



SEAFRONT MASTERPLAN

SUPPLEMENTARY PLANNING DOCUMENT DRAFT VERSION: SEPTEMBER 2020

BACKGROUND

The Seafront Masterplan sets out a vision for Southsea seafront, providing planning guidance, identifying development opportunities and highlighting elements that should be enhanced and conserved.

In planning terms, it's a supplementary planning document or SPD. It is a refresh to the version adopted in 2013.

Once adopted, the revised masterplan or SPD will guide our decisions on development proposals in the seafront area. Any projects or proposals brought forward would be considered on a case-by-case basis and decided on their planning merits.

The Southsea Coastal Scheme (SCS), the major sea-defence project being delivered by the Eastern Solent Coastal Partnership, presents significant opportunities for improvements to the seafront, especially to public spaces. Updating the masterplan will help the planning process to guide such proposals.

A Collaborative Enhancement Plan (CEP) has also been produced. This contains ideas and suggestions for how the ambitions of the masterplan could be realised. The aim of the CEP is to demonstrate the 'art of the possible' and one scenario for how the masterplan could be delivered in the future and as part of the SCS. The CEP is being published alongside the draft masterplan for public consultation.

The council will seek to achieve the overall goals of the masterplan through close collaboration with other landowners and stakeholders. It will also follow its own local transport plan, parking strategy and local cycling and walking infrastructure plan, in order to continuously review transport and highway implications for the seafront and the wider city.

SEAFRONT MASTERPLAN EXECUTIVE SUMMARY

Southsea seafront stretches for almost 6km, from the entrance to Portsmouth Harbour to the entrance of Langstone Harbour. It's a unique and valuable asset of the city, with a large number of nationally important heritage assets and international, European, and nationally designated habitats, all within a unique townscape and landscape. The seafront is also an important contributor to people's health and wellbeing and the city's economy.

The challenge of climate change is also an important issue for the seafront. New sea defences are being constructed to help protect the area from the effects of rising sea levels. We also need to consider the council's wider ambition for increasing the use of active travel, such as walking and cycling.

The Seafront Masterplan is a supplementary planning document (SPD), providing an overall vision, and more detailed objectives, to guide development and investment, ensuring the area is enjoyed for many more generations by residents and visitors alike.

The overall 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.”

The Seafront Masterplan SPD covers themes including:

- climate change
- health and wellbeing
- heritage
- natural environment
- public spaces
- transport and access
- economy and attractions
- development opportunities

The masterplan makes recommendations on the possible things that could happen in various areas of the seafront in order to achieve the overall vision.

For example, these include recommendations for Avenue de Caen to alter the use of a section of the road to prioritise cyclists and pedestrians, and in the area around the D-Day Stone, there are suggestions for altering the surroundings to improve people’s experience and make access easier.

CONSULTATION

This consultation follows the ones previously held over July-August 2018 and February-March 2019, which sought to identify issues and opportunities for the seafront. We considered the feedback and responses to these consultations along with national and local policies and strategies when developing the draft masterplan. This consultation is a necessary step before the council can consider the masterplan for formal adoption.

A Collaborative Enhancement Plan (CEP) has also been produced. This contains ideas and suggestions for how the ambition of the masterplan could be realised.

We are inviting all interested parties and residents to review the draft masterplan and the CEP as a whole.

In particular, we'd like people to give their views on the proposed recommendations for various areas of the seafront, such as for Avenue de Caen to alter the use of a section of the road to priorities cyclists and pedestrians, or in the area around the D-Day Stone to alter the surroundings to improve people's experience and make access easier.

To get involved in this consultation, you can respond through the survey on the council website, by email, or by post if you so wish. If you are not able to get online, you can also respond by telephone through our resident survey line on 023 9261 6708 .

The consultation is open from 18 September to 30 October 2020.

www.portsmouth.gov.uk/seafrontmasterplan

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SEAFRONT *MASTERPLAN*

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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, when adopted by the Council, will be a material consideration for 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

An aerial photograph of a coastal park area, likely in San Francisco, showing a large green field, a paved promenade along the water, and a city skyline in the background. The text '2 CONTEXT ANALYSIS' is overlaid on the image.

