

Tipner Strategic Development Area



CONSULTATION DOCUMENT

February 2019

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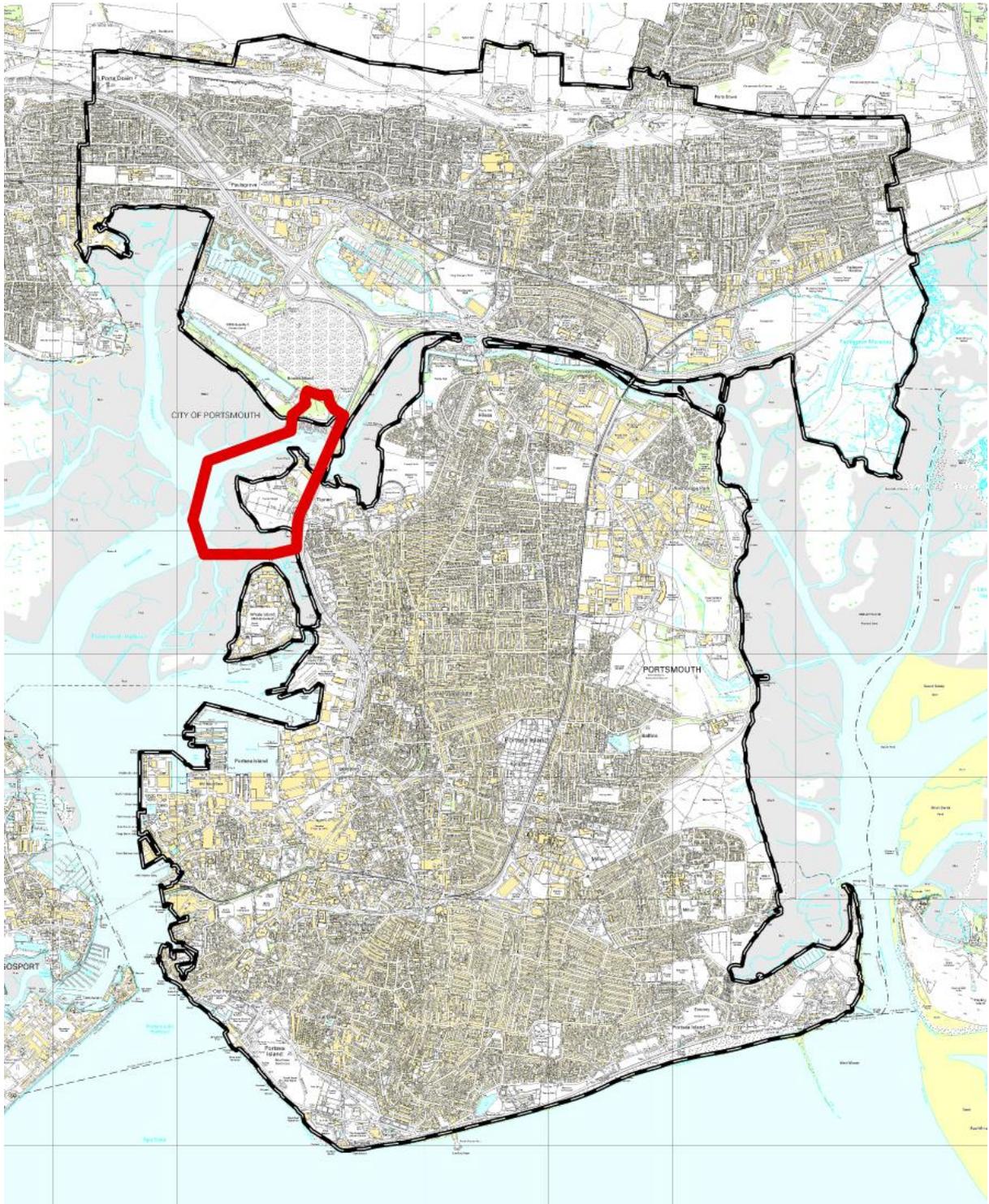


Figure 1 - Location of Tipner Strategic Development Area

1. The Tipner Strategic Development Area

- 1.1. Portsmouth City Council has identified land at Tipner and Horsea Island as a potential strategic location to help meet the City's current and long term housing and employment needs. It represents the largest area of undeveloped and under-used land in the city. However, given the presence of sensitive internationally important environmental assets, and other considerations including flood defences, the presence of Harbour School, Grade II listed structures, and the potential for a bridge to link Tipner with Horsea, significant areas of further work will need to be undertaken to help test the various options, and determine the most appropriate way forward for the area.
- 1.2. The purpose of this document is to set out the Council's current thinking in relation to the various options for this area, and identify where further work is required to complete the Local Planning Authority's evidence base. The current consultation is therefore only the first stage in the process of establishing the most appropriate site boundary and land uses for the area.



