditions for people with mobility disabilities.

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

This will be measured through the Local Planning Authority Monitoring Report, which shows how planning policies are contributing towards regenerating the city and bringing forward sustainable development, while safeguarding the environment.

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 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 Seafront Masterplan SPD signposts towards the mitigation of carbon/greenhouse emissions through encouraging active and sustainable modes of travel, reducing road space to cater for walking/cycling, promoting use of renewable energy solutions, and encouraging high quality sustainable design of development.

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

This will be measured through the Local Planning Authority Monitoring Report, which shows how planning policies are contributing towards regenerating the city and bringing forward sustainable development, while safeguarding the environment. Other reporting from within the council, e.g. Transport and Highways, will also be utilised in monitoring the effects.

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 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?

N/A

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?

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 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?

The Seafront Masterplan SPD signposts towards the mitigation of climate change through promoting the sea defences scheme, encouraging active and sustainable modes of travel, reducing road space to cater for walking/cycling, promoting use of renewable energy solutions, and encouraging high-quality sustainable design of development.

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

This will be measured through the Local Planning Authority Monitoring Report, which shows how planning policies are contributing towards regenerating the city and bringing forward sustainable development, while safeguarding the environment. Other reporting from within the council, e.g. Transport and Highways, will also be utilised in monitoring the effects.

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 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?

The Seafront Masterplan SPD includes objectives and guidance to protect, conserve, and enhance protected habitats and natural environments and achieve a net gain in biodiversity.

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

This will be measured through the Local Planning Authority Monitoring Report, which shows how planning policies are contributing towards regenerating the city and bringing forward sustainable development, while safeguarding the environment.

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 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?

The Seafront Masterplan SPD signposts towards the mitigation of air quality through encouraging active and sustainable modes of travel, and reducing road space to cater for walking/cycling.

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

This will be measured through the Local Planning Authority Monitoring Report, which shows how planning policies are contributing towards regenerating the city and bringing forward sustainable development, while safeguarding the environment. Other reporting from within the council, e.g. Transport and Highways, will also be utilised in monitoring the effects.

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 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 Seafront Masterplan SPD includes objectives and guidance to encourage active and sustainable modes of travel, and design road spaces to prioritise and cater for walking/cycling. The objective and associated proposals of 'access for all' seeks walking and cycling improvements that would benefit all, for example by providing conditions that allow safe cycling for children, where it currently doesn't exist. Improvements to the pedestrian environment, and proposed in the draft masterplan, would also benefit all, but are likely to benefit older people more than others, as they are more likely to find crossing the road unsafe and/or unattractive.

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

This will be measured through the Local Planning Authority Monitoring Report, which shows how planning policies are contributing towards regenerating the city and bringing forward sustainable development, while safeguarding the environment. Other reporting from within the council, e.g. Transport and Highways, will also be utilised in monitoring the effects.

B - Environment and climate change

Yes

No

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 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?

N/A

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

N/A

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 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?

The Seafront Masterplan SPD includes objectives and guidance to protect, conserve, and enhance protected the seafront's heritage assets, as well as taking a 'heritage-centric' approach to the design of development. The Seafront Masterplan SPD also promotes the seafront as a place of cultural and leisure value.

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

This will be measured through the Local Planning Authority Monitoring Report, which shows how planning policies are contributing towards regenerating the city and bringing forward sustainable development, while safeguarding the environment.

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 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?

N/A

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

N/A

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 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?

The Seafront Masterplan SPD includes guidance to ensure the seafront continues to be a major contributor to the local economy through leisure and tourism, which could be further enhanced by the development opportunities identified in the SM SPD. The Seafront Masterplan SPD also promotes the seafront as a place of cultural and leisure value.

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

This will be measured through the Local Planning Authority Monitoring Report, which shows how planning policies are contributing towards regenerating the city and bringing forward sustainable development, while safeguarding the environment. Other reporting from within the council, e.g. Culture and Leisure, Economic Development, will also be utilised in monitoring the effects.

Q8 - Who was involved in the Integrated impact assessment?

This IIA has been produced by the Planning Policy team.

This IIA has been approved by: Rachel Cutler, Head of Planning Policy

Contact number:

Date:

05.03.21

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Equality Impact Assessment

Full assessment form 2018

www.portsmouthccg.nhs.uk

www.portsmouth.gov.uk

Directorate:

Regeneration

Service, function:

Planning Policy

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

Seafront Masterplan Supplementary Planning Document

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

☐

Existing

☐

New / proposed

☒

Changed

Lead officer

Stephen Ho

People involved with completing the EIA:

Stephen Ho, Rachel Cutler, Laura Archer and Gina Perryman

Introductory information (Optional)

Step 1 - Make sure you have clear aims and objectives

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

The Seafront Masterplan Supplementary Planning Document was adopted in April 2013. It supplements local plan policy PCS9 (the seafront). Both local plan policy PCS9 and the Seafront Masterplan provide guidance on how development in the seafront area should be undertaken, in order to achieve a range of objectives.

These objectives include redevelopment of existing buildings to promote leisure and tourism, a diversified leisure and culture offer, protecting the character of the area, protecting Southsea Common, Eastney Beach and open spaces, improving the promenade and renewing the sea defences and improving links between the seafront and Southsea and Castle Road.

Who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

Residents / businesses / landowners / visitors / other stakeholders in the area, the wider city and beyond.

What outcomes do you want to achieve?

The Seafront Masterplan SPD sets out guidelines for how the seafront could be improved and conserved. It also makes recommendations on possible things that could happen along the seafront.

What barriers are there to achieving these outcomes?

The masterplan relies on private and public investment and will to implement the proposals.

Step 2 - Collecting your information

What existing information / data do you have? (Local or national data) look at population profiles, JSNA data, surveys and patient and customer public engagement activity locally that will inform your project, national studies and public engagement.

Existing information held on the existing population of the city is set out below -

RACE (ONS and HCC data)

British - 84%, White Irish - 0.50%, Other White Background - 3.80%, Mixed White & Asian - 1.20%, Other Mixed Background - 0.50%, Indian - 1.40%, Bangladeshi - 1.80% and Other Asian Background - 1.30%.

GENDER (ONS and HCC data)

Male - 51%, Female - 49%

AGE

0-15 - 17.6%

16-24 - 18%

25-34 - 16%

35-44 - 12%

45-54 - 11.3%

55-64 - 10%

65-74 - 7.71%

75+ - 7.39 %

The ageing factsheet produced by Hampshire County Council notes the number of very old people has increased as each decade passed, as has the proportion of the population occupying the very oldest age groups. However, the number of older people has declined overall. There was a small increase between 1981 and 1991 and then a consistent decline over the next two decades.

DISABILITY

The Council's Equality and Diversity Strategy notes that over 15000 of residents have a long-term health problem or disability that limits their day-to-day activities, almost 3500 adults in Portsmouth were registered as having a physical disability, and over 2000 residents are registered as having a hearing or visual impairment. The percentage of residents have a long-term health problem or disability that limits their day-to-day activities is approximately 7% of the total population.

Using your existing data, what does it tell you?

Existing data shows that Portsmouth has a young population compared to adjoining areas. The largest is the 20-24 age-group, many of whom are students studying at the University of Portsmouth. Forecasts of the population structure show a decline of the 40-54 years age brackets and increasing numbers of people aged 65 or over. The majority of Portsmouth's households are one family households (55.85%), although this is significantly lower than the surrounding areas. One person households, make up 32.1 %, which is higher than in the surrounding area. Average household size in Portsmouth is 2.3 persons, which is similar to surrounding areas.

Step 3 - Now you need to consult!

Who have you consulted with?

If you haven't consulted yet please list who you are going to consult with

All consultations are open to all. Stakeholders were targeted through a range of social media posts, local news, the Portsmouth City Council website, the Southsea Coastal Scheme website, email bulletins, direct contact with the Community Stakeholder Engagement Group, posters along the seafront and two unstaffed exhibitions at the Central Library and Southsea Library were implemented.

N/A

Please give examples of how you have or are going to consult with specific groups or communities e.g. meetings, surveys

Portsmouth City Council (PCC) consulted with local people in 2018 and 2019 before drafting the masterplan, and consulted again in 2020 (September 18th to October 30th) before creating a final version. The consultations included a range of surveys, exhibitions and meetings.

Step 4 - What's the impact?

Is there an impact on some groups in the community? (think about race, gender, disability, age, gender reassignment, religion or belief, sexual orientation, sex, pregnancy and maternity, marriage or civil partnerships and other socially excluded communities or groups)

Generic information that covers all equality strands (Optional)

Ethnicity or race

It is not anticipated that the Seafront Masterplan will have a directly disproportionate affect on people in different groups within this category. However, given that members of ethnic minorities often have less disposable income than other groups, the Seafront Masterplan's promotion of sustainable access to and around the seafront could benefit people from ethnic minorities, as sustainable access means access without the need to have access to a car, which is a relatively high cost.

Gender reassignment

It is not anticipated that the Seafront Masterplan will have a disproportionate affect on people in different groups within this category.

Age

The Seafront Masterplan aims to improve conditions for certain age groups, without worsening conditions for any ages group. The objective and associated proposals of 'access for all' seeks walking and cycling improvements that would benefit all, but are likely to benefit some ages groups more than others, for example by providing conditions that allow safe cycling for children, where it currently doesn't exist. Improvements to the pedestrian environment, and proposed in the draft masterplan, would also benefit all, but are likely to benefit older people more than others, as they are more likely to find crossing the road unsafe and/or unattractive.

Disability

Objective 8 (Improve accessibility to all) and associated proposals within the masterplan, seek improvements to wheelchair access around the seafront, which is aimed at improving conditions for people with mobility disabilities.

Religion or belief

It is not anticipated that the Seafront Masterplan will have a disproportionate affect on people in different groups within this category.

Sexual orientation

It is not anticipated that the Seafront Masterplan a will have a disproportionate affect on people in different groups within this category.

Sex

Part of the proposals in relation to lighting are intended to improve safety after dark. This is considered to improve conditions for women more than men.

Marriage or civil partnerships

It is not anticipated that the Seafront Masterplan will have a disproportionate affect on people in different groups within this category.

Pregnancy & maternity

It is not anticipated that the Seafront Masterplan a will have a disproportionate affect on people in different groups within this category.

Other socially excluded groups or communities

The Seafront Masterplan's promotion of sustainable access to and around the seafront could benefit people from other socially excluded groups or communities, in particular those on low incomes or living in areas of greater deprivation. This is because sustainable access means access to the seafront without the need to have access to a car, which is a relatively high cost.

Note: Other socially excluded groups, examples includes, Homeless, rough sleeper and unpaid carers. Many forms of exclusion are linked to financial disadvantage. How will this change affect people on low incomes, in financial crisis or living in areas of greater deprivation?

Health Impact

Have you referred to the Joint Needs Assessment (www.jsna.portsmouth.gov.uk) to identify any associated health and well-being needs?

☒ Yes

☐ No

What are the health impacts, positive and / or negative? For example, is there a positive impact on enabling healthier lifestyles or promoting positive mental health? Could it prevent spread of infection or disease? Will it reduce any inequalities in health and well-being experienced by some localities, groups, ages etc? On the other hand, could it restrict opportunities for health and well-being?

The Seafront Masterplan aims to have a positive effect on health and wellbeing through the promotion of positive physical and mental wellbeing. This is done by promoting access to and around the seafront, which is considered to be an area that can have a positive effect on people's physical and mental wellbeing, for example through engaging in physical activity, enjoying the landscape and townscape or social interaction.

Health inequalities are strongly associated with deprivation and income inequalities in the city. Have you referred to Portsmouth's Tackling Poverty Needs Assessment and strategy (available on the JSNA website above), which identifies those groups or geographical areas that are vulnerable to poverty? Does this have a disproportionately negative impact, on any of these groups and if so how? Are there any positive impacts?, if so what are they?

For more help on this element of tackling poverty and needs assessment contact Mark Sage: email:mark.sage@portsmouthcc.gov.uk

Step 5 - What are the differences?

Are any groups affected in a different way to others as a result of your policy, service, function, project or strategy?

Please summarise any potential impacts this will have on specific protected characteristics

It is anticipated that the Seafront Masterplan could have a positive impact on the following groups: people from ethnic minorities; younger and older people; disabled people; women and people living on low incomes or living in areas of greater deprivation.

Does your policy, service, function, project or strategy either directly or indirectly discriminate?

☐ Yes ☒ No

If you are either directly or indirectly discriminating, how are you going to change this or mitigate the negative impact?

n/a

Step 6 - Make a recommendation based on steps 2 - 5

If you are in a position to make a recommendation to change or introduce the policy, service, project or strategy clearly show how it was decided on and how any engagement shapes your recommendations.

As the draft Seafront Masterplan be consulted upon, it is recommended that the SPD be adopted. This is because the draft Seafront Masterplan is considered to have a positive impact on some segments of certain protected characteristics, without negatively affecting others. It is considered that the draft Seafront Masterplan would be more effective in doing this than the existing 2013 masterplan.

What changes or benefits have been highlighted as a result of your consultation?

Revisions to the Seafront Masterplan have been subject to three rounds of public consultation, and this has helped shape the current draft document.

If you are not in a position to go ahead what actions are you going to take?

(Please complete the fields below)

Action

Timescale

Responsible officer

How are you going to review the policy, service, project or strategy, how often and who will be responsible?

The Seafront Masterplan is a supplementary planning document, meaning it expands upon a policy within the Local Plan (PCS9). When the Local Plan is reviewed, if the successor policy to PCS9 is changed significantly, the Seafront Masterplan may require amendment. Aside from changes in connection to the Local Plan, the Seafront Masterplan will be adopted as circumstances dictate. This will be decided by or with the responsible portfolio holder.

Step 7 - Now just publish your results

This EIA has been approved by: Rachel Cutler, Head of Planning Policy

Contact number:

Date:

05.03.21

PCC staff-Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789, Email: equalities@portsmouthcc.gov.uk

CCG staff-Please email a copy of your completed EIA to the Equality lead who will contact you with any comments or queries about your full EIA. Email: sehccg.equalityanddiversity@nhs.net

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Agenda Item 4



THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Title of meeting: Cabinet

Subject: New food waste rounds - design update

Date of meeting: 19 March 2021

Report by: James Hill - Director of Housing, Neighbourhood & Building Services

Author: David Emmett - Head of Waste Services

Wards affected: All

-
1. **Requested by:** The Leader, Cllr Gerald Vernon-Jackson
 2. **Purpose:** To update the Cabinet on the round design work for the new food waste collection rounds - Food Waste (FW) 3 and FW4.
 3. **Information Requested:**
 - 3.1. In light of the decision by Cabinet on 02 February 2021 (see Appendix A Cabinet Report; 'Extension of food waste trials') to continue the current food waste rounds FW1 and FW2 and approve funding for a further two rounds FW3 and FW4 for a 12 month period from September 2021, the Leader has requested this paper to provide a round design update.
 - 3.2. In order to design the two new food waste rounds FW3 and FW4 it is now necessary to design all of the rounds including FW5, and FW6 for a city wide food waste collection service. This includes how food waste collections will be delivered to the city's flats (communal collections - FW6).
 - 3.3. The rounds FW1 and FW2 currently service 23995 properties (see Appendix B for roads in existing rounds). The first phase of the round design is to maximise the potential of these existing rounds. There is capacity to increase both FW1 and FW2 on a Wednesday and Thursday by a further 2683 properties. The additional properties to be added to FW1 and FW2 are as follows:

| | | |
|-------------|-----|----------------|
| • Wednesday | FW1 | 616 properties |
| • Wednesday | FW2 | 658 properties |
| • Thursday | FW1 | 629 properties |
| • Thursday | FW2 | 779 properties |

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

These additions will bring the total number of households covered by FW1 and FW2 up to 26678. The roads to be included are detailed in Appendix C.

3.4. The second phase has been to design rounds FW3 and FW4 of a comparable size to that of FW1 and FW2 building out from the current rounds. These rounds will be introduced on a phased basis to ensure that deliveries can be made in a timely way and that support can be provided to residents. The list of roads to be included in the new rounds FW3 and FW4 plus the roads for the future proposed extensions is shown in Appendix D. The extensions will take place when the rounds are fully embedded. This approach will then leave a proportion of kerbside properties which will make up FW5 also shown in Appendix D.

3.5. The third phase has been to design how communal collections will be undertaken in the city (FW6). A proportion of communal blocks will be undertaken by the kerbside rounds FW1 - FW5 and are listed in Appendix D. The communal blocks that are former houses split into flats with 6 or less flats within the property will be included in the initial roll out of the rounds. The other kerbside communal blocks (blocks and properties with 6 or more flats) will be added after the initial round is embedded. The remaining communal blocks - those not listed in FW1-5 - will be serviced by a separate round FW6, which will cover 1049 blocks. This round is still in design due to the multiple collections per week that some of these communal properties have.

3.6. Funding has yet to be identified for FW5 and FW6.

.....
Signed by James Hill - Director of Housing, Neighbourhood and Building Services

Appendices:

Appendix A - Cabinet Report; 'Extension of food waste trials' - 02 February 2021

Appendix B - Roads in rounds Food Waste 1 and Food Waste 2

Appendix C - Food waste 1 and 2 extensions

Appendix D - Food waste rounds 3, 4, 5 and 6

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 |
|--------------------------|-----------------|
| | |
| | |

Title of meeting: Cabinet

Date of meeting: 2nd February 2021

Subject: Extension of food waste trials

Report by: James Hill - Director of Housing, Neighbourhood & Building Services

Report Author: Colette Hill - Assistant Director, Neighbourhood Services

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To update the Cabinet on the progress, and propose further extensions to the separate food waste collection trials.