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 Local Plan, providing more detailed policy guidance for the seafront area.

The Local 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 Local Plan and the Southsea Town Centre Area Action Plan are referred to below. A new Local Plan is currently being developed.

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

In relation to the seafront, the existing Local 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 equalities 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 2010 ('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 equalities impact assessment.

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 Local Plan, seeks to promote and achieve appropriate reductions through mitigation interventions within the scope of the plan.



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 Local 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 Eastern Solent Coastal Partnership.

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, 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

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.



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, 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. 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.

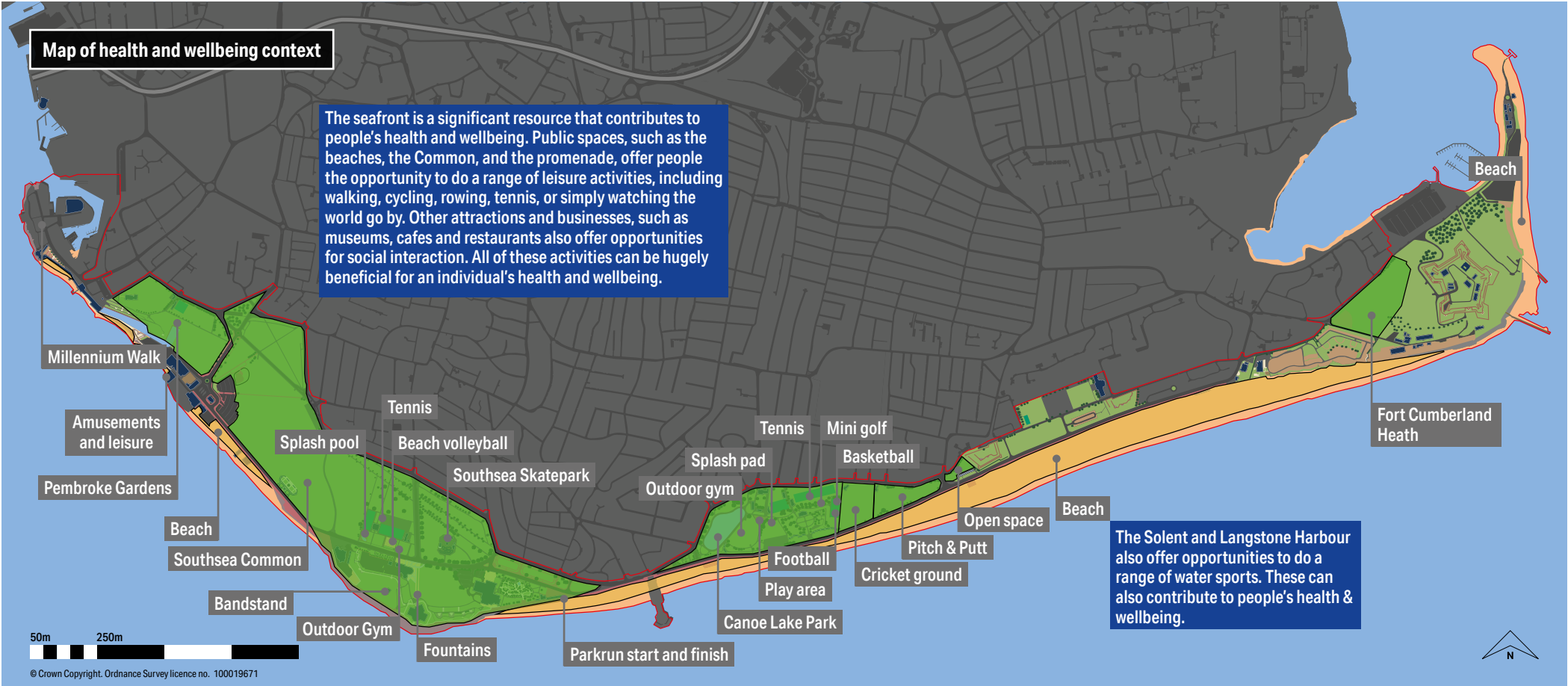


Above left: walkers by Southsea Castle.