Figure 2 - South east view of Tipner site

2. How to Get Involved - Responding to the Consultation

- 2.1. The consultation on this document and the accompanying supporting material runs from 11 February to 25 March 2019. All the documents are on the Council's website. Paper copies of this document are available to view at the local libraries, community centres, housing offices and at the Civic Offices.
- 2.2. This document ends with a series of questions to help people think about the future of Tipner and Horsea.
- 2.3. If you would like to make comments on the contents of this document please complete the online questionnaire or submit a formal response form. All comments are welcome - it is not essential to answer all the questions.
- 2.4. All comments received in this consultation will be reported to Members and considered in the next stage of the new Local Plan.

- 2.5. Responses should be returned to the Council using the questionnaire form provided. Electronic responses are preferred and you can respond using our online questionnaire or by emailing a completed response form to: planningpolicy@portsmouthcc.gov.uk. Alternatively you can return them by post to Policy and Conservation, City Development and Cultural Services, Planning Service, Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2AU.
- 2.6. If you have further queries about this document please contact us using the email address above.

3. The Need for Development

- 3.1. Using the Government's standard method for calculating local housing need, Portsmouth has an identified local housing need of 17,260 dwellings for the period 2016-2036. The most recent assessment of the capacity of the city concludes there may be capacity for around 14,500 dwellings, so the city is unlikely to be able to meet its own housing needs.
- 3.2. Tipner has the capacity to deliver up to 1,200 new dwellings, with the potential for up to 2,200 new dwellings if the development of a Super Peninsula (which would involve substantial land reclamation, see further below) is both viable and deliverable. Additionally at least 30,000 sq. metres of employment floorspace could be provided creating a significant number of new jobs, which due to its unique location, including potential access to deep water, would be positioned to support the economically important marine industries.
- 3.3. Approximately 6.5 hectares at West Tipner, is currently allocated in the adopted Portsmouth Plan. However, since the preparation of the Portsmouth Plan in 2012, new opportunities for the wider area have arisen, with the signing of the City Deal with Government in 2013 and the delivery of the M275 junction.
- 3.4. Development of the site would make a valuable contribution towards meeting the City's development needs, however, there may also be scope to reclaim land from the sea to create a larger development area. This is the Super Peninsula concept. This has the potential to allow more built development, but also has the potential for additional environmental impacts.
- 3.5. The Harbour area is designated as a Special Protection Area (SPA), and a Ramsar site, and any reclamation works would be bound to have an adverse impact on the integrity of the SPA as a whole. Therefore, in order to make the case for any land reclamation the Council would need to show that there are no realistic alternatives to the proposed Super Peninsula, that there are significant social and economic benefits, and that a package of mitigation and compensation measures would be delivered that ensure that the overall coherence of the SPA is protected. It would

also need to be clear that the phasing and costs of reclamation, and associated mitigation works are both viable and deliverable.

4. Strategy plan

- 4.1. The broad area currently under consideration is shown on the accompanying Strategy Plan. The Area of Search shows the maximum extent of the area under consideration, and it is unlikely that under any of the options currently being tested all the land within the red line would be required. It should be noted that a definitive boundary for the development area cannot be delineated until there has been significantly more evidence gathered and further engagement with the relevant statutory bodies and local community. Once the boundary and land-uses become clearer following further consultations and evidence gathering, the Local Planning Authority will produce a concept masterplan . This will give a clearer indication of the site's capacity, which could see an increase in the number of dwellings, and would give a broad indication of where the potential uses would be located on the site. The Strategy Plan broadly covers the following areas:

5. Tipner West

- 5.1. This site is approximately 6.5 hectares. To the north lies Tipner Lake, part of Portsmouth Harbour (a protected Site of Special Scientific Interest (SSSI), a Special Protection Area (SPA) and a Ramsar site). To the south is the area used by the MoD as a firing range. The rest of the site is currently in use for a variety of uses, including an aggregates wharf and scrap yard, together with areas of cleared scrubland. The Harbour School and the National Seamanship Training Centre are also located in the southern part of the site. Two Grade II listed former powder magazines dating from the late 18th century are located in the northern part of the site.