2. Recommendations

- 2.1. That the Cabinet:

- i) Note the progress and outcomes of the existing two food waste collection round trials and agree to continue these for a further 12 months from September 2021
- ii) Approve an extension of a further two rounds for a 12 month period from September 2021 at a cost of £300,000 and that this be funded from the Cabinet Reserve but subject to the following:
 - a. Full Council approval on 9th February 2021 of the mainstreaming of the current 2 Food Waste Recycling rounds into base budgets at a cost of £300,000 (including the associated necessary savings to fund it)
 - b. Full Council approval on 9th February 2021 of the Capital Scheme to fund the associated Capital Costs of £340,000 which includes 2 additional waste vehicles, additional bins and receptacles plus project costs

3. Background

- 3.1. Under the terms of the Environmental Protection Act, 1990, Portsmouth City Council (the 'Council') is classed as a Waste Collection and Disposal Authority, and as such, under section 45 (1), has a statutory duty to collect household

waste from all domestic properties in the city. Under Section 46(4) of the Act, the Council has specific powers to stipulate:

- The size and type of the collection receptacle(s);
- Where the receptacle(s) must be placed for the purpose of collecting and emptying;
- The materials or items which may or may not be placed within the receptacle(s).

- 3.2. Currently rubbish is collected weekly and recycling is collected fortnightly.
- 3.3. There is also a network of bring banks for glass, textiles and cartons.
- 3.4. Portsmouth has a recycling rate of 25.5% (2018/19) although recent changes to the waste collection system should deliver an improvement to this as the amount of waste produced reduces and the amount of recycling increases.
- 3.5. Portsmouth does have one of the lowest landfill use rates in the Country at just 4.2% of waste.
- 3.6. Food waste is currently collected as part of the black bag collection and is disposed of at the Energy Recovery Facility. The Energy Recovery Facility processes non-recyclable household waste and supplies up to 14MWs of electricity to the National Grid, which is enough power for around 20,600 local homes.
- 3.7. A recent waste composition analysis (Autumn 2018) showed that in Portsmouth just under 40% of black bag waste is food waste - 10% unavoidable, 30% avoidable.
- 3.8. The administration was keen to improve opportunities for resident to recycle more items and recognised that city wide separate food waste collection could improve the recycling rate by 5-8%
- 3.9. In September 2019, the first food waste round trial was launched. A further trial round was added from September 2020.
- 3.10. Food waste collected in these trials is taken to an anaerobic digestion facility at Hurn, Dorset to be recycled into biogas and digestate.
- 3.11. The two rounds initially covered 18051 properties but were extended and now cover 23995 properties. There is room for some further expansion which is reviewed constantly.(see appendix A for roads in existing trial areas)
- 3.12. Households were provided with a 5litre kitchen caddy and a 25litre caddy to place out for collection.
- 3.13. Both trials were well received by residents and participation rates were good.

| | Food waste 1 | Food waste 2 |
|--|--------------|--------------|
| Participation by households | 61% | 42% |
| % of black bag waste diverted to recycling | 19% | 16% |

| | | |
|---|--------------|--------------|
| | | |
| Average tonnes of food waste collected per week | 15.67 tonnes | 15.20 Tonnes |

- 3.14. In the first full year of food waste collection 812 tonnes of food waste has been recycled. Once we roll out the food waste collections across the whole city, we expect to collect and recycle almost 5,000 tonnes per year. This should reduce black bag tonnage by just over 10%.
- 3.15. The recycling of food waste in the first two food waste trials has led to a reduction in CO₂e of 12 tonnes per year. City wide food waste could reduce CO₂e by around 36 tonnes per year.

4. Reasons for recommendations

- 4.1. Residents have responded well to the separate food waste collections and participation levels have been good. The WRAP Household food waste collection guide suggests participation rates >55% are good and between 35 - 55% are average.
- 4.2. Over 50% of residents who responded to the survey said that they had changed their food shopping habits once they had seen how much food waste they produced. This type of change has a number of benefit and will help to reduce overall waste tonnages. Additionally, the Council will benefit from the sales of the capacity this creates at the Energy Recovery Facility.
- 4.3. Further expansion of the food waste trials will contribute to an increase in the recycling rate. If 10% of all black bag waste is diverted to recycling we could see an increase in the recycling rate of up to 6% (up to 4% for four trial areas)
- 4.4. In a survey of food waste trial 1 residents, 93.19% of residents were satisfied or very satisfied, with the main reason for dissatisfaction being the smell of the caddy when full. A further 63.11% of respondents reported improvements to street cleanliness and just under 50% reported that they had changed their shopping habits to reduce waste.
- 4.5. Expansion of the trials could further reduce the CO₂e in the City.
- 4.6. The city wide rollout of separate food waste was due to coincide with the new waste collection contract which was scheduled to begin on 1 October 2021. However, the waste collection contract has now been extended until 30 September 2023 in order that changes arising from the Environment Bill can be delivered as part of that contract. The COVID-19 pandemic has also impacted on delivering city wide food waste. However, with this planned expansion of a further 2 rounds, up to two thirds of households in the city will benefit from a separate food waste collection service.
- 4.7. The Council is currently developing its plan for provision of an anaerobic digestion facility which would recycle food waste produced by the City and beyond.

- 4.8. It should be noted that the September 2021 start date has a number of dependencies including securing a disposal point, lead times for caddies and availability of vehicles.
- 4.9. The trial for Food Waste 3 and Food Waste 4 will run for 12 months, with participation and tonnage data monitored.
- 4.10. Customer feedback will also be sought once the trial is embedded.

5. Integrated impact assessment

- 5.1. No significant impact. Whilst some issues have been identified, mitigations are in place to address these. - see attached IIA (appendix b)

6. Legal implications

- 6.1. Please note the responsibilities and powers of the Council described in para.3.1.
- 6.2. The waste collection policy outlines what steps can be taken to assist those who have a protected characteristic (principally a disability) to comply by way of seeking to register with PCC for assisted collection.
- 6.3. The Environment Bill 2019/2020 is currently going through Parliament. Part 3 of the Bill makes provisions for the managing of waste and producer responsibility. The provisions introduce amongst other matters amendments to the responsibilities and powers for separating and recycling waste. This will further impact the Local Authority's need to make effective waste management arrangements.

7. Director of Finance's comments

- 7.1 The cost of the current food waste collection service is intended to be met from the general fund cash limit, although this is subject to approval as part of the Council's Budget (Revenue Budget & Capital Programme 2021 22) on 9th February 2021
- 7.2 The extension of the food waste collection service by two additional rounds will cost in the region of £300,000, the cost of this 12 month pilot can be met from the Cabinet Reserve. This covers the increased cost of collection and disposal.
- 7.3 The capital cost associated with the introduction of a further 2 Food Waste collection rounds is estimated to be £340,000 and will require onward approval at Full Council on the 9th February 2021. This costs includes the purchase of two vehicles, additional bins and receptacles and project costs.

.....
Signed by: James Hill, Director of Housing, Neighbourhood and Building Services

Appendices:

Appendix a - roads in trial areas Food Waste 1 and Food Waste 2

Appendix b - Integrated Impact Assessment

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 |
|---|---|
| Cabinet Report (2020) - Enhanced recycling options | Enhanced Recycling Options report.pdf (portsmouth.gov.uk) |
| Environment & Community Safety Cabinet Report (2019) - Separate food waste collection trial | Member report - Separate food waste collection trial final.pdf (portsmouth.gov.uk) |

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

.....
Signed by:

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Monday**Tuesday****Wednesday**

| Address | No. HH | Address | No. HH | Address |
|--------------------|--------|---------------------|--------|----------------------|
| Aldsworth Close | 17 | A'beck Court | 12 | Addison Road |
| Aldsworth Gardens | 14 | Armory Lane | 71 | Albert Grove |
| Braemar Avenue | 15 | Bath Square | 19 | Albert Road |
| Central Road | 83 | Bathing Lane | 1 | Beatrice Road |
| Chilgrove Road | 27 | Battery Row | 5 | Boulton Road |
| Court Close | 25 | Beck Street | 7 | Campbell Road |
| Court Lane | 85 | Beehive Walk | 41 | Chelsea Road |
| Court Mead | 19 | Bellevue Terrace | 8 | Esslemont Road |
| Dysart Avenue | 53 | Bishop Street | 23 | Fawcett Road |
| East Court | 11 | Blackfriars Road | 15 | Goodwood Road |
| Edison Spur | 4 | Blossom Square | 18 | Grenville Road |
| Faraday Road | 26 | Blount Road | 18 | Havelock Road |
| Franklin Close | 4 | Britain Street | 7 | Holland Road |
| Gofton Avenue | 31 | Broad Street | 60 | Inglis Road |
| Grove Road | 57 | Camber Place | 11 | Lawrence Road |
| Hirst Road | 25 | Captains Row | 18 | Leopold Street |
| Homefield Road | 27 | Chadderton Gardens | 13 | Livingstone Road |
| Invergordon Avenue | 40 | Chatham Drive | 22 | Londesborough Road |
| Karen Avenue | 16 | Clock Street | 2 | Lorne Road |
| Kinross Crescent | 107 | College Street | 1 | Norland Road |
| Kirton Road | 14 | Cumberland Street | 26 | Outram Road |
| Laburnum Avenue | 33 | Curzon Howe Road | 50 | Oxford Road |
| Langdale Avenue | 22 | Dean Street | 8 | Sutherland Road |
| Lordington Close | 16 | East Street | 2 | Victoria Grove |
| Lower Drayton Lane | 153 | Farthing Lane | 5 | Wilson Grove |
| Manor Crescent | 28 | French Street | 15 | Wish Place |
| Mansvid Avenue | 32 | Froddington Road | 30 | Cleveland Road |
| Merz Close | 6 | Grand Parade | 12 | Lawson Road |
| Northern Road | 6 | Grays Court | 18 | Stansted Road |
| Old Manor Way | 99 | Greetham Street | 31 | Festing Mews |
| Orsted Drive | 17 | Guildhall Walk | 9 | Harold Road |
| Pangbourne Avenue | 22 | Halfpenny Lane | 5 | Graham Road |
| Racton Avenue | 27 | Hampshire Terrace | 14 | Norman Road |
| Scholars Walk | 1 | Havant Street | 3 | Trevor Road |
| South Road | 76 | High Street East | 70 | Delemere Road |
| Southbourne Avenue | 60 | High Street West | 52 | *Kelly Court |
| Station Road | 200 | Highbury Street | 16 | *Bayswater House |
| Tesla Drive | 19 | Hyde Park Road | 1 | *Chatsworth Court |
| Tregaron Avenue | 52 | Jubilee Terrace | 12 | *Rowena Court |
| Wainwright Close | 12 | Kent Street | 19 | Britannia Road North |
| Waverley Road | 40 | King Charles Street | 6 | Britannia Road |
| Stroudley Avenue | 33 | King Henry I Street | 1 | Rugby Road |
| Marsh Close | 17 | King William Street | 27 | Eton Road |

| | | | | |
|---------------------|----|--------------------|----|-----------------------|
| Londale Avenue | 85 | Kings Terrace | 26 | Harrow Road |
| Rosebery Avenue | 88 | Landport Street | 3 | Heyward Road |
| Hilary Avenue | 55 | Landport Terrace | 23 | Southern Fawcett Road |
| Beaconsfield Avenue | 95 | Lansdowne Street | 7 | Chetwynd Road |
| *Marshfield House | 24 | Lombard Street | 20 | Darlington Road |
| *25-35 Karen Avenue | 6 | Nobbs Lane | 7 | |
| Lealand Road | 81 | Omega Street | 2 | |
| Lealand Grove | 2 | Ordnance Row | 14 | |
| Copsey Close | 15 | Oyster Street | 9 | |
| Copsey Grove | 94 | Peacock Lane | 21 | |
| King Arthur's Court | 11 | Pembroke Close | 3 | |
| Salisbury Road | 52 | Pembroke Road | 27 | |
| Knowsley Crescent | 33 | Penny Street | 56 | |
| Magdala Road | 52 | Plymouth Street | 7 | |
| Glenleigh Avenue | 6 | Poynings Place | 15 | |
| Dorking Crescent | 18 | Queen Street | 37 | |
| Knowsley Road | 73 | Raglan Street | 8 | |
| Park Grove | 23 | Rosemary Lane | 1 | |
| The Orchard | 2 | Sea Mill Gardens | 23 | |
| Widley Court Drive | 22 | Slingsby Close | 9 | |
| Albert Road | 62 | Somers Road | 2 | |
| Pervin Road | 33 | South Normandy | 10 | |
| Dean Road | 33 | Southsea Terrace | 5 | |
| Cosham Park Avenue | 12 | St Georges Road | 10 | |
| | | St Georges Square | 9 | |
| | | St Georges Way | 15 | |
| | | St James's Street | 5 | |
| | | St Nicholas Street | 20 | |
| | | St Thomas's Court | 12 | |
| | | St Thomas's Street | 61 | |
| | | Sun Street | 7 | |
| | | The Hard | 22 | |
| | | Three Tun Close | 9 | |
| | | Tower Street | 5 | |
| | | Alexandra Road | 30 | |
| | | April Square | 39 | |
| | | Arundel Street | 41 | |
| | | Bridgeside Close | 39 | |
| | | Canal Walk | 1 | |
| | | Charles Street | 19 | |
| | | Charlotte Street | 2 | |
| | | Church Path North | 1 | |
| | | Church Road | 60 | |
| | | Clarendon Place | 5 | |
| | | Clarendon Street | 29 | |
| | | Coburg Street | 2 | |

| | |
|------------------------|----|
| Cottage View | 11 |
| Craswell Street/Durban | 31 |
| Drummond Road | 36 |
| Edinburgh Road | 7 |
| Foster Road | 10 |
| Garnier Street | 65 |
| Hale Street North | 1 |
| Hale Street South | 18 |
| Highfield Road | 22 |
| Lake Road | 16 |
| Landport Street/Durban | 10 |
| Little Coburg Street | 2 |
| Lucknow Street | 19 |
| Milford Road | 16 |
| Nutfield Place | 14 |
| Paradise Street | 2 |
| Railway View | 32 |
| Somers Road North | 16 |
| St Faiths Road | 41 |
| Temple Street | 24 |
| Timpson Road | 10 |
| Tottenham Road | 46 |
| Upper Arundel Street | 1 |
| Vivash Road | 6 |
| Union Street | 1 |
| Victory Road | 12 |
| Warblington Street | 33 |
| West Street | 7 |
| White Hart Road | 25 |
| Wickham Street | 2 |
| Woodville Drive | 73 |
| Wyndham Mews | 8 |
| Ivy Close | 9 |

Thursday

Friday

| No. HH | Address | No. HH | Address | No. HH |
|--------|--|--------|---------------------|--------|
| 23 | Aston Road | 39 | Ascot Road | 18 |
| 43 | Blenheim Court | 8 | Beasant Close | 43 |
| 204 | Canterbury Road | 48 | Cedar Grove | 58 |
| 40 | Clegg Road | 26 | Chasewater Avenue | 80 |
| 128 | Devonshire Avenue | 289 | Chilcote Road | 46 |
| 76 | Eastfield Road | 225 | Ebery Grove | 96 |
| 77 | Haslemere Road (93-191;108-224) | 81 | Hayling Avenue | 273 |
| 127 | Hatfield Road | 38 | Jenkins Grove | 83 |
| 172 | Hellyer Road | 36 | Kimbolton Road | 126 |
| 101 | Highland Road (97-297;56-176) | 177 | Kirpal Road | 63 |
| 30 | Highland Terrace | 19 | Lakeside Avenue | 23 |
| 39 | Hunter Road | 75 | Lichfield Road | 103 |
| 26 | Landguard Road | 195 | Marina Grove | 24 |
| 42 | Mafeking Road | 106 | Maydman Square | 26 |
| 135 | Maxwell Road | 46 | Myrtle Grove | 44 |
| 51 | Methuen Road (89-169;104-140) | 56 | Neville Road | 19 |
| 44 | Oliver Road | 50 | St Pirans Avenue | 71 |
| 127 | Pedam Close | 11 | Stride Avenue | 155 |
| 20 | Pretoria Road | 102 | Sunningdale Road | 55 |
| 26 | Reginald Road (111-133;106-184) | 51 | Tamworth Road | 22 |
| 65 | Rochester Road | 40 | Wallisdean Avenue | 47 |
| 117 | St Albans Road | 23 | Wells Close | 47 |
| 94 | St Anns Road | 22 | Whitecliffe Avenue | 65 |
| 45 | Tower Road | 8 | Tangier Road | 2 |
| 31 | Tredegar Road | 70 | East Shore Way | 57 |
| 6 | Westfield Road | 239 | Eastern Avenue | 46 |
| 57 | White Cloud Park | 15 | Salterns Avenue | 77 |
| 95 | Winter Road (1-97;2-94) | 106 | Lacey Road | 6 |
| 109 | Prince Albert Road | 2 | Shore Avenue | 15 |
| 7 | Reginald Road (1a-105 | 102 | *4-14 EASTERN ROAD | 6 |
| 70 | Methuen Road (1-102) | 77 | *16-26 EASTERN ROAD | 6 |
| 6 | Billings Close | 9 | *28-44 EASTERN ROAD | 9 |
| 38 | Carpenter Close | 13 | *46-62 EASTERN ROAD | 9 |
| 56 | Prince Albert Road (41-134 Highland Rd t | 94 | *64-80 EASTERN ROAD | 9 |
| 1 | | | *82-92 EASTERN ROAD | 6 |
| 4 | | | *1-11 EASTERN ROAD | 6 |
| 15 | | | *13-29 EASTERN ROAD | 9 |
| 12 | | | *31-41 EASTERN ROAD | 6 |
| 8 | | | *43-59 EASTERN ROAD | 9 |
| 37 | | | *61-71 EASTERN ROAD | 6 |
| 34 | | | *73-89 EASTERN ROAD | 9 |
| 21 | | | *2 EAST SHORE WAY | 16 |
| 22 | | | *4 EAST SHORE WAY | 16 |