Above: Hotwalls with Round Tower



Sunbathers,
Southsea beach



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.

This 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: 7 scheduled ancient monuments (SAMs), 120 listed buildings/structures, 1 listed park/garden, 6 conservation areas, and a number of locally listed assets.

This 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

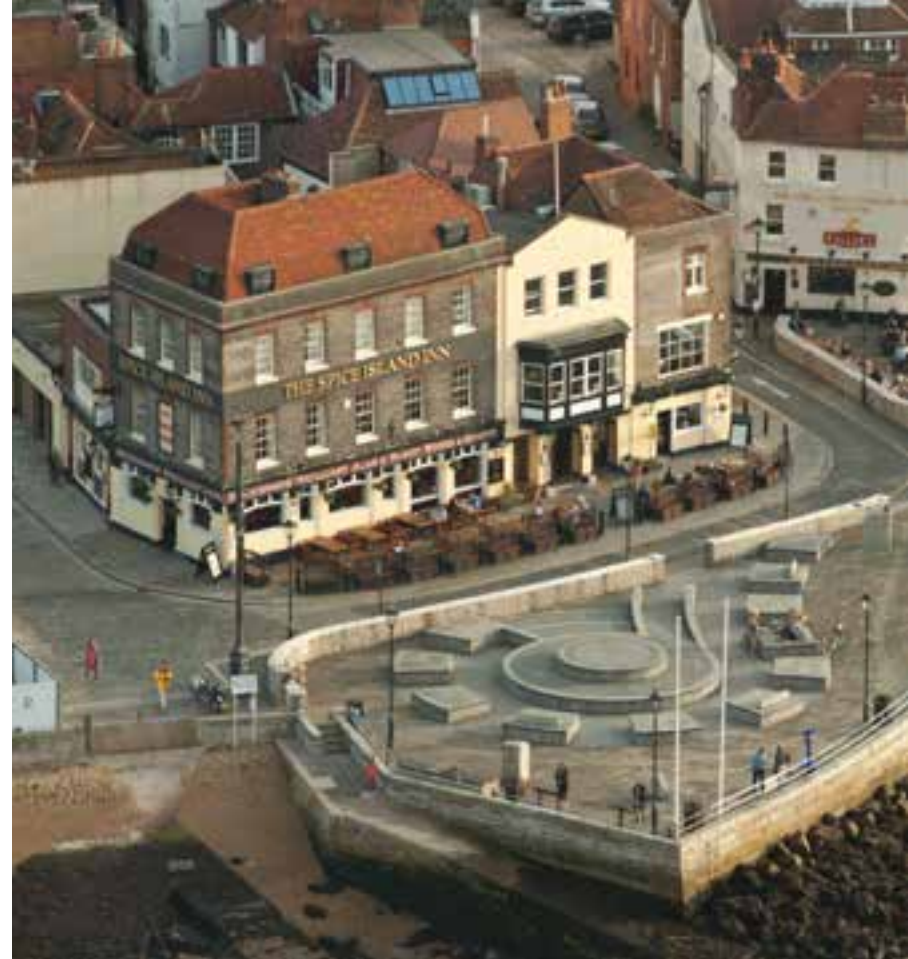
Common, an extensive Victorian 'pleasure' ground, whose appeal endures to this day; and the profusion of historic lamp columns, shelters, monuments, and other smaller scale features along the seafront.