Figure 3 - Tipner West

- 5.2. The site is allocated for development in the adopted Core Strategy 2012. Significant infrastructure is required to deliver this site including flood defence works, remediation of site contamination and new highway infrastructure. The new motorway junction on the M275, and adjoining Park and Ride, gives the site good access to the City Centre and strategic road network.
- 5.3. The Council is committed to enabling this site to come forward, however, the site has third party ownerships with established uses and these need to be resolved before the site can move forward. The future of the existing uses on the site will need to be confirmed as part of the process of preparing more detailed policy proposals.

6. Tipner Firing Range

- 6.1. This part of the Tipner site is bounded by Portsmouth Harbour (a protected Site of Special Scientific Interest, Special Protection Area for birds and Ramsar site). The most recent use on site was a firing range which the MoD is relocating. The site is nearly 15.5 hectares, largely flat and open, with some limited buildings associated with the rifle range. Whilst this site has not previously been allocated for development, it now forms an integral part of the area covered by the City Deal. The capacity of the site is estimated to be around 600 dwellings.



Figure 4 - Tipner Firing Range - Photo © Peter Facey (cc-by-sa/2.0)

- 6.2. The Council has secured funding through City Deal to contribute to the provision of the associated infrastructure required to bring the site forward. Additional infrastructure such as flood defences plus remediation work is required. However, the site is an important feeding ground for the internationally important Brent Geese, therefore effective mitigation measures will need to be provided, before this part of the site can be developed. New data and mapping prepared for the Solent Waders and Brent Goose Strategy notes this area is a Primary Support Area for the Special Protection Area.

7. Horsea Island

- 7.1. The potential development area at Horsea is around 7.5 hectares. Large parts of Horsea Island have been used by the MoD since the 1880s and the island continues to be the home of the 'Defence Diving School', the UK's centre of excellence for military diving training. A new Country Park will come forward on the former landfill site, with planting currently underway in accordance with conditions attached to planning applications for its remediation.



Figure 5 - Horsea Island

- 7.2. Part of Horsea Island was identified in the adopted Portsmouth Plan as having potential to deliver a residential development to complement those at Port Solent and Tipner and to help facilitate improved accessibility to the new 52 hectare Horsea Island Country Park.
- 7.3. More recently, as part of City Deal the site has been re-appraised and is now identified as potential marine based employment land rather than housing. The Employment Land Review (2016) identifies Horsea Island, in conjunction with the development of Tipner West, as a potential site for approximately 25,000sq m of new employment floorspace. Given the site's potential proximity to deep water access there is potential to build on and extend the marine and maritime related employment clusters found in the adjoining area.
- 7.4. Key to delivering this site is the provision of a new bridge adjacent to the existing M275 and link road to Port Solent. The new bridge would be an important element in facilitating a new Bus Rapid Transport system which would connect Tipner, and the City Centre with the wider travel to work area beyond the administrative area of the city. This will also require measures to prevent the new road and bridge becoming a route for private motor vehicles.
- 7.5. The Stage 1 Local Plan Transport Assessment reviewed the technical aspects of constructing a bridge, and concluded that the bridge is feasible; however the preferred option and cheapest option would cost around £31.2 million. This raises

issues regarding funding and deliverability. It is likely that the value of development may not fund the bridge on its own, and therefore a comprehensive funding strategy will be required to secure its delivery.

8. The Super Peninsula

- 8.1. At the present time the area covered by the City Deal is approximately 21.5 ha. The Super Peninsula with the reclaimed land could provide an area of up to 22 additional hectares, giving the site an overall total of 43.5 ha. Depending on the balance between housing and employment this could provide around 1,000 additional new dwellings.
- 8.2. Previous studies undertaken on behalf of the Solent Recreation Mitigation Partnership have assessed the impacts and pressures of the planned growth in the South Hampshire sub-region on the internationally important habitats along the Solent including Portsmouth Harbour. The main pressures are those caused by the recreational activities of the growing population. These pressures are especially felt by the over-wintering birds found along the Solent. Furthermore, these pressures are likely to grow, whether the Super Peninsula is developed or not. And while there are in place various projects to mitigate the potential future impacts, they are unlikely to improve the current situation, at best they will ensure that matters do not get any worse. Additionally there are the longer term impacts of climate change and rising sea levels, which can only exacerbate the pressures on the SPA.
- 8.3. The option of a Super Peninsula could provide the opportunity to provide a range of mitigation measures which not only address the potential impacts of this development but help in part, to secure the long term future of this internationally important ecosystem.
- 8.4. If proposals for a Super Peninsula are to be progressed then the Council will need to engage with Natural England, the Environment Agency, and other wildlife bodies to develop an effective programme of costed mitigation and, potentially, compensation measures. This will also help the Council assess whether the costs of the necessary mitigation work is commensurate with the value of the reclaimed land.