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| 13 |
| 13 |
| 191 |
| 67 |
| 64 |

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|----------------|-----|
| Langstone Road | 180 |
| Walsall Road | 16 |
| Cheslyn Road | 40 |
| Petworth Road | 34 |
| Romsey Avenue | 35 |

| | HH | Flats | Blocks of f | Total HH |
|-----------------|-------|-------|-------------|--------------|
| Monday | 2618 | 30 | 2 | 2648 |
| Tuesday | 2207 | 309 | 8 | 2516 |
| Wednesda | 2790 | 39 | 4 | 2829 |
| Thursday | 2498 | 0 | 0 | 2498 |
| Friday | 2095 | 122 | 14 | 2217 |
| Totals | 12208 | 500 | 28 | 12708 |

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| Monday | | Tuesday | | Wednesday |
|--------------------|--------|------------------------|--------|-----------------------|
| Road | No. HH | Road | No. HH | Road |
| Abbeydore Road | 52 | Agincourt Road | 87 | Albert Road |
| Arran Close | 18 | All Saints Road | 26 | Bramble Road |
| Ashford Road | 18 | All Saints Street | 5 | Chestnut Avenue |
| Boston Road | 28 | Arnaud Close | 35 | Devonshire Avenue |
| Braintree Road | 87 | Baker Steet | 3 | Devonshire Square |
| Bromyard Crescent | 58 | Buckingham Green | 1 | Fernhurst Road |
| Chatham Close | 5 | Buckingham Green | 17 | Francis Avenue |
| Clacton Road | 72 | Buckland Path | 15 | Francis Avenue 247 up |
| Colchester Road | 29 | Church Street | 6 | Frensham Road |
| Credenhill Road | 12 | Clarence Street | 3 | Heidelberg Road |
| Cromer Road | 26 | Commercial Road | 11 | Jessie Road evens |
| Dame Judith Way | 31 | Cornwallis Crescent | 9 | Jessie Road odds |
| Deal Road | 30 | Cressy Road | 57 | Manners Road |
| Dersingham Close | 16 | Duke Crescent | 25 | Orchard Road |
| Fairfield Square | 32 | Frederick Street | 1 | Percy Road |
| Fitzpatrick Court | 12 | Hanway Road | 21 | Shanklin Road |
| Hadleigh Road | 12 | Hertford Place | 6 | Talbot Road 53-98A |
| Harleston Road | 75 | Jarndyce Walk | 3 | Talbot Road 99-186 |
| Harwich Road | 24 | Kilmiston Close | 24 | Talbot Road up to 53 |
| Holbeach Close | 16 | Linklater Path | 9 | Telephone Road |
| Hythe Road | 32 | Longs Walk | 18 | Ventnor Road |
| Islay Gardens | 19 | Lower Wingfield Street | 6 | Jubilee Road |
| Jura Close | 7 | Market Way | 4 | Delemere Road |
| Kenchester Close | 6 | Mayo Close | 19 | Edmund Road |
| Kingsland Close | 36 | Nelson Road | 1 | Wheatstone Road |
| Kintyre Road | 27 | North Street | 10 | Northcote Road |
| Lowestoft Road | 75 | Northbrook Close | 6 | Wyndcliffe Road |
| Mablethorpe Road | 72 | Old Commercial Road | 18 | St Augustine Road |
| Maidstone Crescent | 45 | Princes Street | 14 | Pepys Close |
| Maldon Road | 12 | Seymour Close | 101 | Bath Road |
| Meadowsweet Way | 44 | Staunton Street | 8 | Henley Road |
| Mellor Close | 5 | Sultan Road | 85 | Brompton Road |
| Norwich Road | 30 | Turner Road | 5 | |
| Orkney Road | 42 | Victoria Street | 8 | |
| Peterborough Road | 48 | Watts Road | 10 | |
| Rapson Close | 14 | Wingfield Street | 1 | |
| Rochford Road | 20 | Centaur Street | 28 | |
| Sevenoaks Road | 24 | Clydebank Road | 46 | |
| Sheringham Road | 4 | Dickens Close | 10 | |
| Shetland Close | 14 | Dumbarton Close | 8 | |
| Skye Close | 19 | Emanuel Street | 37 | |
| Sudbury Road | 64 | Gamble Road | 6 | |
| Tunstall Road | 39 | Garfield Road | 16 | |
| Walford Road | 14 | Gladstone Place | 2 | |
| Walsingham Close | 17 | Grafton Street | 30 | |
| Washbrook Road | 85 | Hercules Street | 25 | |
| Whitstable Road | 35 | Jandyce Walk | 8 | |
| Wymering Lane | 69 | Kilbride Path | 5 | |

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| | Thursday | | Friday | |
|-------------|-----------------------|-------------|-----------------------|--------|
| No. HH | Road | No. HH | Road | No. HH |
| 1 | 117A/B New Road | 2 | 265 Milton Road | 1 |
| 33 | 199A New Road | 2 | Anvil Court | 1 |
| 23 | 237A New Road | 2 | Atalanta Close | 9 |
| 4 | Ashling Lane | 5 | Blendworth Road | 16 |
| 34 | Aylesbury Road | 71 | Brasted Court | 15 |
| 52 | Balliol Road | 56 | Catisfield Road North | 24 |
| 251 | Basin Street | 26 | Catisfield Road South | 59 |
| 18 | Byron Road | 66 | Chevening Court | 10 |
| 113 | Carnarvon Road | 92 | Church View | 13 |
| 56 | Cyprus Road | 63 | Crofton Road | 44 |
| 70 | Emsworth Road | 125 | Crofton Road North | 37 |
| 75 | Havant Road | 122 | Cromarty Avenue | 8 |
| 166 | Jersey Road | 56 | Curlew Path | 7 |
| 147 | Kingston Road | 1 | Dunlin Close | 15 |
| 152 | Laburnum Grove | 1 | Edenbridge Road | 24 |
| 18 | Langley Road | 67 | Gleave Close | 30 |
| 43 | London Road/Ashling L | 2 | Godwit Road | 95 |
| 62 | Lynn Road | 77 | Hollam Road | 69 |
| 52 | Malta Road | 62 | Hollam Road North | 33 |
| 155 | Paulsgrove Road | 2 | Lapwing Road | 8 |
| 18 | Percival Road | 64 | Longfield Close | 12 |
| 144 | Pink Road | 5 | Mariners Walk | 24 |
| 46 | Powerscourt Road | 356 | Mayflower Drive | 7 |
| 74 | Queens Road | 398 | Mayles Road | 64 |
| 60 | St Stephens Road | 63 | Mayles Road North | 74 |
| 50 | Tennyson Road | 67 | Meon Road | 115 |
| 30 | Whitworth Road | 69 | Milebush Road | 35 |
| 213 | Winchester Road | 104 | Milton Park Avenue | 45 |
| 17 | Binstead Road | 117 | Moorings Way | 116 |
| 159 | Toronto Road | 126 | Oxted Court | 11 |
| 56 | | 2269 | Plover Reach | 6 |
| 134 | | | Posbrooke Road | 45 |
| 2526 | | | Reedling Drive | 13 |
| | | | Revenge Close | 18 |
| | | | Riverhead Close | 27 |
| | | | Sanderling Road | 14 |
| | | | Schooner Way | 5 |
| | | | Seagull Close | 8 |
| | | | Shelford Road | 49 |
| | | | Shelford Road North | 60 |
| | | | Siskin Road | 39 |
| | | | Skylark Court | 11 |
| | | | Sovereign Close | 7 |
| | | | Sovereign Drive | 22 |
| | | | St James Place | 13 |
| | | | Tern Walk | 24 |
| | | | The Haven | 33 |
| | | | Warren Avenue | 124 |

| Day |
|--------------|
| Monday - R |
| Tuesday - R |
| Wednesday |
| Thursday - |
| Friday - RE |
| Total |

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| No. HH | |
|--------------|--|
| 2379 | |
| 2331 | |
| 2526 | |
| 2269 | |
| 1782 | |
| 11287 | |

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Appendix C

Food Waste 1 Extensions

Wednesday

| Road | No. HH |
|----------------|------------|
| Collingwood Rd | 61 |
| Duncan Rd | 83 |
| Exmouth Rd | 48 |
| Lowcay Rd | 52 |
| Napier Rd | 110 |
| Shirley Rd | 11 |
| St Vincent Rd | 47 |
| Taswell Rd | 56 |
| Wimbledon Park | 58 |
| Wisborough Rd | 43 |
| Worthing Rd | 48 |
| Total | 617 |

Thursday

| Road | No. HH |
|---------------------------------|------------|
| Bramshott Rd | 102 |
| Empshott Rd | 98 |
| Grayshott Rd | 104 |
| Haslemere Rd (1-47) | 54 |
| Haslemere Rd (48-106) | 45 |
| Heyshott Rd | 64 |
| Liss Rd (1-52) | 53 |
| Liss Rd (39-92) | 51 |
| Winter Rd (north of Devonshire) | 58 |
| Total | 629 |

Friday

| Road | No. HH |
|-------------------|--------|
| Priorsdean Avenue | 24 |

Food Waste 2 Extensions

Wednesday

| Road | No. HH |
|------------------|------------|
| Allens Rd | 49 |
| Gains Rd | 86 |
| Herbert Rd | 37 |
| St Ronans Ave | 32 |
| St Ronans Rd | 121 |
| Waverley Gr | 70 |
| Waverley Rd | 231 |
| Welch Rd | 32 |
| Apsley Road | 33 |
| Carisbrooke Road | 60 |
| Claydon Avenue | 18 |
| Frogmore Road | 51 |
| Goldsmith Avenue | 88 |
| Ruskin Road | 37 |
| Specks Lane | 1 |
| Total | 946 |

Households changed from a Friday collection to a Wednesday collection

This addition to the round may mean some of these extension will not come into place until FW3 & 4 have been implemented.

Thursday

| Road | No. HH |
|----------------------|------------|
| Bedhampton Rd | 74 |
| Bosham Rd | 61 |
| Drayton Rd (1-51) | 39 |
| Farlington Rd (1-64) | 54 |
| Funtington Rd | 62 |
| Paulsgrove Rd | 82 |
| Portchester Rd | 114 |
| Preston Rd | 64 |
| Wallace Rd | 59 |
| Westbourne Rd | 62 |
| Wymering Rd | 108 |
| Total | 779 |

Friday

| Road | No. HH |
|-------------------------------|------------|
| Alderman Gardens | 11 |
| Alliance Way | 10 |
| Catherington Place | 10 |
| Church Way | 8 |
| Cotton Road | 54 |
| Guardians Close | 7 |
| Guardians Way | 45 |
| Illustrious Drive | 4 |
| Invincible Way | 6 |
| James Road | 14 |
| Joseph Court | 10 |
| Lime Tree View | 5 |
| Milton Road (142-178;177-295) | 64 |
| Poplar Walk | 5 |
| Richard Court | 10 |
| The Park Way | 9 |
| Union Close | 6 |
| Union Road | 82 |
| Warblington Place | 6 |
| William Court (Baffins) | 8 |
| Total | 374 |

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Appendix D

Food Waste 3 (FW3)

Monday

| Road | No. HH |
|------------------------|--------|
| Allaway Avenue 248-344 | 79 |
| Almondsbury Road | 81 |
| Beverston Road | 50 |
| Bodmin Road | 4 |
| Braunston Close | 8 |
| Bridges Avenue | 34 |
| Brixworth Close | 12 |
| Browning Avenue | 96 |
| Bude Close | 34 |
| Butterfly Drive | 80 |
| Carlton Road | 2 |
| Chalkpit Road | 5 |
| Chaucer Avenue | 48 |
| Chedworth Crescent | 102 |
| Coleridge Road | 31 |
| Conaught Lane | 5 |
| Deehurst Crescent | 146 |
| Dellfield Close | 9 |
| Desborough Close | 18 |
| Dryden Avenue | 46 |
| Falmouth Road | 64 |
| Hatherley Road | 28 |
| Hayle Road | 6 |
| Hillside Crescent | 11 |
| Hillsley Road | 114 |
| Jubilee Avenue Evens | 37 |
| Jubilee Avenue Odds | 38 |
| Keats Avenue | 34 |
| Kingscote Road | 14 |
| Leith Avenue | 9 |
| Longdean Close | 9 |
| Macaulay Avenue | 40 |
| Masefield Avenue | 31 |
| Mousehole Road | 42 |
| Naseby Close | 13 |
| Newbolt Road 1-148 | 155 |
| Newbolt Road 150+ | 45 |
| Pamela Avenue | 14 |
| Pendennis Road | 17 |
| Portsmouth Road 40-80 | 24 |

| Road | No. HH |
|-------------------|-------------|
| Ralph Road | 6 |
| Raymond Road | 65 |
| Ridgeway Close | 20 |
| Rockrose Way | 41 |
| Rothwell Close | 16 |
| Rowland Road | 5 |
| Stroud Close | 8 |
| Tintern Close | 26 |
| Truro Road | 20 |
| Winterbourne Road | 12 |
| Wooferton Road | 32 |
| Wordsworth Avenue | 27 |
| Total | 1913 |

Future potential extensions

| Road | No. HH |
|---------------------|--------|
| Austin Court | 42 |
| Birdlip Road | 43 |
| Camcross Close | 32 |
| Cinderford Close | 9 |
| Cleeve Close | 4 |
| Colesborne Road | 56 |
| Collington Crescent | 47 |
| Dormington Road | 66 |
| Edwards Close | 7 |
| Elkstone Road | 69 |
| Hempsted Road | 2 |
| Huntley Close | 4 |
| Ledbury Road | 48 |
| Leominster Road | 185 |
| Lime Grove | 162 |
| Moorcot Close | 3 |
| Mortimer Road | 3 |
| Nailsworth Road | 9 |
| Severn Close | 20 |
| Stockton Close | 4 |
| Tarleton Road | 4 |
| Westbury Close | 5 |
| Winchcombe Road | 70 |
| Withington Close | 4 |

Tuesday

| Road | No. HH |
|---|-------------|
| Childe Square | 72 |
| Gruneisen Road | 110 |
| Harbour Way | 24 |
| Hilldowns Avenue | 22 |
| Island View Terrace | 6 |
| Jervis Road | 171 |
| Knox Road 1-18 | 17 |
| Knox Road 19-124 | 102 |
| Lower Derby Road 1-22 | 29 |
| Lower Derby Road 30-142 | 108 |
| Meyrick Road 1-21 | 21 |
| Meyrick Road 20-117 | 97 |
| Newcomen Road 18-140 | 75 |
| Newcomen Road 2-17 | 15 |
| Osier Close | 19 |
| Penrose Close | 7 |
| Ranelagh Road | 113 |
| Range Green | 23 |
| Somerville Place | 16 |
| St Marks Road 1-27 | 26 |
| Stamshaw Road 1-165 | 84 |
| Stanley Road | 77 |
| Strode Road | 105 |
| Target Road | 33 |
| Tipner Green | 16 |
| Tipner Lane | 26 |
| Tipner Road | 73 |
| Twyford Avenue 61-347 | 170 |
| Twyford Avenue 76-276 (inc. Wells Terrace) | 118 |
| Victory Green | 20 |
| Walden Road | 107 |
| Walker Road | 31 |
| Western Terrace | 8 |
| Whale Island Way | 21 |
| Widley Road | 74 |
| Wilson Road | 76 |
| Winstanley Road 1-15 | 15 |
| Winstanley Road 16-117 | 78 |
| Total | 2205 |

| Road | No. HH |
|------------------------------------|------------|
| Future potential extensions | |
| Barham Way | 18 |
| Cunningham Avenue | 32 |
| Cunningham Close | 17 |
| Dieppe Crescent | 5 |
| Hilsea Crescent | 123 |
| Horsea Road | 71 |
| Howard Road | 10 |
| Iachino Avenue | 17 |
| Matapan Road | 21 |
| Narvik Road | 3 |
| Normandy Road | 32 |
| North Avenue | 12 |
| Northern Parade Evens | 89 |
| Northern Parade Odds | 97 |
| Salerno Road | 35 |
| South Avenue | 14 |
| Spinnaker Drive | 28 |
| Valiant Gardens | 36 |
| Warspite Close | 56 |
| Total | 716 |

Wednesday

| Road | No. HH |
|-----------------------|--------|
| Baileys Road | 48 |
| Bedford Street | 1 |
| Belmont Place | 4 |
| Belmont Street | 27 |
| Bradford Road | 25 |
| Brougham Road | 29 |
| Brunswick Street | 2 |
| Castle Close | 9 |
| Castle Road | 94 |
| Cecil Grove | 6 |
| Cecil Place | 5 |
| Chapel Street | 4 |
| Cottage Grove | 107 |
| Crabbe Court | 14 |
| Cross Street | 1 |
| Dartmouth Mews | 3 |
| Eldon Street | 36 |
| Elm Grove | 89 |
| Fraser Road | 30 |
| Garden Lane | 17 |
| Gloucester Mews | 3 |
| Gloucester Place | 2 |
| Gloucester Terrace | 6 |
| Gloucester View | 13 |
| Great Southsea Street | 31 |
| Green Road | 23 |
| Grosvenor Street | 20 |
| Grove Road North | 6 |
| Grove Road South | 39 |
| Hambrook Street | 4 |
| Hudson Road | 76 |
| Kent Road | 44 |
| King Street | 74 |
| Lower Forbury Road | 12 |
| Margate Road | 95 |
| Middle Street | 8 |
| Montgomerie Road | 74 |
| Norfolk Street | 25 |
| Pains Road | 60 |
| Peel Place | 2 |
| Pelham Road | 50 |
| Playfair Road | 34 |

| Road | No. HH |
|-------------------------|-------------|
| Queens Crescent | 26 |
| Queens Grove | 15 |
| Queens Place | 12 |
| Queens Way | 3 |
| Radnor Street | 5 |
| Regent Place | 2 |
| Rivers Street | 16 |
| Sedgley Close | 6 |
| Somers Road | 111 |
| St Andrews Road | 180 |
| St Davids Road | 66 |
| St Edwards Road | 58 |
| St James's Road | 23 |
| St Judes Close | 4 |
| St Pauls Road | 40 |
| St Peters Grove | 17 |
| St Ursula Grove | 26 |
| Sun Terrace | 6 |
| Sussex Place | 12 |
| Sussex Road | 41 |
| Sussex Terrace | 8 |
| The Retreat | 18 |
| The Thicket | 25 |
| Warwick Crescent | 12 |
| Waterloo Street | 22 |
| Wellington Street | 4 |
| Wilberforce Road | 27 |
| Windsor Lane | 1 |
| Winton Churchill Avenue | 10 |
| Woodpath | 22 |
| Worcester Close | 20 |
| Worsley Road | 13 |
| Yarborough Road | 53 |
| Total | 2156 |