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



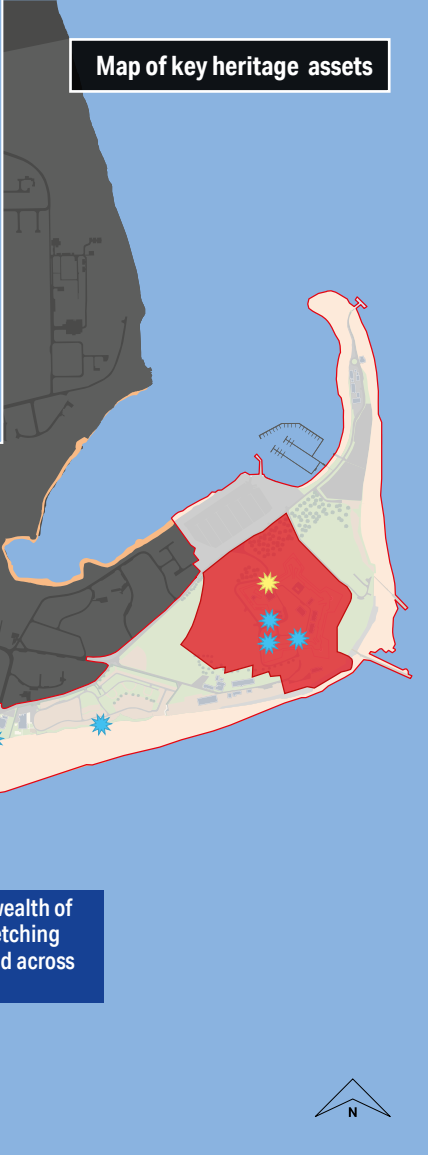
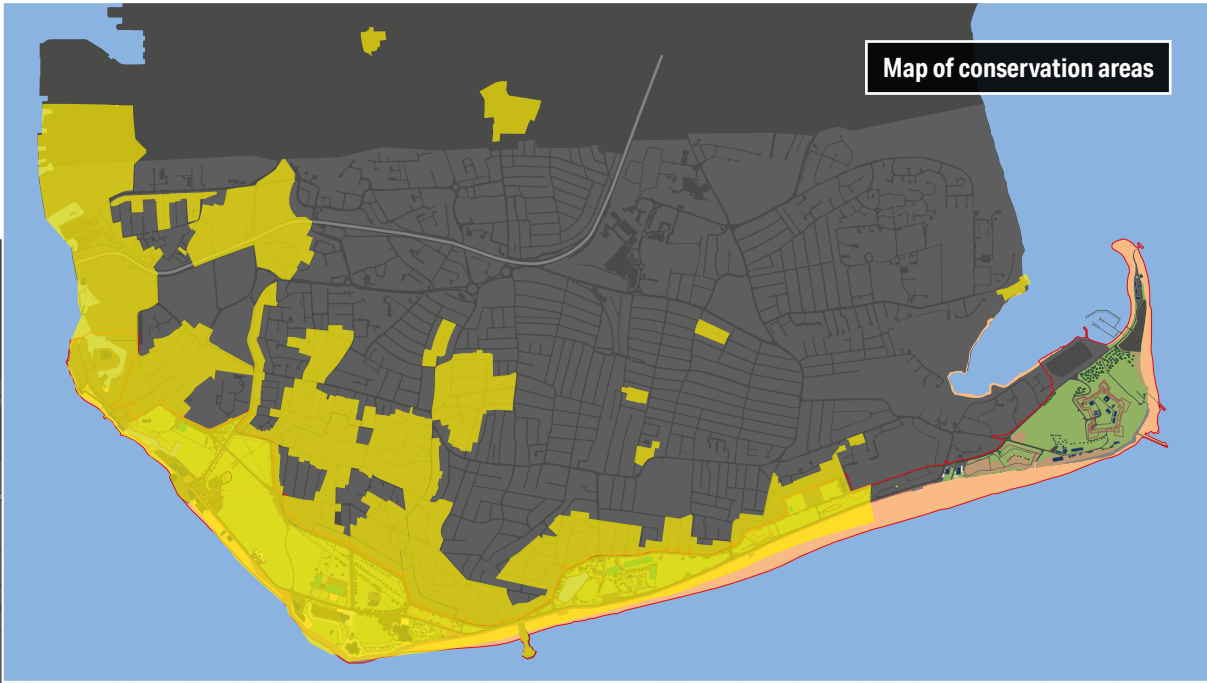
to its modern identity. It provides a continuity that is appealing to residents and visitors alike and continues to serve the city in terms of its economic vitality and attractiveness.