9. Vision

- 9.1. The Vision for the Tipner Strategic Development Area is for a development that provides:
 - A sustainable and cohesive new community, with a high level of self-containment, which reduces the need to travel by private car. The layout of the development should be based on the creation of walkable neighbourhoods, wherein every household is within reasonable walking distance of the primary

school, shops and recreational facilities. Safe pedestrian access should be provided from every dwelling to the harbour frontages, and opens spaces.

- A wide range of housing types and tenures, with makes a significant contribution towards meeting the identified housing needs of the city. Each house type should fully integrate into the layout so that in no area a single house type or tenure dominates to the extent that it creates a sense of social segregation. The layout of the housing should seek wherever possible to maximise the opportunity for properties to have views over the waterside.
- A wide range of employment opportunities which exploit its waterside location, by creating a centre for maritime excellence which encourages business to thrive, and which recognises the different employment needs of the new community.
- A net gain in environmental benefits and biodiversity across the site and the Harbour. Proposals must be capable of meeting the stringent requirements of the Habitats Directive and the Conservation of Species and Habitats Regulations 2017.
- A linked network of open spaces laid out and designed to afford a range of formal and informal recreational opportunities. The substantial amounts of green infrastructure (GI) required should be designed to integrate the new development into its visually sensitive landscape setting. The spaces provided should make a positive contribution towards enhancing biodiversity across the site. The opportunity should be explored to create a harbour side walk
- An integrated flood risk mitigation strategy which effectively reduces flood risk, enhances the site visually and contributes towards improving biodiversity. The flood risk measures including any on site Sustainable Drainage Systems should form part of an integrated landscape and GI strategy.
- A scheme which is viable and can be phased in such a way as to ensure that all the necessary social and physical infrastructure is delivered in a timely fashion.

9.2 The following gives more detail on the challenges facing the Tipner Strategic Development Area, and where further evidence will be required before a policy can be finalised.

10. Environmental Issues

10.1. Portsmouth Harbour is an internationally important site which provides a range of intertidal and terrestrial habitats that provide a food source for over-wintering birds and geese. The Harbour is designated a Special Protection Area, its international importance is further recognised with its designation under the Ramsar Convention



Figure 6 - Brent Geese - Photo © Rossographer (cc-by-sa/2.0)

- 10.2. The preliminary work on the Habitats Regulations Assessment (HRA) has shown that development at Tipner is likely to have significant direct and indirect effects on integrity of the SPA. As proposals for this area are developed further a more detailed HRA and Appropriate Assessment will be required to fully identify the extent of the risks to the SPA, and to help develop an effective programme of mitigation and/or compensation measures.
- 10.3. In undertaking further HRA work it will be important to establish the present condition of the areas likely to be affected. It is also understood that in the longer term some parts of these areas will be significantly affected by predicted rise in sea levels.
- 10.4. If the option of a Super Peninsula is pursued it is almost certain that the integrity of the SPA will be harmed. It follows that the Council would need to demonstrate that there are no feasible alternatives, that there are Imperative Reasons of Overriding Public Interest (the IROPI test), and that all necessary compensatory measures would be secured to ensure that the overall coherence of the network of European sites is protected.
- 10.5. Regardless of which option for the development of Tipner is adopted it will be necessary to produce an effective and deliverable strategy for providing effective mitigation and compensatory measures that ensure that the overall integrity of the SPA is protected, and if possible enhanced. To do this it will be necessary to establish the full extent of the threats to the SPA which stem from the development, and for the Planning Authority to develop an effective and deliverable package of mitigation measures in partnership with the relevant statutory agencies and wildlife interests. It would be necessary to show that such works can be phased and demonstrate their effectiveness before the relevant development parcels come forward. All of this is necessary to inform the finalisation of the new Local Plan.
- 10.6. An effective package of mitigation measures and compensatory proposals might include;

- creating new or improving existing foraging sites, for Brent Geese, both on and off site;
 - the enhancement of existing poor quality intertidal habitats within the Harbour area;
 - the creation of new intertidal foraging areas on land previously in subtidal areas;
 - the creation of new intertidal foraging areas on terrestrial land outside of the SPA.
- 10.7. It is likely that creating Brent Geese foraging sites on land with current low suitability or utilisation, together with the creation of new intertidal habitat on terrestrial land outside of the SPA, would have the greatest chance of successfully compensating for impacts of development. But all the above options would need further testing through the emerging Local Plan.
- 10.8. Preliminary investigations indicate that there are a number of potential opportunities to create and enhance habitats both in the Harbour itself and the adjoining countryside. The nature, extent and location of the compensatory land will need to be explored and worked up in more detail, and closely aligned with land availability and long term management proposals.
- 10.9. As any development on Tipner is likely to have an impact on the adjacent habitats, and increase recreational pressures, it will be necessary to develop a site-wide strategy to help reduce, and manage recreational pressures on the Harbour, with the overall aim of creating a net gain in biodiversity across the site as a whole. It should therefore link closely with proposals for the new Country Park, to be provided on Horsea Island, both in terms of the proposed uses, and accessibility.