**Future potential
extensions**

| Road | No. HH |
|----------------------|---------------|
| Ashburton Road | 120 |
| Ashby Place | 11 |
| Auckland Road West | 23 |
| Cavendish Road | 43 |
| Clarence Parade | 22 |
| Clifton Road | 5 |
| Clifton Terrace | 11 |
| Elphinstone Road | 63 |
| Hereford Road | 20 |
| Hillborough Crescent | 7 |
| Marmion Road | 99 |
| Merton Road | 28 |
| Nelson Road | 114 |
| Netley Road | 10 |
| Netley Terrace | 17 |
| Nightingale Road | 162 |
| Ormsby Road | 2 |
| Osborne Road | 40 |
| Richmond Terrace | 8 |
| Serpentine Road | 4 |
| Shaftesbury Road | 146 |
| Stafford Road | 21 |
| Wilton Place | 47 |
| Wilton Terrace | 15 |
| Total | 1038 |

Thursday

| Road | No. HH |
|-------------------|-------------|
| Alver Road | 56 |
| Andrew Close | 17 |
| Avondale Road | 17 |
| Beecham Road | 33 |
| Belmore Close | 9 |
| Bettesworth Road | 18 |
| Burleigh Road | 53 |
| Cranleigh Avenue | 23 |
| Cranleigh Road | 33 |
| Daulston Road | 61 |
| Durban Road | 19 |
| Ernest Road | 137 |
| Ewart Road | 31 |
| Fifth Street | 64 |
| Forton Road | 11 |
| Fourth Street | 15 |
| George Street | 67 |
| Glencoe Road | 67 |
| Hampshire Street | 91 |
| Harcourt Road | 20 |
| Inverness Road | 22 |
| Langford Road | 39 |
| Livesay Gardens | 30 |
| Manor Road | 61 |
| New Road | 289 |
| New Road East | 96 |
| Northgate Avenue | 13 |
| Olinda Street | 37 |
| Power Road | 23 |
| Shakespeare Road | 80 |
| Shearer Road | 210 |
| South Road | 35 |
| St Marys Road | 81 |
| Whitcombe Gardens | 26 |
| Woodland Street | 4 |
| Total | 1888 |

| Future potential extensions | |
|-----------------------------|------------|
| Road | No. HH |
| Adames Road | 82 |
| Brookfield Road | 61 |
| Clarkes Road | 24 |
| Cuthbert Road | 116 |
| Guildford Road | 93 |
| Lower Brookfield Road | 7 |
| Moorland Road | 71 |
| Samuel Road | 96 |
| Trafalgar Place | 1 |
| Total | 551 |

Friday

| Road | No. HH |
|--------------------|-------------|
| Algiers Road | 50 |
| Baffins Road 1-105 | 53 |
| Baffins Road 2-134 | 72 |
| Bowler Avenue | 21 |
| Chesterfield Road | 108 |
| Cobden Avenue | 42 |
| Colbrook Avenue | 21 |
| Copnor Green | 6 |
| Douglas Road | 12 |
| Dover Road | 189 |
| Dudley Road | 8 |
| Eastbourne Road | 10 |
| Folkstone Road | 114 |
| Highgrove Road | 67 |
| Idsworth Road | 69 |
| Lynton Grove | 90 |
| Martin Road | 57 |
| Milton Road 1-165 | 87 |
| Milton Road 4-46 | 37 |
| Milton Road 48-118 | 40 |
| Moneyfield Avenue | 42 |
| Northover Road | 34 |
| Paignton Avenue | 50 |
| Redcar Avenue | 37 |
| Ripley Grove | 74 |
| Salcombe Avenue | 46 |
| Seaton Avenue | 42 |
| Sidmouth Avenue | 29 |
| Silchester Road | 25 |
| Stanley Avenue | 128 |
| Tangier Road | 219 |
| Teignmouth Road | 15 |
| Victor Road | 20 |
| Westover Road | 85 |
| Total | 1999 |

Future potential extensions

| Road | No. HH |
|-------------------|------------|
| Claybank Road | 1 |
| Collis Road | 18 |
| Coniston Avenue | 13 |
| Copnor Road 1-205 | 80 |
| Copnor Road 2-222 | 121 |
| Highgate Road | 74 |
| Kendal Avenue | 50 |
| Keswick Avenue | 34 |
| Manor Park Avenue | 53 |
| Mayhall Road | 49 |
| Moneyfield Lane | 9 |
| Quartremaine Road | 1 |
| Seafield Road | 48 |
| Stapleton Road | 18 |
| Station Road | 129 |
| Tokio Road | 56 |
| Total | 754 |

Food Waste 4 (FW4)

Monday

| Road | No. HH |
|----------------------|--------|
| Aberdare Avenue | 65 |
| Augustine Road | 45 |
| Bernard Avenue | 26 |
| Boundary Way | 13 |
| Brecon Avenue | 55 |
| | |
| Burrill Avenue | 40 |
| Camarthen Avenue | 75 |
| Chalkridge Road | 45 |
| Christchurch Gardens | 19 |
| Colville Road | 48 |
| Courtmount Grove | 77 |
| Cranborne Road | 66 |
| Dell Close | 14 |
| Dellcrest Path | 4 |
| Dene Hollow | 17 |
| Down End Road | 48 |
| Drayton Lane | 59 |
| East Cosham Road | 68 |
| Greenlea Close | 18 |
| Havant Road 45-247 | 100 |
| Havant Road 60a-340 | 105 |
| Highlands Road | 20 |
| Hilltop Crescent | 44 |
| Holylake Road | 16 |
| Lampeter Avenue | 7 |
| Lendorber Avenue | 26 |
| Lindisfarne Close | 55 |
| Lodge Avenue | 28 |
| London Road (PO6) | 26 |
| Meadow Edge | 17 |
| Merthyr Avenue | 62 |
| Moortown Avenue | 40 |
| Mulberry Avenue | 21 |
| Mulberry Lane | 30 |
| Northern Road | 5 |
| Oakhurst Gardens | 14 |
| Oaklea Close | 10 |

| Road | No. HH |
|--|-------------|
| Padwick Avenue | 23 |
| Park Lane | 46 |
| Penarth Avenue | 22 |
| Penrhyn Avenue | 31 |
| Portsdown Avenue | 43 |
| | |
| Portsdown Hill Road (PO6 1BE & PO6 1BG) | 19 |
| Regal Close | 14 |
| Sea View Road 1-14 | 20 |
| Sea View Road 8-61 | 41 |
| Solent Road 1-39 | 25 |
| Solent Road 26-83 | 36 |
| Southdown Road | 48 |
| Spur Road | 8 |
| St Colemans Avenue | 19 |
| St Georges Road | 20 |
| St Hellens Road | 18 |
| St Johns Road | 35 |
| St Matthews Road | 54 |
| Thornton Close | 4 |
| Uplands Road | 34 |
| Walberton Avenue | 28 |
| Widley Road | 30 |
| Woolner Avenue | 12 |
| Total | 2058 |

Tuesday

| Road | No. HH |
|------------------------|-------------|
| Balfour Road | 75 |
| Beresford Road | 59 |
| Chelmsford Road | 42 |
| Chelmsford Road 43-66 | 24 |
| Copythorn Road | 102 |
| Crofton Road | 34 |
| Crofton Road 12-77 | 22 |
| Domum Road | 29 |
| Drayton Road | 36 |
| Emsworth Road | 27 |
| Fearon Road | 53 |
| Heathcote Road | 32 |
| Inhurst Road | 71 |
| Kensington Road | 65 |
| Kensington Road 98-162 | 53 |
| Kenyon Road | 42 |
| Kenyon Road 43-66 | 24 |
| Kirby Road | 193 |
| Laburnum Grove | 414 |
| Lyndhurst Road | 52 |
| Lyndhurst Road 87-154 | 23 |
| Mayfield Road | 127 |
| Montague Road | 68 |
| Randolph Road | 38 |
| Randolph Road 39-116 | 72 |
| St Swithuns Road | 28 |
| Stubbington Avenue | 291 |
| Thurben Road | 87 |
| Winton Road | 35 |
| Wykeham Avenue | 14 |
| Total | 2232 |

| Future potential extensions | |
|-----------------------------|------------|
| Road | No. HH |
| Battenburg Avenue | 125 |
| Compton Road | 117 |
| Hewett Road | 106 |
| Madeira Road | 121 |
| St Chads Avenue | 91 |
| Total | 560 |

Wednesday

| Road | No. HH |
|---|--------|
| Adair Road | 100 |
| Andover Road | 33 |
| Bembridge Crescent | 39 |
| Brading Avenue | 31 |
| Bristol Road | 48 |
| Bruce Road | 12 |
| Burbridge Grove | 29 |
| Chitty Road | 27 |
| Collins Road | 67 |
| Cousins Grove | 22 |
| Craneswater Avenue | 67 |
| Craneswater Park | 37 |
| Crinoline Gardens | 5 |
| | |
| Cromwell Road | 56 |
| Culver Road | 10 |
| Dorrita Close | 5 |
| Eastern Parade | 29 |
| Eastney Street | 20 |
| Elizabeth Gardens | 29 |
| Exeter Road | 35 |
| Festing Grove | 149 |
| Festing Road | 80 |
| Helena Road | 32 |
| Highland Road (south side 56-176; north side 55-65, Festing Mews & Festing Buildings) | 97 |
| Highland Street | 41 |
| Kassassin Street | 52 |
| Kimberley Road | 84 |
| Lindley Avenue | 52 |
| Marine Court | 34 |
| Marion Road | 22 |
| Morely Road | 14 |
| Nettlecombe Avenue | 40 |
| Nettlestone Road | 13 |
| Old Bridge Road | 4 |
| Owen Street | 59 |
| Parkstone Avenue | 60 |
| Priory Road | 44 |

| Road | No. HH |
|-----------------|-------------|
| Salisbury Road | 55 |
| Selsey Avenue | 29 |
| Spencer Road | 22 |
| St Georges Road | 34 |
| St Helens Close | 14 |
| The Lane | 9 |
| Tokar Street | 53 |
| Wainscott Road | 53 |
| Ward Road | 53 |
| Whitwell Road | 88 |
| Worsley Street | 37 |
| Total | 2025 |

Future potential extensions

| Road | No. HH |
|---------------------|------------|
| Alhambra Road | 42 |
| Clarendon Road | 161 |
| Eastern Villas Road | 30 |
| Furness Road | 4 |
| Granada Road | 107 |
| Kirkstall Road | 7 |
| Mansion Road | 2 |
| Rostrevor Lane | 1 |
| | |
| St Helens Parade | 15 |
| Total | 369 |

Thursday

| Road | No. HH |
|----------------------|--------|
| Berney Road | 24 |
| Bertie Road | 47 |
| Bransbury Road | 44 |
| Cadnam Road | 52 |
| Centurian Gate | 48 |
| Cheriton Road | 14 |
| Churchill Square | 10 |
| Cockleshell Gardens | 51 |
| Driftwood Gardens | 24 |
| Drysdale Mews | 11 |
| Dunbar Road | 105 |
| Dunn Close | 36 |
| Eastney Farm Road | 16 |
| Esplanade Gardens | 10 |
| Fair Oak Road | 18 |
| Ferry Road | 28 |
| Flinders Court | 11 |
| Fordingbridge Road | 73 |
| Fort Cumberland Road | 28 |
| Gibraltar Road | 32 |
| Glasgow Road | 69 |
| Godiva Lawn | 6 |
| Gritanwood Road | 43 |
| Gurney Road | 20 |
| Halliday Crescent | 5 |
| Henderson Park | 67 |
| Henderson Road | 146 |
| Hester Road | 21 |
| Hopkins Court | 12 |
| Horse Sands Close | 19 |
| Ironbridge Lane | 20 |
| Kingsley Road | 148 |
| Lidiard Gardens | 124 |
| Lightfoot Lawn | 19 |
| Locksway Road | 214 |
| Longshore Way | 13 |
| Maurice Road | 32 |
| Melrose Close | 34 |
| Melville Road | 5 |
| Meryl Road | 29 |

| Road | No. HH |
|--------------------|-------------|
| Milton Locks | 1 |
| Minstead Road | 34 |
| Morgan Road | 41 |
| Mountbatten Square | 17 |
| Oakdene Road | 12 |
| Old Canal | 11 |
| Perth Road | 16 |
| Pitcairn Mews | 2 |
| Pleasant Road | 37 |
| Redlands Grove | 8 |
| Ringwood Road | 92 |
| Rosetta Road | 42 |
| Royal Gate | 6 |
| Saunders Mews | 7 |
| Sea Breeze Gardens | 6 |
| Seaway Crescent | 38 |
| Shirley Avenue | 30 |
| Stowe Road | 40 |
| Tamarisk Close | 31 |
| Tideway Gardens | 26 |
| Tranmere Road | 20 |
| Trevis Road | 23 |
| Wake Lawn | 25 |
| Waterlock Gardens | 10 |
| Total | 2303 |

Future potential extensions

| Road | No. HH |
|-------------------|------------|
| Clovelly Road | 43 |
| Eastney Road | 159 |
| Essex Road 1-67 | 62 |
| Essex Road 58-169 | 103 |
| Evans Road | 20 |
| Middlesex Road | 83 |
| Suffolk Road | 93 |
| Teddington Road | 63 |
| Wimborne Road | 31 |
| Woodmancote Road | 54 |
| Total | 711 |

Friday

| Road | No. HH |
|-----------------------|--------|
| Acorn Close | 10 |
| Ainsdale Road | 16 |
| Arras Road | 26 |
| Beverley Grove | 22 |
| Binness Way | 36 |
| Birkdale Avenue | 14 |
| Blake Road | 22 |
| Broad Gardens | 19 |
| Burnham Road | 19 |
| Cambrai Close | 8 |
| Carronade Walk | 54 |
| Copper Beech Drive | 29 |
| Cygnets Road | 14 |
| Deville Close | 4 |
| East Lodge Park | 58 |
| Elmtree Road | 11 |
| Eveleigh Road | 81 |
| Falcon Green | 14 |
| Farlington Avenue | 77 |
| Farmside Gardens | 10 |
| Feltons Place | 27 |
| Firgoe Crescent | 31 |
| First Avenue | 103 |
| Galt Road | 9 |
| Gillman Road | 2 |
| Grant Road | 85 |
| Hardy Road | 6 |
| Havant Road 245-369 | 55 |
| Havant Road 350-478 | 63 |
| Hobby Close | 34 |
| Kestrel Place | 18 |
| Kestrel Road | 16 |
| Kingfisher Court | 12 |
| Knight Gardens | 15 |
| Lower Farlington Road | 62 |
| Merlin Drive | 55 |
| Military Road | 31 |
| Norway Road | 4 |
| Nutbourne Road | 56 |
| Oakapple Gardens | 11 |
| Old Farm Way | 63 |
| Old Rectory Road | 103 |
| Osprey Close | 12 |

| Road | No. HH |
|---------------------|-------------|
| Parsons Close | 96 |
| Peronne Close | 16 |
| Peronne Road | 32 |
| Portsdown Hill Road | 25 |
| Prinsted Crescent | 25 |
| Rampart Gardens | 18 |
| Rectory Avenue | 43 |
| Second Avenue | 142 |
| Shearwater Drive | 13 |
| Sparrowhawk Close | 13 |
| St Andrews Road | 36 |
| The Fairways | 23 |
| The Saltings | 21 |
| Troon Crescent | 6 |
| Watermead Road | 6 |
| Waterworks Road | 52 |
| Woodfield Avenue | 116 |
| Woodpecker Way | 8 |
| York Terrace | 16 |
| Zetland Road | 11 |
| Total | 2135 |

Future potential extensions

| Road | No. HH |
|-------------------|-------------|
| Chatsworth Avenue | 371 |
| Donaldson Road | 34 |
| Dovercourt Road | 25 |
| Edgerly Gardens | 27 |
| Elgin Road | 20 |
| Hawthorn Crescent | 268 |
| Highbury Grove | 344 |
| Highbury Way | 4 |
| Jasmond Road | 26 |
| Old College Walk | 46 |
| Pitreavie Road | 33 |
| Portsmouth Road | 26 |
| The Old Road | 29 |
| Tudor Crescent | 69 |
| Windsor Road | 61 |
| Total | 1383 |

Food Waste 5 (FW5)