11. Meeting Housing Needs

- 11.1. Portsmouth has an identified local housing need of 17,260 dwellings between 2016-2036. Finding sufficient deliverable sites to meet this level of need will be challenging. However, national planning policy makes it clear that Local Planning Authorities should do all they reasonably can to meet housing need.
- 11.2. The Local Plan process has identified sites for around 14,500 dwellings, leaving a potential shortfall of around 2,800 dwellings. Tipner is the largest area of undeveloped land in the city, and has the potential to deliver at least 1,200 to 2,200 dwellings which would go a long way towards meeting local needs, not only quantitatively but also by meeting the needs across all sections of the local community, including meeting the needs of an aging population, first time buyers and through the provision of affordable housing.
- 11.3. The actual number of homes provided will depend on which option is finally chosen, but obviously the option of a Super Peninsula would make the greatest contribution

towards meeting Portsmouth's housing needs. The site's housing capacity will also be affected by the balance of the different land-uses on the site, especially the amount of employment land allocated. The dwelling types, including the mix of family houses, town houses, and apartments, and the tenures including social housing and private rented accommodation, all of which would be built at different densities will help to determine the final housing numbers.

- 11.4. Given the length of time it takes to bring forward any site of this size, and the potential scale of the mitigation works, it is possible that not all the housing would be completed within the plan period (i.e. by 2036). This is something that will need to be taken into consideration when finalising the approach to any formal allocation for development in the forthcoming Local Plan.

12. Economic Development

- 12.1. Tipner has good direct links to the motorway network and the Port. In addition it has harbour side frontages with some deep water access. Due to the existing numerous and varied marine activities in and around Portsmouth Harbour, the Solent and the wider south coast, there is an opportunity to create synergies with marine and maritime businesses. The potential scale of the land available for employment uses would also allow for new business start-ups, and also provide suitable accommodation for new and existing businesses to expand into.
- 12.2. Portsmouth is within the area covered by the Solent Local Enterprise Partnership (Solent LEP). The LEP has identified the maritime sector as one of the main economic strengths in the area, providing 120,000 jobs. Furthermore it has calculated that for every job created in this sector a further 2.34 jobs are created in support sectors, making the Maritime sector very important to the local economy. The LEP has produced a Productivity and Growth Strategy, which identifies Tipner and Horsea as 'Future Priority' areas 'delivering transformational development for the city, which includes over 2,000 new houses, and major new employment areas'. The LEP has now started work on preparing a Local Industrial Strategy, to build on local strengths and promote the coordination of local economic policy and national funding streams.
- 12.3. The regeneration of the Strategic Development Area could provide a significant amount of employment land. The previous local plan envisaged some 30,000 square meters of employment land, which was proposed to be expanded under the City Deal. As set out above, delivery could be expanded further if the option of a Super Peninsula is pursued. This would in turn provide a significant number of new jobs requiring a wide range of skills. The employment land allocations would be aimed mainly at providing employment opportunities in the Marine sector. However, given the diverse nature and likely job requirements of the new community it will be important to provide a range of employment floorspace including the potential to support small and start-up businesses.

- 12.4. There is no specific use class or definition which covers all forms of marine employment. It could include research and development of new marine technologies, boat building and repair, boat charter, crew recruitment, and ships chandlery, all of which have their floorspace and building type requirements. Therefore further work is required to ascertain the nature and demand for new employment floorspace in this location, to help determine the quantum of employment floorspace that should be allocated on the site and to test whether there is sufficient justification for the potential environmental impact. In determining where on the site the employment floorspace should be allocated, careful consideration will be needed to assess the potential compatibility with adjoining land uses, due to visual/physical impact, noise, and hours and method of working.
- 12.5. The requirements for marine and maritime employment together with other potential employment uses on the site are also likely to change over the next 20 years. It will therefore be extremely important to be flexible over specifying the type and nature of employment opportunities to be provided throughout the development, to ensure flexibility to respond to both the changes and emerging opportunities in marine and other key industries that future might bring.
- 12.6. Increasingly there is a significant section of the workforce which works from home, and this is anticipated to grow, reducing the cost of accommodation to companies and reducing the need to travel for commuting (recent estimates suggest that this is around 15%). The layout and detailed design of the new housing should help to support this trend. This will include ensuring high speed internet connections to every dwelling.