Monday

| Road | No. HH |
|--------------------|--------|
| Aldroke Street | 2 |
| Ashurst Road | 3 |
| Beach Drive | 4 |
| Bell Road | 37 |
| Blackwater Close | 10 |
| Bourne Road | 1 |
| Brighstone Road | 63 |
| Bryher Island | 89 |
| Bryson Road | 9 |
| Cadgwith Place | 30 |
| Carbis Close | 30 |
| Carne Place | 34 |
| Carshalton Avenue | 44 |
| Coltsmead | 17 |
| Colwell Road | 75 |
| Coverack Way | 40 |
| Down End | 6 |
| Elgar Close | 9 |
| Farmlea Road | 124 |
| Fifth Avenue | 32 |
| First Avenue | 32 |
| Fourth Avenue | 25 |
| Freshwater Road | 75 |
| Glebefield Gardens | 25 |
| Greenwood Avenue | 52 |
| Gurnard Road | 22 |
| Hamilton Road | 14 |
| Hayle Road | 6 |
| High Street | 50 |
| Hollands Close | 10 |
| Holywell Drive | 5 |
| Hopkins Close | 10 |
| Kelsey Head | 11 |
| King Arthurs Court | 11 |
| Kirtley Close | 18 |
| Littlefield Road | 4 |
| Lonsdale Avenue | 83 |
| Lower Farm Drive | 8 |
| Mallow Close | 6 |
| Manor Mews | 7 |
| Medina Road | 133 |
| Mullion Close | 12 |

| Road | No. HH |
|----------------------|-------------|
| Nautilus Drive | 29 |
| Neelands Grove | 36 |
| Newlyn Way | 70 |
| Old Wymering Lane | 13 |
| Paddock Walk | 14 |
| Parr Road | 5 |
| Parry Close | 19 |
| Sandown Road | 68 |
| Saxon Shore Road | 14 |
| Second Avenue | 23 |
| Sedgefield Close | 19 |
| Sennen Place | 35 |
| Shorehaven | 25 |
| Sixth Avenue | 24 |
| Sothcott Road | 9 |
| Southampton Road | 124 |
| Sullivan Close | 35 |
| The Close | 16 |
| The Edge | 9 |
| Third Avenue | 23 |
| Tintagel Way | 65 |
| Totland Road | 72 |
| Watersedge Road | 8 |
| Westfield Road | 27 |
| Whippingham Close | 22 |
| Winterhill Road | 15 |
| Wymering Manor Close | 9 |
| Total | 2106 |

Tuesday

| Road | No. HH |
|-----------------|--------|
| Amberley Road | 103 |
| Balderton Close | 30 |
| Beaulieu Road | 1 |
| Beechwood Road | 26 |
| Brunel Road | 12 |
| Copnor Road | 13 |
| Curtis Mead | 8 |
| De Lisle Close | 32 |
| Doyle Avenue | 36 |
| Doyle Close | 12 |
| Eastwood Road | 9 |
| Egan Close | 17 |
| Elmwood Road | 33 |
| Escur Close | 5 |
| Falkland Road | 1 |
| Fawley Road | 17 |
| Gatcombe Drive | 11 |
| Hartley Road | 115 |
| Kearsney Avenue | 9 |
| Kipling Road | 46 |
| London Road | 432 |
| Magdalen Road | 110 |
| Meredith Road | 63 |
| Merrivale Road | 117 |
| Newney Close | 24 |
| Northwood Road | 57 |
| Oakwood Road | 66 |
| Old London Road | 3 |
| Oldgate Gardens | 6 |
| Ophir Road | 157 |
| Oriel Road | 129 |
| Padbury Close | 13 |
| Phoenix Square | 1 |
| Portswood Road | 8 |
| Shadwell Road | 150 |
| Southwood Road | 28 |
| St Barbara Way | 19 |

| Road | No. HH |
|--------------------|-------------|
| Telford Road | 19 |
| Templeton Close | 33 |
| The Ridings | 64 |
| Thornccliffe Close | 5 |
| Torrington Road | 115 |
| Vita Road | 40 |
| Wadham Road | 102 |
| Westwood Road | 79 |
| Whitecross Gardens | 21 |
| Wykeham Road | 75 |
| Total | 2472 |

Wednesday

| Road | No. HH |
|---------------------|------------|
| Auckland Road East | 51 |
| Beach Road | 72 |
| Beaufort Road | 1 |
| Brandon Road | 13 |
| Burgoyne Road | 24 |
| Chester Place | 7 |
| Chewter Close | 25 |
| Clarence Road | 42 |
| Craneswater Gate | 3 |
| Florence Road | 31 |
| Fontwell Road | 4 |
| Freestone Road | 11 |
| Garden Terrace | 6 |
| Hamilton Road | 15 |
| Kenilworth Road | 26 |
| Lennox Road North | 20 |
| Lennox Road South | 36 |
| Malvern Road | 37 |
| Maple Road | 4 |
| Marmion Avenue | 5 |
| Onslow Road | 10 |
| Palmerston Road | 39 |
| Richmond Road | 14 |
| Somerset Road | 38 |
| South Parade | 20 |
| St Catherine Street | 14 |
| St Simons Road | 34 |
| Stanley Street | 47 |
| The Vale | 2 |
| Victoria Road North | 113 |
| Victoria Road South | 150 |
| Villiers Road | 33 |
| Total | 947 |

Thursday

| Road | No. HH |
|-------------------|-------------|
| Ariel Road | 29 |
| Balfour Road | 53 |
| Beaulieu Road | 61 |
| Belgravia Road | 56 |
| Beresford Road | 56 |
| Burlington Road | 57 |
| Chichester Road | 395 |
| Claremont Road | 29 |
| Copnor Road | 2 |
| Cornwall Road | 49 |
| Epworth Road | 52 |
| Fratton Road | 136 |
| Goldsmith Avenue | 14 |
| Kensington Road | 43 |
| Kingsdown Place | 5 |
| Lincoln Road | 87 |
| Lyndhurst Road | 57 |
| Nancy Road | 2 |
| Paddington Road | 51 |
| Penhale Road | 121 |
| Purbrook Road | 47 |
| Sandringham Road | 64 |
| Selbourne Terrace | 10 |
| Sheffield Road | 69 |
| Spinnaker Mews | 7 |
| Thorncroft Road | 51 |
| Wallington Road | 56 |
| Total | 1659 |

Friday

| Road | No. HH |
|--------------------|--------|
| Adstone Lane | 15 |
| Allcot Road | 64 |
| Althorpe Drive | 54 |
| Alverstone Road | 84 |
| Aylen Road | 123 |
| Barton Grove | 10 |
| Benham Drive | 37 |
| Blakesley Lane | 31 |
| Boughton Court | 16 |
| Brampton Lane | 44 |
| Breech Close | 13 |
| Buckby Lane | 28 |
| Burcote Drive | 45 |
| Burrfields Road | 21 |
| Copnor Road | 438 |
| Corby Crescent | 70 |
| Dartmouth Road | 103 |
| Daventry Lane | 21 |
| Devon Road | 49 |
| Eastern Road | 1 |
| Ecton Lane | 62 |
| Everdon Lane | 28 |
| Foxley Drive | 55 |
| Gatcombe Avenue | 62 |
| Glenthorne Road | 75 |
| Green Farm Gardens | 47 |
| Green Lane | 82 |
| Hartwell Road | 23 |
| Holcot Lane | 55 |
| Holdenby Court | 9 |
| Honeywood Close | 45 |
| Larkhill Road | 8 |
| Latimer Court | 13 |
| Locarno Road | 61 |
| Lovett Road | 84 |
| Maidford Grove | 10 |
| Mark Close | 8 |
| Marston Lane | 47 |
| Maylands Avenue | 24 |
| Monckton Road | 50 |
| Ninian Park Road | 16 |
| Plumpton Gardens | 21 |
| Priory Crescent | 32 |

| Road | No. HH |
|-----------------|-------------|
| Sutton Close | 21 |
| Sywell Crescent | 28 |
| Thornby Court | 8 |
| Tiffield Close | 6 |
| Velder Avenue | 55 |
| Vernon Avenue | 62 |
| Vernon Road | 111 |
| Wesley Grove | 87 |
| Wilby Lane | 24 |
| Yardley Close | 19 |
| Total | 2605 |

Summary

| | Household numbers inc. potential extensions | | | |
|----------------|---|--------------|-------------|--------------|
| Collection day | FW3 | FW4 | FW5 | Total |
| Monday | 2811 | 2058 | 2106 | 6975 |
| Tuesday | 2921 | 2792 | 2472 | 8185 |
| Wednesday | 3194 | 2394 | 947 | 6535 |
| Thursday | 2439 | 3014 | 1659 | 7112 |
| Friday | 2753 | 3518 | 2605 | 8876 |
| Total | 14118 | 13776 | 9789 | 37683 |

Kerbside Communal Collections

Blocks already on FW

Blocks in the potential extension areas of FW rounds

** The communal blocks that are former houses split into flats with 6 or less flats within the property will be included in the initial roll out of the rounds. The other kerbside communal blocks (blocks and properties with 6 or more flats) will be added after the initial round is imbedded.**

Monday

| Block | No. HH | FW Crew |
|---------------------|------------|-----------|
| Cavalier Court | 6 | 1 |
| Coles Court | 8 | 1 |
| 25-35 Karen Avenue | 6 | 1 |
| Westing House | 11 | 1 |
| Kilpatrick Court | 16 | 2 |
| St Michaels Court | 13 | 2 |
| Almondsbury House | 6 | 3 |
| Benley House | 8 | 3 |
| Foxcote House | 12 | 3 |
| Kingscote House | 12 | 3 |
| Leominster House | 12 | 3 |
| Milbury House | 6 | 3 |
| Oaklands House | 12 | 3 |
| Parkfield House | 12 | 3 |
| Seathwaite House | 12 | 3 |
| Thornbury House | 12 | 3 |
| 129a Havant Road | 4 | 4 |
| 139-141 Havant Road | 8 | 4 |
| Simmonds Lodge | 52 | 4 |
| Walberton Court | 12 | 4 |
| Neptune House | 12 | 4 |
| St Matthews Court | 7 | 4 |
| Total | 259 | 62 |

Tuesday

| Block | No. HH | FW Crew |
|--------------------------------|--------|---------|
| 11-14 Hale Street South | 4 | 1 |
| 15-18 Hale Street South | 4 | 1 |
| 179-183 Fratton Road | 11 | 1 |
| 18 Landport Terrace | 3 | 1 |
| 18a Edinburgh Road | 14 | 1 |
| 301 Arundel Street | 10 | 1 |
| 7-10 Hale Street South | 4 | 1 |
| Aggie Weston House | 29 | 1 |
| Amber Court | 6 | 1 |
| David Harmer House | 9 | 1 |
| Havencroft Bush Street East | 17 | 1 |
| Jordan Court | 13 | 1 |
| Lodsworth House | 9 | 1 |
| Safron Court | 3 | 1 |
| Stamford Court | 5 | 1 |
| Thomas Reeves Court | 10 | 1 |
| Trafalgar Mews | 6 | 1 |
| 1-5 & 22-26 Kilminster Close | 10 | 1 |
| 6-11 & 27-32 Kilminster Close | 12 | 1 |
| 16-21 & 33-38 Kilminster Close | 12 | 1 |
| 44-47 Kilminster Close | 4 | 1 |
| Northam Mews | 9 | 1 |
| 57a-60a&b Queen Street | 7 | 1 |
| 81-82 Queen Street | 6 | 1 |
| 176-202 Sultan Road | 8 | 1 |
| 164-194 Sultan Road | 6 | 1 |
| 120-162 Sultan Road | 22 | 1 |
| 5-9 Sun Street | 4 | 1 |
| 12-26 Woodville Drive | 8 | 1 |
| 76-86 St Georges Square | 6 | 1 |
| 6-10 St Georges Way | 3 | 1 |
| The Gieves Apartments | 6 | 1 |
| 1a Munster Road | 8 | 2 |
| 63 Kingston Road | 3 | 2 |
| Chloe Court | 9 | 2 |
| 205 London Road | 11 | 2 |
| Kings Apartments | 12 | 2 |
| Ashwell House | 4 | 2 |
| Kingsbury Mansions | 8 | 2 |
| Strawberry Mews | 4 | 2 |
| 189 London Road | 12 | 2 |
| 192-198 Northern Parade | 4 | 3 |
| 200-206 Northern Parade | 4 | 3 |

| | | |
|-------------------------|----|---|
| 208-214 Northern Parade | 4 | 3 |
| 216-222 Northern Parade | 4 | 3 |
| 224-230 Northern Parade | 4 | 3 |
| 232-238 Northern Parade | 4 | 3 |
| 240-246 Northern Parade | 4 | 3 |
| 248-254 Northern Parade | 4 | 3 |
| 256-262 Northern Parade | 4 | 3 |
| 264-270 Northern Parade | 4 | 3 |
| 272-278 Northern Parade | 4 | 3 |
| 411-439 Northern Parade | 15 | 3 |
| 441-451 Northern Parade | 6 | 3 |
| 453-463 Northern Parade | 6 | 3 |
| 465-475 Northern Parade | 6 | 3 |
| 477-487 Northern Parade | 6 | 3 |
| 489-499 Northern Parade | 6 | 3 |
| 501-511 Northern Parade | 6 | 3 |
| 513-523 Northern Parade | 6 | 3 |
| 525-535 Northern Parade | 6 | 3 |
| 537-547 Northern Parade | 6 | 3 |
| 549-559 Northern Parade | 6 | 3 |
| 561-571 Northern Parade | 6 | 3 |
| Ascari House | 3 | 3 |
| Barnham House | 15 | 3 |
| Coronation Homes | 42 | 3 |
| Fiume House | 3 | 3 |
| Janus Huse | 3 | 3 |
| Jervis House | 6 | 3 |
| Juno House | 3 | 3 |
| Newcomen Court | 18 | 3 |
| Oak Lodge | 11 | 3 |
| Park Royal | 15 | 3 |
| Pola House | 3 | 3 |
| St Francis Court | 9 | 3 |
| Trento House | 3 | 3 |
| Trieste House | 3 | 3 |
| Zara House | 3 | 3 |
| 12-22 Dieppe Crescent | 6 | 3 |
| 24-34 Diepped Crescent | 6 | 3 |
| 48 Stubbington Avenue | 6 | 4 |
| Arabella Court | 38 | 4 |
| Bridger Court | 7 | 4 |
| Mayfield House | 4 | 4 |
| Richborough Court | 5 | 4 |
| Shackleton House | 12 | 4 |
| Vernon Court | 22 | 4 |
| 332 London Road | 8 | 4 |

| | | |
|----------------------------|------------|------------|
| 369 London Road | 5 | 5 |
| Dame Elizabeth Kelly Court | 12 | 5 |
| Doyle Court | 42 | 5 |
| Emily Court | 4 | 5 |
| Magdalen Court | 20 | 5 |
| Montrose Court | 10 | 5 |
| Parade Court | 19 | 5 |
| Phoenix Square | 24 | 5 |
| Royal Court Apartments | 9 | 5 |
| 271 London Road | 10 | 5 |
| Haig Court | 6 | 5 |
| Total | 891 | 257 |

Wednesday

| Block | No. HH | FW Crew |
|-----------------------|--------|---------|
| Stratton Lodge | 6 | 1 |
| 22 Campbell Road | 4 | 1 |
| 23 Campbell Road | 4 | 1 |
| 48 Campbell Road | 4 | 1 |
| 6 Campbell Road | 4 | 1 |
| 8 Wilson Grove | 1 | 1 |
| 8 Campbell Road | 4 | 1 |
| 14 Campbell Road | 4 | 1 |
| 17 Campbell Road | 4 | 1 |
| 20 Campbell Road | 3 | 1 |
| 21 Campbell Road | 4 | 1 |
| 19 Campbell Road | 4 | 1 |
| 25 Campbell Road | 4 | 1 |
| 46 Campbell Road | 3 | 1 |
| Kelly Court | 4 | 1 |
| Havelock Court | 2 | 1 |
| Havelock Mansions | 6 | 1 |
| 29 Livingstone Road | 4 | 1 |
| 11 Outram Road | 4 | 1 |
| 13 Outram Road | 4 | 1 |
| 36 Outram Road | 3 | 1 |
| 27 Outram Road | 4 | 1 |
| 29 Outram Road | 4 | 1 |
| 40 Outram Road | 4 | 1 |
| St Johns Mews | 9 | 1 |
| 3-5 Worthing Road | 7 | 1 |
| 66 Campbell Road | 6 | 1 |
| 207 Goldsmith Avenue | 10 | 2 |
| Argent Court | 5 | 3 |
| 69 Cottage Grove | 4 | 3 |
| 67 Cottage Grove | 4 | 3 |
| 59 Cottage Grove | 3 | 3 |
| 61 Cottage Grove | 2 | 3 |
| 1-17 Elm Grove | 9 | 3 |
| 115a Elm Grove | 2 | 3 |
| 138 Elm Grove | 1 | 3 |
| Throgmorton House | 7 | 3 |
| Raffles Court | 13 | 3 |
| 38 Elphinstone Road | 4 | 3 |
| 4-20 Flint Street | 9 | 3 |
| 46-56 Hambrook Street | 6 | 3 |
| 34-44 Hambrook Street | 6 | 3 |
| 22-32 Hambrook Street | 6 | 3 |

| | | |
|------------------------------|----|---|
| Stephen Lodge | 16 | 3 |
| Princes House | 10 | 3 |
| 1-4 Little Southsea Street | 4 | 3 |
| 5-8 Little Southsea Street | 4 | 3 |
| 9-12 Little Southsea Street | 4 | 3 |
| 13-16 Little Southsea Street | 4 | 3 |
| 4-14 Norfolk Street | 6 | 3 |
| 16-26 Norfolk Street | 6 | 3 |
| 28-38 Norfolk Street | 6 | 3 |
| 45-61 Norfolk Street | 9 | 3 |
| Queens Gate | 21 | 3 |
| 2-12 Silver Street | 6 | 3 |
| 14-24 Silver Street | 6 | 3 |
| 26-36 Silver Street | 6 | 3 |
| 1-11 South Street | 6 | 3 |
| 13-23 South Street | 6 | 3 |
| 25-35 South Street | 6 | 3 |
| 37-47 South Street | 6 | 3 |
| 38-48 South Street | 6 | 3 |
| 26-36 South Street | 6 | 3 |
| 14-24 South Street | 6 | 3 |
| 2-12 South Street | 6 | 3 |
| 15-25 Kings Road | 6 | 3 |
| 27-37 Kings Road | 6 | 3 |
| 124-134 Kings Road | 6 | 3 |
| 112-122 Kings Road | 6 | 3 |
| 100-110 Kings Road | 6 | 3 |
| 88-98 Kings Road | 6 | 3 |
| 76-86 Kings Road | 6 | 3 |
| 64-74 Kings Road | 6 | 3 |
| 52-62 Kings Road | 6 | 3 |
| 40-50 Kings Road | 6 | 3 |
| 28-38 Kings Road | 6 | 3 |
| 10-26 Kings Road | 6 | 3 |
| 7 St Andrews Road | 8 | 3 |
| 23-25 St Andrews Road | 8 | 3 |
| 30 St Andrews Road | 5 | 3 |
| 2 St Andrews Road | 3 | 3 |
| 13-15 St Andrews Road | 8 | 3 |
| 2-12 St Pauls Road | 6 | 3 |
| 14-30 St Pauls Road | 9 | 3 |
| 11 Elphinstone Road | 4 | 3 |
| 63 Cottage Grove | 4 | 3 |
| 65 Cottage Grove | 4 | 3 |
| 18 St Andrews Road | 15 | 3 |

| | | |
|-------------------------|----|---|
| 24 Ashburton Road | 4 | 3 |
| Elphinstone Flats | 6 | 3 |
| Selbourne Mews | 2 | 3 |
| 23-35 Elphinstone Road | 8 | 3 |
| 16 St Andrews Road | 9 | 3 |
| Doris Edith Court | 8 | 3 |
| 24 St Andrews Road | 6 | 3 |
| Sandringham Apartments | 14 | 3 |
| 41 Shaftesbury Road | 5 | 3 |
| Albemarle House | 6 | 3 |
| 23 Shaftesbury Road | 4 | 3 |
| Grove House | 6 | 3 |
| 12 Cottage Grove | 5 | 3 |
| 26 Elm Gove | 7 | 3 |
| 111-113 Elm Grove | 6 | 3 |
| 159 Elm Grove | 7 | 3 |
| 24a Elm Grove | 4 | 3 |
| 2 Elphinstone Road | 4 | 3 |
| 6 Elphinstone Road | 4 | 3 |
| 8 Elphinstone Road | 4 | 3 |
| 22 Elphinstone Road | 8 | 3 |
| 24 Elphinstone Road | 4 | 3 |
| 5 Elphinstone Road | 4 | 3 |
| 26 Elphinstone Road | 5 | 3 |
| 34 Elphinstone Road | 5 | 3 |
| 13 Green Road | 2 | 3 |
| 8 Grove Road North | 3 | 3 |
| 3 Hereford Road | 5 | 3 |
| 20 Kent Road | 5 | 3 |
| Westbourne House | 4 | 3 |
| 77-99 King Street | 12 | 3 |
| 57 Lansdowne Street | 2 | 3 |
| 48 Nightingale Road | 5 | 3 |
| 31 Nightingale Road | 4 | 3 |
| 27 Osborne Road | 4 | 3 |
| 101-151 St James's Road | 26 | 3 |
| 43 Shaftesbury Road | 6 | 3 |
| 44 Shaftesbury Road | 5 | 3 |
| Apollo Court | 8 | 3 |
| 3 St Andrews Road | 4 | 3 |
| 6 St Andrews Road | 4 | 3 |
| 9 St Andrews Road | 5 | 3 |
| 28 St Andrews Road | 5 | 3 |
| 46 St Andrews Road | 4 | 3 |
| 48 St Andrews Road | 4 | 3 |
| 52 St Andrews Road | 4 | 3 |

| | | |
|---------------------------|----|---|
| 53 St Andrews Road | 4 | 3 |
| 55 St Andrews Road | 6 | 3 |
| 56 St Andrews Road | 4 | 3 |
| 8 St Andrews Road | 3 | 3 |
| 33 St Andrews Road | 3 | 3 |
| 42 St Andrews Road | 4 | 3 |
| 62 St Andrews Road | 4 | 3 |
| 20 St Davids Road | 5 | 3 |
| 24 St Davids Road | 6 | 3 |
| 26 St Davids Road | 7 | 3 |
| 4 Elphinstone Road | 4 | 3 |
| 8 Ursula Grove | 2 | 3 |
| 35 Shaftesbury Road | 4 | 3 |
| 21 St Andrews Road | 5 | 3 |
| Ashburton Court | 9 | 3 |
| Boardpoint House | 4 | 3 |
| 29 St Andrews Road | 4 | 3 |
| 13 Cavendish Road | 4 | 3 |
| 5 St Andrews Road | 4 | 3 |
| 90 St James's Road | 5 | 3 |
| 41 Elm Grove | 6 | 3 |
| 121 St Pauls Road | 8 | 3 |
| 8-10 Cavendish Road | 8 | 3 |
| Mulberry House | 25 | 3 |
| 23 Elphinstone Road | 5 | 3 |
| 64 Hudson Road | 2 | 3 |
| 67 St Andrews Road | 4 | 3 |
| 24 Granada Road | 5 | 4 |
| 30 Ashburton Road | 7 | 4 |
| Southview | 7 | 4 |
| 46 Granada Road | 4 | 4 |
| 45, 47 & 49a Granada Road | 6 | 4 |
| 59 Granada Road | 4 | 4 |
| Helena Lodge | 6 | 4 |
| 3-5 Nettlecombe Avenue | 14 | 4 |
| 9-15 Salisbury Road | 16 | 4 |
| 19 Craneswater Park | 4 | 4 |
| Cavalier Court | 11 | 4 |
| 70-72 Clarendon Road | 5 | 5 |
| Kenilworth Court | 11 | 5 |
| 2 Lennox Road South | 5 | 5 |
| 18 Lennox Road South | 4 | 5 |
| 7 Victoria Road North | 6 | 5 |
| 13 Victoria Road North | 7 | 5 |
| 47 Victoria Road North | 6 | 5 |

| | | |
|----------------------------|----|---|
| 55 Victoria Road North | 5 | 5 |
| 63 Victoria Road North | 5 | 5 |
| 69 Victoria Road North | 4 | 5 |
| 73 Victoria Road North | 4 | 5 |
| 75 Victoria Road North | 5 | 5 |
| 100 Victoria Road North | 3 | 5 |
| 38-40 Victoria Road South | 8 | 5 |
| 81 Victoria Road South | 5 | 5 |
| Burlington Lodge | 9 | 5 |
| Merton Court | 12 | 5 |
| Sirius House | 11 | 5 |
| Longman Court | 6 | 5 |
| 23 Auckland Road East | 6 | 5 |
| 25 Auckland Road East | 8 | 5 |
| 99-105 Victoria Road North | 14 | 5 |
| Strawberry Gardens | 8 | 5 |
| 12a Victoria Road South | 6 | 5 |
| Victoria Mews | 8 | 5 |
| 33 Clarendon Road | 3 | 5 |
| 31 Clarendon Road | 3 | 5 |
| 4 Lennox Road South | 6 | 5 |
| 14 Lennox Road South | 5 | 5 |
| Eagle Towers | 7 | 5 |
| 28 Lennox Road South | 4 | 5 |
| Margaret Court | 7 | 5 |
| 12 Lennox Road South | 4 | 5 |
| 20 Lennox Road South | 4 | 5 |
| 32 Lennox Road South | 4 | 5 |
| 34 Lennox Road South | 4 | 5 |
| 13-17 Palmerston Road | 3 | 5 |
| 13 South Parade | 5 | 5 |
| 4 Victoria Road North | 4 | 5 |
| 29 Victoria Road North | 1 | 5 |
| 36 Victoria Road North | 5 | 5 |
| 46 Victoria Road North | 3 | 5 |
| 60 Victoria Road North | 6 | 5 |
| 68 Victoria Road North | 3 | 5 |
| 76-76a Victoria Road North | 5 | 5 |
| 50 Victoria Road South | 4 | 5 |
| 67 Victoria Road South | 3 | 5 |
| 69 Victoria Road South | 3 | 5 |
| 71 Victoria Road South | 3 | 5 |
| 79 Victoria Road South | 4 | 5 |
| 83 Victoria Road South | 4 | 5 |

| | | |
|--------------------------|-------------|------------|
| 65 Victoria Road South | 3 | 5 |
| 75 Victoria Road South | 4 | 5 |
| 4 Villiers Road | 4 | 5 |
| 6 Villiers Road | 7 | 5 |
| 28 Villiers Road | 4 | 5 |
| 1-3 Auckland Road East | 8 | 5 |
| 7 Auckland Road East | 4 | 5 |
| 19-21 Auckland Road East | 10 | 5 |
| 27 Auckland Road East | 4 | 5 |
| 13 Auckland Road East | 4 | 5 |
| 48 Victoria Road North | 5 | 5 |
| Red Lodge Mews | 2 | 5 |
| 83 Victoria Road North | 3 | 5 |
| 25 Victoria Road North | 3 | 5 |
| 97 Victoria Road North | 6 | 5 |
| 61 Victoria Road North | 5 | 5 |
| 39 & 41 Palmerston Road | 4 | 5 |
| Total | 1364 | 812 |

Thursday

| Block | No. HH | FW Crew |
|-----------------------|------------|------------|
| 80 Powerscourt Road | 5 | 2 |
| 64 Powerscourt Road | 9 | 2 |
| Jaz Terrace | 7 | 2 |
| 8 Queens Road | 8 | 2 |
| 103 Queens Road | 7 | 2 |
| 54-64 New Road | 6 | 3 |
| Suffolk House | 4 | 3 |
| 75a-79c St Marys Road | 9 | 3 |
| William Albert Court | 14 | 3 |
| Josaphine Mews | 10 | 3 |
| 127 St Marys Road | 7 | 3 |
| Connaught Court | 5 | 3 |
| 58-66 Glasgow Road | 5 | 4 |
| 68-74 Glasgow Road | 4 | 4 |
| 76-82 Glasgow Road | 4 | 4 |
| 84-98 Glasgow Road | 8 | 4 |
| 100-108 Glasgow Road | 5 | 4 |
| 1-15 Godiva Lawn | 8 | 4 |
| Kingsley Court | 20 | 4 |
| Milford Court | 24 | 4 |
| 2 Shirley Avenue | 4 | 4 |
| Stoneman View | 3 | 4 |
| Charlie Hurdles | 10 | 4 |
| 60-76 Ferry Road | 9 | 4 |
| Eastlake Heights | 9 | 4 |
| Dunbar Place | 9 | 4 |
| 207-209 Fratton Road | 10 | 5 |
| Taylor Court | 8 | 5 |
| Alan Scotney Court | 6 | 5 |
| 213 Fratton Road | 4 | 5 |
| Total | 241 | 107 |

Friday

| Block | No. HH | FW Crew |
|---------------------|------------|------------|
| Copnor House | 5 | 3 |
| Anvil Court | 21 | 2 |
| Avocet House | 32 | 5 |
| William Court | 6 | 2 |
| Derry Court | 6 | 3 |
| Knowles Court | 12 | 3 |
| Falconer House | 12 | 2 |
| Hurtsbourne House | 10 | 2 |
| Southwick House | 10 | 2 |
| 6 Tangier Road | 9 | 3 |
| 2 East Shore Way | 16 | 1 |
| 4 East Shore Way | 16 | 1 |
| Prospect House | 8 | 2 |
| Finchdean Gardens | 73 | 2 |
| 17 Portsmouth Road | 3 | 5 |
| 19 Portsmouth Road | 3 | 5 |
| 21 Portsmouth Road | 4 | 5 |
| 23 Portsmouth Road | 4 | 5 |
| 15 Portsmouth Road | 3 | 5 |
| 13 Portsmouth Road | 3 | 5 |
| 25 Portsmouth Road | 3 | 5 |
| 2-12 Cheslyn Road | 6 | 1 |
| 54-64 Cheslyn Road | 6 | 1 |
| Osborn Court | 10 | 5 |
| Hardman Court | 10 | 5 |
| Highbury Buildings | 12 | 4 |
| Summerfield Court | 8 | 5 |
| Washington Court | 9 | 2 |
| 247-249 Milton Road | 8 | 2 |
| Lindisfarne Court | 9 | 1 |
| Baffins Court | 9 | 1 |
| Sportsman Mews | 5 | 3 |
| Copnor Mews | 7 | 3 |
| Berdonna Court | 8 | 4 |
| Carrick Court | 28 | 4 |
| Clenara Court | 8 | 4 |
| Marden Court | 8 | 4 |
| Parronda Court | 8 | 4 |
| Roskeen Court | 8 | 4 |
| Total | 426 | 125 |

Food Waste 6 (FW6)

| Postcode | No. of blocks | No. of HH |
|------------------------------|----------------------|------------------|
| PO1 | 331 | 6816 |
| PO2 | 117 | 1896 |
| PO3 | 22 | 565 |
| PO4 | 174 | 2857 |
| PO5 | 298 | 5377 |
| PO6 | 107 | 2130 |
| Total | 1049 | 19641 |
| Collection points/day | 209.8 | |

Agenda Item 5

Agenda item:

| |
|---|
| 5 |
|---|

Decision maker: Cabinet 19th March 2021

Subject: Revenue Budget Monitoring 2020/21 (3rd Quarter) to end December 2020

Report by: Director of Finance & Resources

Wards affected: All

Key decision (over £250k): No

1. Purpose of Report

- 1.1 The purpose of this report is to update members on the current Revenue Budget position of the Council as at the end of the third quarter for 2020/21 in accordance with the proposals set out in the "Portsmouth City Council - Budget & Council Tax 2021/22 & Medium Term Budget Forecast 2022/23 to 2024/25" report approved by the City Council on the 9th February 2021.

2. Recommendations

- 2.1 It is recommended that:

- (i) The forecast financial shortfall of between £2.0m & £8.5m across the General Fund and the Housing Revenue Account as consequence of the Covid-19 Pandemic, and which relates to multiple years, be noted
- (ii) The forecast General Fund outturn position for 2020/21, excluding funding losses relating to the current year but occurring in later years, be noted:
 - (a) The Base Case forecast of COVID-19 related surplus of £754,200 after expected government funding
 - (b) That the Base Case forecast surplus of £754,200 remains uncertain and in a pessimistic scenario could see that rise to an overspend of £5,200,000
 - (c) The COVID-19 forecasts do not currently make any provision for additional costs or losses of income / funding that may arise from the national restrictions effective from 5th January 2021.
 - (d) Non COVID-19 related underspending of £3,000,300
 - (e) Taking account of the likely range of COVID-19 forecast overspends, the combined spending for the Council is forecast to be between £3,754,500 underspending and £2,200,000 overspending.

- (iii) Members note that any deficit or surplus arising as a consequence of the COVID-19 pandemic will be funded by / transferred to the COVID-19 Deficit Recovery Strategy (i.e. contingency provision) approved by Full Council at the Annual Budget Meeting in February 2021, meaning that the COVID-19 impact on the current year's Budget will be neutral
- (iv) Members note that this report was prepared during a renewed period of national restrictions. Due to the wide ranging and rapidly changing implications arising from the COVID-19 Pandemic, the overall financial impact of COVID-19 over the remainder of the 2020/21 financial year and into the medium term remains very uncertain and maintaining headroom within the Revised COVID-19 Deficit Recovery Strategy is vital in order to ensure that the financial resilience of the Council is not compromised and the council continues to remain financially resilient into the medium term.
- (v) Members note that in accordance with approved policy as described in Section 8, any actual non COVID-19 overspend at year end will in the first instance be deducted from any Portfolio Reserve balance and once depleted then be deducted from the 2021/22 Cash Limit.
- (vi) Directors, in consultation with the appropriate Cabinet Member, consider options that seek to minimise any forecast non COVID-19 overspend presently being reported and prepare strategies outlining how any consequent reduction to the 2021/22 Portfolio cash limit will be managed to avoid further overspending during 2021/22.

3. Background

- 3.1 A Revised Budget for 2020/21 of £221,036,400 was approved by City Council on the 9th February 2021. This level of spending enabled a contribution to General Reserves of £0.4m since in year income exceeds in year expenditure.
- 3.2 Full Council on 8th December considered a report which identified a forecast ranging between £36m and £32m as being the Financial Impact on the City Council of the Covid-19 Pandemic which, after emergency COVID-19 funding from Government, would give rise to a shortfall in the Councils 2020/21 budget of between £11.8m and £5.4m.
- 3.3 As consequence, City Council approved the adoption of the following Deficit Recovery Strategy:
 - Earmarking £5m of the Council's Corporate Contingency - leaving a residual £5m for all other known and unknown financial risks that may arise during the year
 - Earmarking £5m of the MTRS Reserve leaving a residual £1.8m to support future Spend to Save schemes
 - Removal of Capital Schemes that have been funded by Revenue with a total value of £1.927m

- Should any funding remain after meeting the financial impact of COVID-19, that it be returned to the MTRS Reserve / Contingency to be available for any short-term legacy impacts of COVID-19 that continues into 2021/22

- 3.4 Each month, the Council has been comprehensively reviewing and updating the forecast financial impact of the COVID-19 Pandemic in 2020/21. Since the December report, the government has announced an extension of the income compensation scheme for lost sales, fees and charges to the 30th June 2021 and announced a compensation scheme to reimburse 75% of irrecoverable loss of Council Tax and Business Rates revenues. The revised Deficit Recovery Strategy outlined below has been updated to accommodate the latest forecast of the financial impact of the COVID-19 pandemic and these additional Government initiatives.
- 3.5 Along with the summary of the forecast full year variances as usually reported through these quarterly budget monitoring reports, this Quarter 3 report also includes an updated assessment of the financial impact in 2020/21 of the COVID-19 Pandemic.
- 3.6 The forecasts summarised in this report are made on the basis that management action to address any forecast overspends are only brought in when that action has been formulated into a plan and there is a high degree of certainty that it will be achieved.
- 3.7 Any variances within Portfolios that relate to windfall costs or windfall savings will be met / taken corporately and not generally considered as part of the overall budget performance of a Portfolio. "Windfall costs" are defined as those costs where the manager has little or no influence or control over such costs and where the size of those costs is high in relation to the overall budget controlled by that manager. "Windfall costs" therefore are ordinarily met corporately from the Council's central contingency. A manager / Cabinet Member however, does have an obligation to minimise the impact of any "windfall cost" from within their areas of responsibility in order to protect the overall financial position of the Council. Similarly, "windfall savings" are those savings that occur fortuitously without any manager action and all such savings accrue to the corporate centre.