13. Traffic and Transport

- 13.1. Tipner is in a highly accessible location, being close to the motorway network and connected to the city, and the mainline railway station by the adjacent park and ride facility.



Figure 7 - Park & Ride - John K Thorne Photography Creative Commons Attribution 2.0 Generic license.

- 13.2. The Strategic Development Area would be accessed via the new junction off the M275 which also serves the park and ride facility. The junction was designed in anticipation that development at Tipner West would at some time come forward together with an extension to the Park and Ride, but at the time it was recognised that the capacity of this junction is likely to limit the quantum of development achievable at Tipner. This junction has been identified in the first stage of the Local Plan Transport Assessment as being a potential traffic 'hot-spot', so further investigations will be required to ascertain the current capacity of this junction and what if any mitigation measures might be required at this location or on any other part of the local highways network adversely affected by the development. This work will need to be undertaken to test the various scenarios including the traffic impact of a Super Peninsula.
- 13.3. It is currently proposed to link the site into the developing Bus Rapid Transport (BRT) system, which will improve access to the City Centre. To facilitate this a new road and pedestrian bridge will need to be constructed alongside the M275 to link Tipner with Horsea Island. It would be essential that the new bridge/ link road is built, as without it the development of Horsea cannot take place. However, measures will need to be put in place to ensure that it does not create a 'rat run' from Port Solent to the M275.



Figure 8 - M275 bridge

- 13.4. In developing proposals for the Strategic Development Area it will be important to establish a movement strategy which explores the existing links to adjoining land uses, including access to the proposed country park. Safe and convenient routes to nearby destinations such as the secondary school, the leisure centre, shops and health care facilities should be provided, wherever practical as part of the development proposals.

14. Flood Risk

- 14.1. There is a requirement to ensure that the current sea defences on the site are strengthened and enhanced, including a need to raise the level of the land. Ultimately they will need to be effective, but, in designing the most appropriate means of securing the safety of the new community, the appearance and impact on the environmentally sensitive foreshore should also be a key factor.
- 14.2. It will also be important to understand the timing and phasing requirements of when the new sea defence work would need to be in place.
- 14.3. Due to the scale and location of the development it will be a policy requirement that SuDS to contain and manage surface water run off on the site is prepared in consultation with the Environment Agency and submitted with the first outline application. This is likely to include a system of swales and retaining ponds, which should be designed for their functional effectiveness, and also their potential visual attractiveness, and contribution towards enhancing bio-diversity on the site.

15. Community Facilities

- 15.1. As this is a key strategic site it would need to accommodate a mixture of housing types to meet housing needs. This will result in a range of different house types

and tenures expected to be built across the site, to meet a wide range of housing needs, this will inevitably lead to a socially rich and diverse community. To ensure that that this creates a vibrant and cohesive community a range of community infrastructure would be required to support the new neighbourhood.

- 15.2. Given the scale of development it is envisaged that the scheme should include a new primary school, some limited retail to meet the day to day needs of the new community, and a new multi-purpose community centre. There will also need to be a range of recreational and play facilities, the location and extent of which can only be determined after the number and types of dwellings has been established.

16. Visual Impact

- 16.1. The site is visually sensitive, and can be seen from both the historically important Portchester Castle and from Portsdown Hill. Special care would therefore be required to ensure that the layout and design of the new development is properly integrated into its landscape setting.
- 16.2. Tipner has its own historic interest including several listed buildings and listed wall, the setting of which should be protected and enhanced. The layout and design of the Strategic Development Area should reflect the historic maritime past of the area.



Figure 9 - Tipner Point listed powder magazines - Photo © David Dixon (cc-by-sa/2.0)

- 16.3. It would be an explicit requirement of the policy that the new development achieves high standards of contemporary design. Design Codes may also be required to ensure a consistent and cohesive approach to design quality across the whole development area.

17. Constraints

- 17.1. The biggest potential constraint on the successful development of Tipner is the presence of the internationally important SPA. If the full potential of Tipner is to be

realised, then a strategy will be required which turns those constraints into opportunities to create an exemplar of environmentally friendly sustainable development.

- 17.2. There are a number of constraints known to be present on site itself; this includes the potential contamination from the historic use of the site and current industrial and waste uses, and also from the MoD firing range. Further investigations will be required to establish the full extent and nature of any contamination, together with a package of mitigation measures to either remove or contain the sources of contamination.
- 17.3. Noise from the motorway is also a potential constraint, but early studies have indicated that this can be effectively addressed through the careful disposition of land uses, and buildings to screen and baffle the sources of noise, and through the layout and design of the buildings themselves.