4 Council Response to the COVID-19 Pandemic and the Overall Financial Impact of COVID-19

- 4.1 In response to the pandemic, the Council has provided a wide range of financial support across services to residents, businesses, the voluntary sector, commercial tenants, contract providers and suppliers generally. Some of the more significant elements of support include:
 - External Care Homes - funding of additional staffing, additional care packages, guaranteeing income levels and PPE
 - Hotel accommodation for the homeless
 - Funded food deliveries for the vulnerable (via the HIVE)
 - Flexible payment terms for Council Tax Payers
 - Flexible payment terms for Business Rate Payers
 - Grants to Businesses that have been severely impacted by the pandemic
 - Free use of car parks and removed enforcement to enable key workers to park close to their homes

- Road closures to improve social distancing
- Financial relief for the City's Leisure Centres provider
- Contributions to the cost of temporary mortuary facilities
- Pitch relief for market traders
- Rent deferral scheme for commercial tenants
- Flexible payment terms for Brittany Ferries
- Flexible contracting arrangements with key suppliers
- Supporting Community Centres to submit furlough claims
- Payments to individuals required to self-isolate

4.2 The Council has been mindful to balance its own financial resilience in order to underpin the delivery of critical and essential services with the emergency needs of the residents and businesses of the City. The Council has taken a responsible approach to meeting emergency spending for the direct costs associated with the emergency such as providing financial support to the Adult Social Care provider market, procuring necessary Personal Protective Equipment (PPE) and providing accommodation for the homeless and rough sleepers whilst also seeking to ensure that any financial support for residents, suppliers and external organisations is provided on a case by case basis with demonstration of need. The Council has also been careful to observe the guidance received from the Cabinet Office in relation to Public Procurement Notices in its dealings with suppliers and the flexibility that the Council has offered. In this way the Council has maintained an approach to target limited financial resources to those at risk and in most need.

4.3 Nevertheless, the financial position as a consequence of this Emergency is serious. Following four tranches of Emergency Government funding totalling £19.4m, estimated compensation for lost income from Sales, Fees and Charges of £9.1m and estimated compensation for irrecoverable loss of Council Tax and Business Rates revenues totalling £3.3m (n.b. 2020/21 irrecoverable loss and associated compensation will not impact the General Fund until 2021/22) the Council still has a forecast financial shortfall between £2.0m & £8.5m across both General Fund and Housing Revenue Account of which between £1.6m and £8.1m relates specifically to General Fund related activities as described below:

| Overall Forecast Financial Impact of COVID-19 | Central Forecast £m | Pessimistic £m |
|--|--------------------------------|---------------------------|
| Additional Costs | 10.0 | 12.0 |
| Income Loss | 18.1 | 20.0 |
| Funding Loss (impact in 2021/22) | 5.7 | 7.0 |
| | | |
| Total Financial Loss | 33.8 | 39.0 |
| | | |
| Government Funding (4 Tranches) | (19.4) | (19.4) |
| Sales, Fees & Charges Compensation Scheme | (9.1) | (7.0) |
| Council Tax & Business Rates Compensation Scheme (impact in 2021/22) | (3.3) | (4.1) |
| | | |
| Financial Shortfall (Expected) - General Fund & HRA | 2.0 | 8.5 |
| Less: HRA | (0.4) | (0.4) |
| Financial Shortfall (Expected) - General Fund | 1.6 | 8.1 |

- 4.4 Non COVID-19 related forecast budget variances are set out in more detail below but in summary, the consolidated General Fund financial position taking into account the forecast impact of COVID-19 outlined above and all non COVID-19 related forecast variances is as follows:

| Consolidated General Fund Outturn Forecast - 2020/21 | Central Forecast £m | Pessimistic £m |
|--|----------------------------|-----------------------|
| COVID-19 Financial Shortfall (Expected) | 1.6 | 8.1 |
| Less Funding Cost and Funding Impacts in 2021/22: | | |
| Funding Loss (impact in 2021/22) | (5.7) | (7.0) |
| Council Tax & Business Rates Compensation Scheme (impact in 2021/22) | 3.3 | 4.1 |
| Forecast Non COVID-19 Portfolio Variances | (3.0) | (3.0) |
| Total Forecast (Under)/Overspending 2020/21 | (3.8) | 2.2 |

5 Forecast Outturn 2020/21 – As at end December 2020

- 5.1 At the third quarter stage, the General Fund revenue outturn for 2020/21 is forecast to be underspent by £3,754,500 as follows:

- Forecast surplus on COVID-19 related costs and funding - £754,200
- Forecast underspend arising from Non COVID-19 related variances - £3,000,300

- 5.2 The quarter 3 variance of £3,754,500 consists of a number of forecast under and overspendings within Portfolios and these are summarised below.

Under and overspendings at the quarter 3 stage are:

| | COVID-19 Related Variances | Other Variances | Total Variance |
|---|-----------------------------------|------------------------|-----------------------|
| | £ | £ | £ |
| Children, Families & Education | 1,337,000 | (1,276,500) | 60,500 |
| Communities & Central Services | 3,896,000 | (168,600) | 3,727,400 |
| Community Safety | 82,000 | (65,300) | 16,700 |
| Culture, Leisure & Economic Development | 2,118,000 | (318,900) | 1,799,100 |
| Environment & Climate Change | 270,000 | 30,200 | 300,200 |
| Health, Wellbeing & Social Care | 3,084,000 | 72,700 | 3,156,700 |
| Housing | 2,699,000 | 156,800 | 2,855,800 |
| Leader | 2,653,000 | (801,500) | 1,851,500 |
| Port | 6,689,000 | 0 | 6,689,000 |
| Planning Policy & City Development | 257,000 | 17,000 | 274,000 |

| | COVID-19 Related Variances | Other Variances | Total Variance |
|----------------------------------|---|----------------------------|-----------------------|
| Licensing Committee | 119,000 | 19,900 | 138,900 |
| Traffic & Transportation | 3,903,000 | (269,500) | 3,633,500 |
| Treasury Management | 0 | (396,600) | (396,600) |
| Other Miscellaneous | 620,000 | 0 | 620,000 |
| | | | |
| Total Portfolio Variances | 27,727,000 | (3,000,300) | 24,726,700 |
| | | | |
| COVID-19 Grant | (19,404,800) | | (19,404,800) |
| Income Compensation - SF&C | (9,076,400) | | (9,076,400) |
| | | | |
| Total Forecast Underspend | (754,200) | (3,000,300) | (3,754,500) |

6 Quarter 3 Budget Variations – Forecast Outturn 2020/21

6.1 Children, Families & Education – Overspend £60,500 or £1,276,500 Underspend Before COVID-19 Related Variances

The cost of Children, Families & Education is forecast to be £60,500 higher than budgeted.

Additional costs expected to arise as a result of the pandemic total £1.3m; primarily due to higher costs relating to Looked After Children £0.8m (£0.4m of which is the delay in the implementation of planned savings), higher home to school transport costs of £0.1m as a result of social distancing requirements, early help, inclusion and family safeguarding £0.3m and reductions in income of £0.1m.

These additional costs are offset by non COVID-19 related underspending and costs avoided due to COVID-19 of: £1.3m due to additional Unaccompanied Asylum Seeking Children Grant of £0.6m offset by additional staffing and care costs of £0.6m within Looked After Children, reduced home to school transport costs due to reduced pupil numbers being transported to school (£0.6m), lower costs related to children with disabilities and direct payments (£0.2m), staff vacancies across the Portfolio (£0.3m) and other reduced non pay spend/additional income (£0.2m).

6.2 Communities & Central Services – Overspend £3,727,400 or £168,600 Underspend Before COVID-19 Related Variances

The cost of Communities & Central Services is forecast to be £3,727,400 higher than budgeted.

Additional costs expected to arise as a result of the pandemic total £3.9m; primarily due to, Purchase of IT hardware and the rapid deployment of new software to enable remote working (£0.8m), costs associated with the setting up of temporary mortuary facilities (£0.4m), additional costs associated with the delivery of large infrastructure capital projects as a consequence of delays caused by remote working and additional workloads (£0.3m), suspension of the recovery of Council Tax arrears through the courts resulting in forgone court fees (£1.4m), an expected reduction in subsidy relating

to the recovery of Housing Benefit Overpayments (£0.4m) and reduced income across the Portfolio (£0.4m), of which £0.2m relates to income arising from wedding ceremonies conducted by the Registrar.

- 6.3 Forecast underspending relating to non COVID-19 activity of £0.2m is primarily as a result of; overspending within IT services of £0.3m due to unexpected increases in a number of contracts, temporary staffing engaged at higher rates and an underlying deficit as consequence of the non-achievement of savings expected to occur in previous years. These overspends have been offset by reduced staffing costs arising from vacant post across the Portfolio.

6.4 Community Safety – Overspend £16,700 or £65,300 Underspend Before COVID-19 Related Variances

The cost of Community Safety is forecast to be £16,700 higher than budgeted.

Regulatory Services income is forecast to have fallen by £72,000 as consequence of the pandemic.

This income loss has been offset by non COVID-19 related underspending elsewhere in the Portfolio totalling £65,300 primarily as a result of staff vacancies.

6.5 Culture, Leisure & Economic Development – Overspend £1,799,100 or £318,900 underspend Before COVID-19 Related Variances

The cost of Culture Leisure & Economic Development is forecast to be £1,799,100 higher than budgeted.

As a direct consequence of the COVID-19 Pandemic, income across the Portfolio is forecast to be lower than originally budgeted by £1.3m; primarily as a result of the initial closures and, lower usage at leisure sites (£0.9m) and museums (£0.3m), additional costs totalling £805,000 have been incurred (of which £771,000 relates to payments to contractors who operate the Councils Leisure sites).

This income loss has been offset elsewhere within the Portfolio by non COVID-19 related underspending, and costs avoided due to COVID-19, totalling £318,900 principally as consequence of reduced expenditure following cancellation of the 2020 events programme and staff vacancies across the Portfolio.

6.6 Environment and Climate Change – Overspend £300,200 or £30,200 Overspend Before COVID-19 Related Variances

The cost of Environment and Climate Change is forecast to be £300,200 higher than budgeted.

Additional costs within the Waste Collection and Waste Disposal Services totalling £270,000 due to the pandemic are forecast; primarily due to a downturn in the global recycles market which, has been further impacted by the differing restrictions put in place by countries in respect to the movement of materials.

Non COVID-19 related overspending totalling £30,200 is also forecast.

6.7 Health, Wellbeing and Social Care – Overspend £3,156,700 or £72,700 Overspend Before COVID-19 Related Variances

The cost of Health, Wellbeing and Social Care is forecast to be £3,156,700 higher than budgeted.

The financial impact of the COVID-19 pandemic on the Health, Wellbeing and Social Care Portfolio is forecast to be £3.1m.

Of this overspending, £0.8m relates to planned 2020/21 savings in Commissioned Care that will now not be achieved; £0.9m to meet additional staffing costs at in house units due staff illness (including shielding) and to increase Social Worker capacity; £0.6m funding assistance to the Adult Social Care market including reimbursement of PPE/infection control costs; and £0.7m forgone income in respect of contributions to care packages and day care services by clients.

Overspending of £72,700 is forecast unrelated to the COVID-19 pandemic.

6.8 Housing – Overspend £2,855,800 or £156,800 Overspend Before COVID-19 Related Variances

The cost of Housing is forecast to be £2,855,800 higher than budgeted.

Additional costs expected to arise as a result of the pandemic total £2.7m. Of this £2.0m relates to the provision of temporary accommodation with the remainder being primarily as result of lower income from charges to external Local Authority clients for professional services, lower net income from 'The View' restaurant and Telecare services.

6.9 Leader – Overspend £1,851,500 or £801,500 Underspend Before COVID-19 Related Variances

The cost of Leader is forecast to be £1,851,500 higher than budgeted.

As a direct consequence of the COVID-19 Pandemic, income across the Portfolio is forecast to be £2.7m lower than originally budgeted.

The COVID-19 pandemic has led to an expectation that that there will be an increase in the level of tenant rent defaults relating to commercial properties owned by the City Council. As a consequence a total reduction in property rental income and professional fees of £1.9m is currently forecast. Much of this relates to commercial properties that have been in the ownership of the City Council for many years. In addition, Spinnaker Tower income is expected to be lower by £0.7m compared to budget; of which £0.5m is as a result of the ending of the Spinnaker Tower sponsorship arrangement with Emirates and £0.2m is the estimated reduction in the profit share that will be payable by Heritage following the temporary closure of the attraction to visitors due to COVID-19 restrictions.

These lost incomes are offset by forecast underspending of £801,500 not directly related to COVID-19, primarily as a result of additional rental income from an investment property acquired late in 2019/20 and higher than budgeted tenant income arising from the Lakeside complex.

6.10 Port – Overspend £6,689,000 or nil Before COVID-19 Related Variances

Net income from the Port is forecast to be £6,689,000 below target.

Net income as a consequence of the COVID-19 Pandemic is £6.7m lower than originally budgeted.

Of this figure £6.5m relates to a net reduction in port dues because of reduced traffic passing through the Port and £0.2m is a result of higher costs relating to PPE, cleaning and additional staffing costs to enable cover for those staff self-isolating and shielding.

6.11 Planning & City Development – Overspend £274,000 or £17,000 Overspend Before COVID-19 Related Variances

The cost of Planning & City Development is forecast to be £274,000 higher than budgeted due to COVID-19 related lost income at Enterprise Centres (£0.1m), Planning Application Fees (£0.1m) and Market Trader Licence income (£62,000).

6.12 Traffic and Transportation – Overspend £3,633,500 or £269,500 Underspend Before COVID-19 Related Variances

The cost of Traffic and Transportation is forecast to be £3,633,500 higher than budgeted.

Additional net expenditure expected to arise as a result of the pandemic totals £3.9m; £3.6m is as a consequence of lower income relating to Parking and Park & Ride; £0.2m from reduced Hard interchange Departure Charges and costs associated with road closures to aid social distancing totalling £0.1m.

These costs are offset by forecast underspending relating to non COVID-19 activity of £0.3m, primarily as a result of staffing vacancies across the Portfolio (£0.2m) and reduced running costs of the Park & Ride and Parking Services (£0.1m).

6.13 Treasury Management – Underspend £396,600

This budget funds all of the costs of servicing the City Council's long term debt portfolio that has been undertaken to fund capital expenditure. It is also the budget that receives all of the income in respect of the investment of the City Council's surplus cash flows. As a consequence, it is potentially a very volatile budget particularly in the current economic climate and is extremely susceptible to both changes in interest rates as well as changes in the Council's total cash inflows and outflows.

6.14 Other Miscellaneous – Overspend £620,000

Due to higher cleaning costs and a reduction in income because of the COVID-19 Pandemic, Portico is forecasting an increased loss totalling £620,000.

7. Transfers From/To Portfolio Specific Reserves

- 7.1 In November 2013 Full Council approved the following changes to the Council's Budget Guidelines and Financial Rules:

- Each Portfolio to retain 100% of any year-end underspending and to be held in an earmarked reserve for the relevant Portfolio
- The Portfolio Holder be responsible for approving any releases from their reserve in consultation with the Section 151 Officer
- That any retained underspend (held in an earmarked reserve) be used in the first instance to cover the following for the relevant portfolio:
 - i. Any overspendings at the year-end
 - ii. Any one-off Budget Pressures experienced by a Portfolio
 - iii. Any on-going Budget Pressures experienced by a Portfolio whilst actions are formulated to permanently mitigate or manage the implications of such on-going budget pressures
 - iv. Any items of a contingent nature that would historically have been funded from the Council's corporate contingency provision
 - v. Spend to Save schemes, unless they are of a scale that is unaffordable by the earmarked reserve (albeit that the earmarked reserve may be used to make a contribution)
- Once there is confidence that the instances i) to v) above can be satisfied, the earmarked reserve may be used for any other development or initiative

7.2 However, as a consequence of the COVID-19 Pandemic Cabinet have agreed that the individual Portfolio Reserves will operate as a single Cabinet Reserve in 2020/21.

7.3 This report was prepared during a renewed period of national restrictions and the overall financial position remains particularly uncertain at this time.