18. Viability

- 18.1. Ensuring viability will be crucial to the successful delivery of the Strategic Development Area, and is likely to vary significantly depending on which option is chosen. Testing whether an option is both viable and deliverable will be an essential part of taking this scheme forward. As part of this process it will be important for the Local Planning Authority to identify any potential funding gaps, and to explore whether there are any sources of outside funding which might close the gap, i.e. LEP funding.
- 18.2. Assessing viability for a large scheme such as the development of the Strategic Development Area at Tipner is a complex iterative process. It is not a simple case of calculating all the costs of laying out the site, providing the necessary infrastructure, and mitigation measures, and comparing them against the value of the completed development. Crucial to the financial viability will be an assessment of the dates by which the relevant infrastructure and mitigation would need to be in place, and how this relates to the commencement of development and subsequent rate of delivery. If there are heavy up-front costs and any significant delays in building houses, then this would affect the viability of the whole scheme.
- 18.3. At this stage not all of the costs can possibly be known, especially as the full package of mitigation measures has yet to be agreed and costed, and further work on the viability of the scheme will be needed at every stage of the plan production. However, to progress the scheme through the Local Plan process, it will need to be demonstrated that there is a reasonable prospect that the proposals are both viable and deliverable in accordance with national planning practice guidance.
- 18.4. Viability can change over time as interest rates vary, construction costs rise, and house values change etc., therefore, ongoing detailed viability work will need to

accompany future stages of the development. It will not be until further in the development process that the full costs of providing all the necessary infrastructure and mitigation measures can be determined, together with the required phasing of all the necessary infrastructure.

- 18.5. Central to the issues of viability will be the extent to which all the land within the boundaries of the Strategic Development Area would be made available. This will require further discussions with the relevant land owners and occupiers, including the potential to relocate the Harbour School currently occupying part of the site.

19. Phasing

- 19.1. Phasing will be key to the effective delivery of Tipner. It will be essential to ensure that up-front infrastructure and mitigation costs do not adversely affect the viability of the scheme. Proposals for delivery will need sufficient certainty to provide all parties, including the Council and local community, with the confidence that proposals, including all the necessary social and physical infrastructure, will be delivered in a timely fashion.

- 19.2. In summary, in order to take the Plan forward it will be necessary to establish:

- The current condition and potential impacts on ecologically sensitive Portsmouth Harbour Special Protection Area and Brent Goose feeding sites, and establish an inclusive process to develop an effective mitigation and compensation strategy;
- A land budget, and preparation of a concept masterplan which shows the disposition of the various land uses across the site;
- The justification and location of the marine employment opportunities, including an assessment of the likely level of demand for this type of employment use;
- The exact location and extent of any land reclamation. Together with an understanding of the costs and timing of the reclamation works;
- Land ownership and land assembly, including the potential relocation of the Harbour School;
- The Green Infrastructure requirements, including, public open space, out-door play and recreational facilities, and access to the waterfront;
- The need for improved flood defences, their costs and timing, and any opportunities arising from their delivery;

- The development of a policy level SuDS Strategy;
- The capacity of existing infrastructure, including utilities, and community infrastructure such as secondary schools;
- The impact and mitigation of noise, primarily from the M275;
- The phasing and delivery of key infrastructure, including all utilities, flood defences and on-site highways infrastructure linking to the M275 and the relationship between Tipner East to Tipner West;
- A more detailed Transport Assessment to identify the impacts of the potential increase in traffic, and propose any necessary mitigation measures
- The need for new walking and cycling links throughout the surrounding area and key destinations;
- The appropriate mixture of uses and layout of Horsea Country Park, including enhanced links, including the new bridge and road and pedestrian link;
- That adequate and safe access can be provided for all relevant adjoining uses including the secondary school, health facilities, and the Household Waste Recycling Centre: Potential contamination issues on site and remedial work necessary before development could proceed;
- Any visual impact of development from key viewpoints, Portchester Castle and the wider Portsmouth Harbour
- Impact on the historic environment
- A high level viability assessment
- Phasing of development, including the potential for existing uses to remain on the site in the medium term

20. Tipner Strategy Plan

20.1. This plan sets out some key parameter matters currently being considered as part of the options for Tipner.

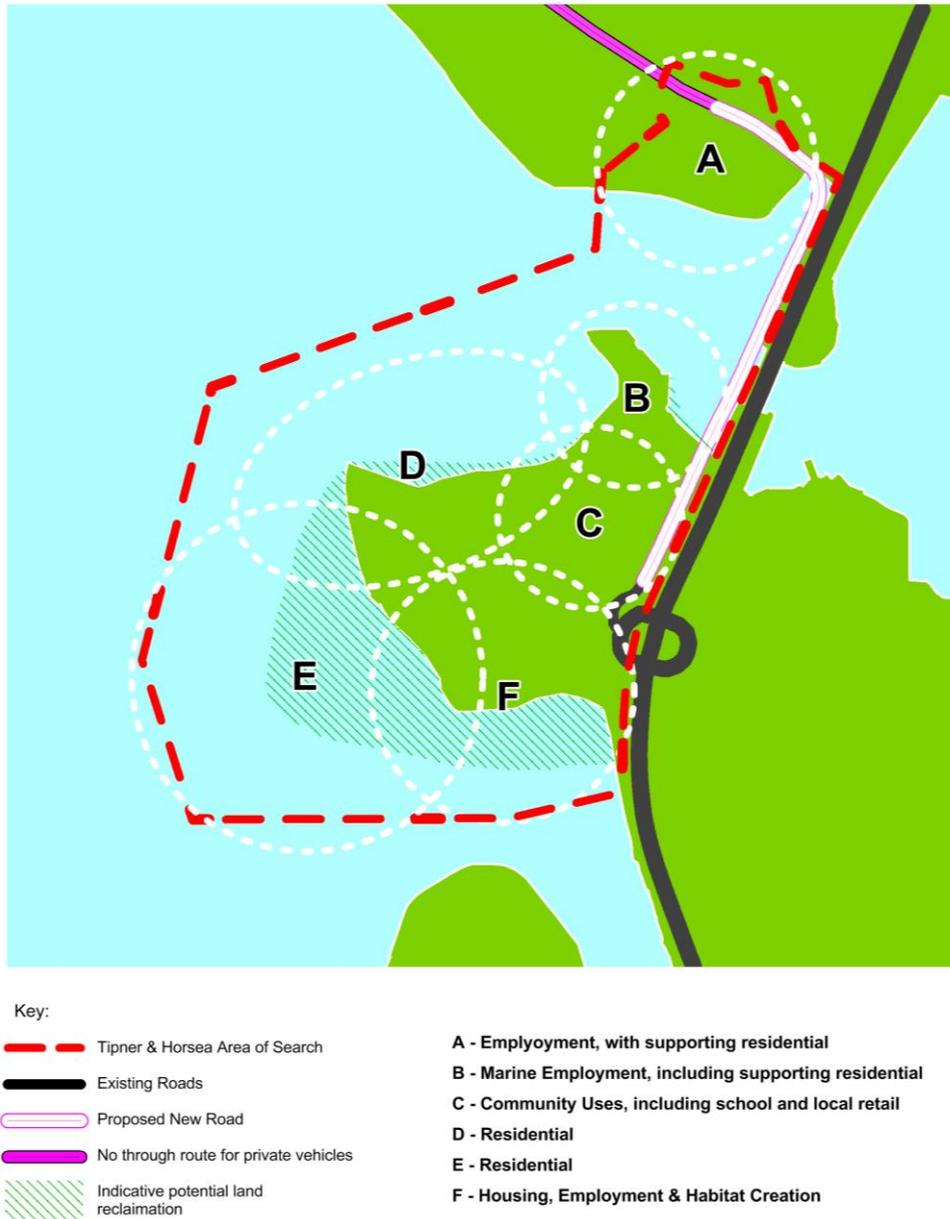


Figure 10 - West Tipner & Horsea Reg 18 Strategy Plan

20.2. The red line indicates the area of search for the regeneration project.

20.3. The hatched area indicates the potential area which could be reclaimed as part of the "Super Peninsula" option.

20.4. Areas A-F set out the broad mixture and distribution of uses which could be accommodated across the site.

21. Questions

Do you agree with the description of the area, the characteristics and the constraints? Have we missed anything? Would you describe anything differently?

- Q 1. Do you agree with the main issues and challenges described in this document? What would you describe differently?
- Q 2. Do you agree with the proposed Vision for the Tipner Strategic Development Area?
- Q 3. Do you agree with the summary of issues to be considered in more detail? Have we missed anything? Would you describe anything differently?
- Q 4. What do you think of the Super Peninsula concept? What do you think of the potential advantages and impacts as described in this document? What would ultimately be needed to take it forward?
- Q 5. Do you have any comment on the Strategy Plan at this stage?

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