The forecast balance on the Cabinet Reserve is set out below:

| | Balance Brought Forward £ | Approved Transfers £ | Commitments £ | Balance Carried Forward £ |
|-----------------|------------------------------------|----------------------------|------------------|------------------------------------|
| Cabinet Reserve | 3,962,000 | (2,011,600) | (1,745,100) | 205,300 |

8. Conclusion - Overall Financial Summary

- 8.1 The forecast takes account of all known variations at this stage, but only takes account of any remedial action to the extent that there is reasonable certainty that it will be achieved.
- 8.2 Taking account of the likely range of COVID-19 forecast overspends, the combined spending as at the end of December 2020 for the Council is forecast to be between £3.8m underspending and £2.2m overspending.
- 8.3 The revised Deficit Recovery Strategy approved in December 2020 made additional funding available amounting to £11.9m which is sufficient to cover the pessimistic forecast of the COVID-19 impact of £8.1m.

- 8.4 Following approval of the 2021/22 Revenue Budget by Full Council on 9th February 2021, forecast funding from the Strategy remaining after meeting the impact of COVID-19 in 2020/21 has been included in the Council's Contingency and is available within the Budget 2021/22. In particular, it will be used to meet short term legacy implications of COVID-19 relating to 2021/22 and beyond that are currently being forecast.
- 8.5 Any surplus or deficit incurred in relation to COVID-19 will be transferred to / from the Council's Contingency which now accommodates all of the Deficit Recovery Funding identified. This means that the impact of COVID-19 in the current year will be neutral on the Budget and only the Non COVID-19 variances will cause the Budget to be under or overspent. Should the non COVID forecast contained in this report remain, the year-end position would be an underspend of £3.0m.
- 8.6 This report has been prepared during a renewed period of national restrictions, due to the wide ranging and rapidly changing implications arising from the COVID-19 Pandemic, the overall financial impact of COVID-19 over the remainder of 2020/21 and into the medium term remains very uncertain and maintaining the level of headroom within the strategy outlined above is vital to ensure that the financial resilience of the Council is not compromised and the council continues to remain resilient into the medium term.

9. City Solicitor's Comments

- 9.1 The City Solicitor is satisfied that it is within the Council's powers to approve the recommendations as set out.

10. Equalities Impact Assessment

- 10.1 This report does not require an Equalities Impact Assessment as there are no proposed changes to PCC's services, policies, or procedures included within the recommendations.

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Chris Ward
Director of Finance & Resources

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 |
|---|---------------------------------------|
| Budget & Council Tax 2021/22 & Medium Term Budget Forecast 2022/23 to 2024/25 | Office of Deputy Director of Finance |
| Electronic Budget Monitoring Files | Financial Services Local Area Network |

The recommendations set out above were:

Approved / Approved as amended / Deferred / Rejected by the Cabinet on 19th March, 2021

Signed:

Agenda Item 6



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(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

| | |
|--------------------------|--|
| Title of meeting: | Cabinet |
| Subject: | Utilisation of the additional funding for Adult Social Care |
| Date of meeting: | 19 March 2021 |
| Report by: | Andy Biddle - Director of Adult Care Richard Webb - Finance Manager |
| Wards affected: | All |

1. Requested by

- 1.1 This report has been requested by the Leader of Council.

2. Purpose

- 2.1 On the 09 February 2021, Full Council approved an additional real terms funding increase for Adult Social Care of £2.8m to accommodate the services demographic cost pressures, support mental health services and to contribute towards the additional costs to care providers associated with the National Living Wage (increase of 2.18%).
- 2.2 The purpose of this report is to provide further details regarding the demographic and other cost pressures being experienced by the service, and how the additional financial support provided in the 2021-22 budget will be utilised.

3. Information Requested

- 3.1 The additional funding of £2.8m allocated to Adult Social Care within the 2021-22 budget, has been made available from: (a) an increase in the Adult Social Care precept by 3.0% for 2021/22, representing 65p per week for a Band B tax payer and yielding £2.5m; and (b) an allocation of £0.3m from the £1.4m¹ Social Care Grant received by the City Council.

¹ <https://www.gov.uk/government/publications/social-care-grant-final-allocations-2021-to-2022>

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- 3.2 The funding increase will be used by Adult Social Care in 2021-22 to support the following:

| | £m |
|---|-------------|
| Domiciliary Care Packages | 0.82 |
| Residential Care | 1.34 |
| Community Equipment Store (<i>provision of equipment to support people at home</i>) | 0.15 |
| Increase in clients transitioning from Children's Services | 0.10 |
| Inflationary pressures exceeding corporate allocation | 0.14 |
| Other service pressures | 0.25 |
| Total | 2.80 |

- 3.3 It should be noted that the overall funding for Adult Social Care has increased by £3.43m when compared to 2020-21. This increase includes an allocation of £0.96m to meet inflationary cost pressures, as well as the £2.8m explained above; before the corporate savings requirement of £0.3m.

Demographic Pressures

- 3.4 As shown above, £2.55m (91%) of the additional funding allocated to Adult Social Care will be used to fund the provision of packages of care and support for Portsmouth citizens.
- 3.5 Prior to 2020-21 and the impact of COVID-19, client demand within Adult Social Care was fairly stable; although growing steadily. During the period April 2019 to March 2020, client numbers increase by 1.5%, whilst in the seven month period from April 2020 to October 2020, client numbers increased by a further 3.8% to 2,303.
- 3.6 The impact of both COVID-19 and the government response schemes, has introduced significant change to the Adult Social Care and Health sectors in 2020-21. The introduction of the government's Hospital Discharge Scheme in late March 2020 temporarily removed the Continuing Health Care and Financial Assessment frameworks. This change required all clients with packages of care, following discharge from hospital, or those placements avoiding hospital admission to be managed through Adult Social Care (with additional temporary funding via the NHS); accounting for the increase in client volumes.

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- 3.7 In September the original Hospital Discharge Scheme (Scheme 1) was closed to new clients and an amended scheme was introduced (Scheme 2). Both of the schemes are currently in operation and are due to end by 01 April 2021. Both Adult Social Care and the Continuing Health Care teams have been working to assess clients and transition them to the pre-COVID "business as usual" processes.
- 3.8 One of Adult Social Care's long-term strategic aims has been to support as many people as possible, to live independently in their own homes, for as long as possible. The COVID-19 pandemic and the response to it, has accelerated growth in the number of people in their own homes requiring Domiciliary Care support, whilst there has been a reduction in the demand for Residential care placements; leading to a further increase in spare capacity within the local care market.
- 3.9 In terms of Domiciliary Care support, the latest forecast anticipates that when the Hospital Discharge Schemes cease, there will be approximately 127 additional domiciliary care clients in 2021-22; which in conjunction with increasing package costs of c. 10% due to client complexity, is estimated to place an additional financial burden on the service of c. £1.2m².
- 3.10 For a number of years, the demand for Residential Care placements within the City has been gradually declining. During the COVID-19 pandemic, the sector has seen an accelerated reduction in the demand for this type of care placement. Since March 2020 the number of older persons residential care placements funded by the Council has declined by 21, although it is anticipated that there will be an increase in placements again during 2021-22.
- 3.11 Although the Council has seen a reduction in the number clients placed in Residential Care, the average cost of placements has increased. The forecast for 2021-22 is an increase of c. 24% in the average cost of placements (compared to a previous average of £535 per week during 2019-20); which is estimated to place an additional financial burden on the service of c. £1.3m.
- 3.12 Prior to the COVID-19 pandemic, the Portsmouth Residential Care sector already had an excess of spare capacity across the city. As part of the Adult Social Care Strategy, the service is seeking to work with providers, to address the capacity and pricing challenges for this sector, through its Sustainable Care Strategy, as explained later in the report.

² The additional £0.38m is expected to be temporary additional cost in 2021-22 and funded from a corporate contingency fund if necessary.

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Inflationary Cost Pressures

- 3.13 A significant proportion (£47.7m / 60%) of the Adult Social Care gross budget is used to purchase care and support packages from the external care market for Portsmouth citizens. The remaining 40% of the gross budget is allocated to delivery of in-house services (15.3%); front-line fieldwork teams and other ASC staff (17.1%); as well as other operating costs such as the joint equipment store, etc. (7.6%).
- 3.14 The largest cost driver for external providers is staffing related costs and therefore any changes affecting the level of pay for individuals will affect the rate providers require from the City Council. From the 1 April 2021 the National Living Wage is set to rise by 2.18% to £8.91.
- 3.15 Under section 5 of the Care Act 2014, all councils in England are required to promote the efficient and effective operation of a market in services for meeting care and support needs. Furthermore, the legal judgement against Sefton Council in 2012³ clarifies the requirement for Local Authorities: *'to take account in fee setting of the legitimate current and future costs faced by providers, as well as the factors that affect those costs, and to ensure that appropriate fees are paid'*. The Care Act Statutory Guidance⁴ (section 4.31) also goes on to highlight that Local authorities should have regard to guidance on minimum fee levels, whilst also taking account of the local economic environment.
- 3.16 In calculating the provider rate uplifts for 2021-22, the Council has sought to take account of the future costs faced by providers. For Domiciliary Care providers, the 2021-22 uplift has been proposed with reference to the UKHCA 'A Minimum Price for Homecare' model and the changes set out in their latest publication⁵. For other sectors, the proposed uplift seeks to reflect the financial pressures affecting both staffing and non-staffing costs.
- 3.17 Within both the Council's and the Adult Social Care 'Medium Term Financial Plans', a level of inflationary cost pressures are anticipated; including those in relation to provider costs. The government announced the increase in the National Living Wage for 2021-22 on 25 November 2021⁶. Following this announcement it was possible to more accurately quantify the potential the impact on both the provider rates and the Adult Social Care budget for 2021-22; which amounts to additional annual cost for Adult Social Care of c. £1.1m. For the financial year 2021-22 it has

³ [http://www.bailii.org/cgi-](http://www.bailii.org/cgi-bin/markup.cgi?doc=/ew/cases/EWHC/Admin/2011/2676.html&query=sefton&method=boolean)

[bin/markup.cgi?doc=/ew/cases/EWHC/Admin/2011/2676.html&query=sefton&method=boolean](http://www.bailii.org/cgi-bin/markup.cgi?doc=/ew/cases/EWHC/Admin/2011/2676.html&query=sefton&method=boolean)

⁴ <https://www.gov.uk/government/publications/care-act-statutory-guidance/care-and-support-statutory-guidance>

⁵ <https://www.ukhca.co.uk/downloads.aspx?ID=434>

⁶ <https://www.gov.uk/government/news/national-living-wage-increase-to-protect-workers-living-standards>

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been possible to absorb the majority of this increase within the corporate inflation allocation, however as highlighted above an element will be funded from the additional £2.8m.

ASC Strategy & Financial Planning

3.18 Adult Social Care operates within a legislative environment which places a number of duties and obligations on the Council. In order to provide a social care service that meets the needs of Portsmouth citizens, manages the demands of increasing needs and costs, whilst meeting the Council's statutory duties, Adult Social Care has been working with partner organisations across the sector to deliver a strategy that aims to:

- Deliver services that have technology at the heart of the care and support offer;
- Work in a way that recognises the strengths that people have, and have access to in their networks and communities - and draws on these to meet their needs;
- Work efficiently and responsively, using a reablement approach centred around the needs of the customers;
- Deliver through a market based on individual services to people that meet their needs and help them achieve the outcomes they want to achieve and keep them safe; and
- Deliver, (where appropriate) through PCC residential services in one service area to enable quality and maximum effectiveness.

3.19 Alongside this, Adult Social Care has been working to align their strategic objectives with their Medium Term Financial Plan; with the objective of being financially sustainable in the medium to longer term.

3.20 Since 2018-19 the service has seen an increase in its available budget of £7.7m (18.4%) which has supported it to meet the increasing demand, demographic and other cost pressures. However, despite this increase, it has and continues to be necessary for the service to implement efficiency plans and ensure that they maximise the use of their funding. For 2021-22, the service are anticipating the delivery of £1.4m of efficiency plans, to allow funds to be redirected within the service to support as many Portsmouth citizens as possible.

3.21 As highlighted above, one of Adult Social Care's long-term strategic aims has been to support as many people as possible, to live independently in their own homes for as long as possible. Whilst the long-term strategic objectives of the service remain intact, COVID-19 has significantly changed the current operational landscape of the service; both in terms of the level of client demand and the type of support required.

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- 3.22 The long-term expectation of the service was for continued growth in the requirement for Domiciliary Care support, whilst the number of Residential Care placements continued to decline; the COVID-19 pandemic and the response to it has significantly accelerated the changes across the provider market, as explained above.
- 3.23 The Portsmouth Residential Care sector is mainly comprised of individual local providers. Prior to the COVID-19 pandemic, the sector already had an excess of spare capacity across the city. In response to this rapid change in the market, Adult Social Care are now seeking to work with providers to develop a Sustainable Care Strategy, that will seek to provide clear longer term commissioning intentions in respect of both client needs and the overall forecast capacity required across the City.
- 3.24 Through working with providers to develop and implement a Sustainable Care Strategy, it is also intended that the service will seek to ensure the cost of Residential Care placements are commissioned at a level that supports the financial sustainability of both the care providers and Adult Social Care in immediate and longer term.

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Signed by (Director)

Appendices: None.

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 |
|---|---|
| Portsmouth City Council - Budget & Council Tax 2021/22 & Medium Term Budget Forecast 2022/23 to 2024/25 | https://democracy.portsmouth.gov.uk Full Council 09/02/21 |
| Care Act 2014 | https://www.legislation.gov.uk/ukpga/2014/23/contents |
| Care Act Statutory Guidance | https://www.gov.uk/government/publications/care-act-statutory-guidance/care-and-support-statutory-guidance |

Agenda Item 7



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| | |
|--------------------------|--|
| Title of meeting: | Cabinet |
| Subject: | Modelling potential future Covid-19 cases and impacts |
| Date of meeting: | 19 th March 2021 |
| Report by: | Matt Gummerson, Strategic Lead for Intelligence, Public Health |
| Wards affected: | All |

1. Requested by Cllr Vernon-Jackson, Leader of Portsmouth City Council

2. Purpose To inform Cabinet of the potential for future surges in Covid-19 infections

3. Information Requested

- 3.1 At the time the roadmap for easing lockdown restrictions was announced ([Covid-19 Response - Spring 2021](#)), the Prime Minister set out four tests that will inform decisions about whether it is safe to move from one step to the next. One of these was that "infection rates to not risk a surge in hospitalisations which would put unsustainable pressure on the NHS". The lockdown release plans were however informed by modelling work undertaken nationally for SAGE which highlighted the likelihood of "an epidemic resurgence which results in a substantial number of hospitalisations and deaths" ([Sage minutes 18th February 2021](#)).
- 3.2 The Chief Medical Officer reiterated on 9th March 2021 in evidence to the Science and Technology Committee that the timetable for release already included significant risks of further surges later in the summer, and advised against any increases in pace of easing of restrictions, over and above the 'at the earliest' dates in the roadmap.
- 3.3 On behalf of the Local Resilience Forum (LRF), local Public Health Intelligence teams have been working during the pandemic to model the impact of Covid-19 on the Hampshire and Isle of Wight population. The latest iteration of this modelling attempts to build in the four stages of lockdown release and the roll-out of the vaccination programme, alongside assumptions about the level of risk across different ages in the population and the amount of contact with others that individuals are likely to have. The outputs from these models have been shared at appropriate levels through the LRF structure and with NHS partners to inform planning.
- 3.4 According to this local modelling, a further surge of some description is highly probable due to high levels of remaining susceptible population, who have not been

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infected or vaccinated, as Lockdown eases. This could easily create an environment with high case numbers amongst the younger age groups (still to be vaccinated/infected) alongside some people in the more vulnerable groups who have not had the vaccine or still become infected and hospitalised having been vaccinated.

- 3.5 It is anticipated that numbers of infections will begin to rise as soon as pupils return to school. Through a gradual approach to lockdown easing and a highly effective and rapidly rolled out vaccination programme, this further wave of cases could peak for the Portsmouth Hospitals University Trust catchment population around the end of May, at a level slightly higher than that experienced in early November 2020 during the second national Lockdown.
- 3.6 If social distancing relaxed further than government policy, or the effectiveness of the vaccine programme is reduced, this further wave of infections could rise more quickly, peaking in late April/early May at rates of infection more like those experienced in Portsmouth in mid-December 2020 when decisions to move the local area into tier 4 were made by the government. This could result in pressure on the local health system somewhere between the peaks seen in November 2020 and April 2020.
- 3.7 In both the scenarios described above, the further roll-out of the vaccination programme to the rest of the adult population, along with some ongoing non-pharmaceutical interventions, then sees infections fall away again during the remainder of the summer.
- 3.8 The scale and timing of further waves of Covid-19 are driven on *very uncertain modelling assumptions*, including:
- real world vaccine effectiveness against infection, variants and severe disease leading to hospitalisation
 - vaccine uptake in addition to rollout speed
 - extent to which our local populations will continue to effectively practice the social distancing practices asked of them by the government to reduce transmission
- 3.9 The further into the future projections are attempted the more uncertainty there is in the modelling outputs. Longer term scenarios (beyond the end of April) are currently highly uncertain and should only be considered as a range of possibilities. These modelling outputs are based on current understanding which is evolving rapidly around a number of pivotal modelling assumptions. They are therefore transitory in nature and there are inherent uncertainties in the modelling. They may be helpful for understanding the potential relativities in alternative scenarios but should not be relied upon as a source of projected absolute values for any output variables.
- 3.10 The Local Outbreak Management Plan (LOMP), which sets out how the Local Authority and its partners will continue to respond to the ongoing Covid-19 pandemic, is currently being refreshed. An updated LOMP will be published on the council website once it has been approved at the Local Outbreak Engagement Board on 22nd March 2021.

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Signed by (Director)

Appendices:**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 |
|---|--|
| SPI-M-O: Summary of modelling scenarios for easing restrictions | S1116_SPI-M-O_Summary_of_modelling_on_scenario_for_easing_restrictions.pdf (publishing.service.gov.uk) |
| | |

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