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

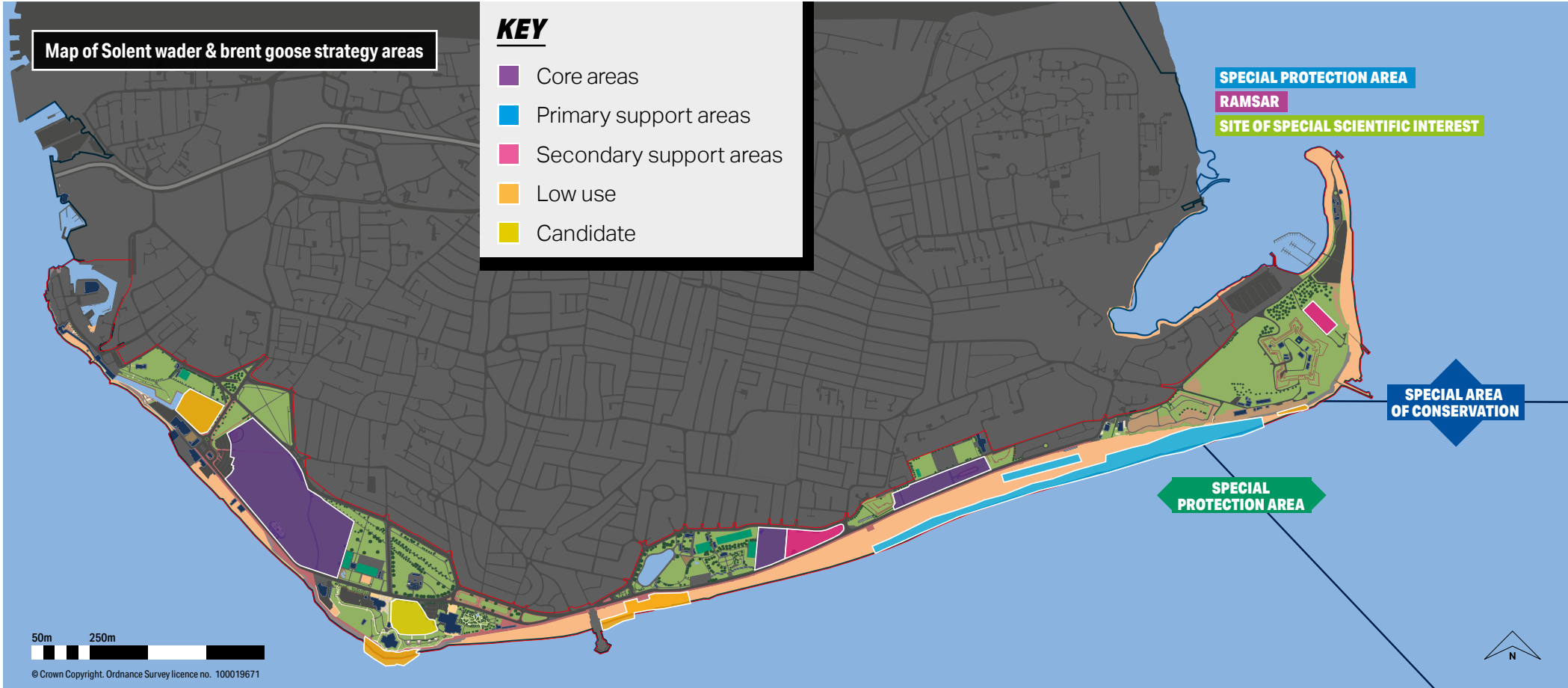


2.7 NATURAL ENVIRONMENT

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, ramparts)
- » **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.



Southsea Common

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:

- » 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

Hotwalls with Round Tower



- » 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
- » Cycle paths
 - » Eastney Esplanade
 - » Ladies' Mile, pier Road to Penny Street, Melville Road to Fort Cumberland Road (shared pedestrian/cycle paths)
 - » On road routes

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; green space



Southsea seafront



Southsea Castle

○ 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 within the seafront:

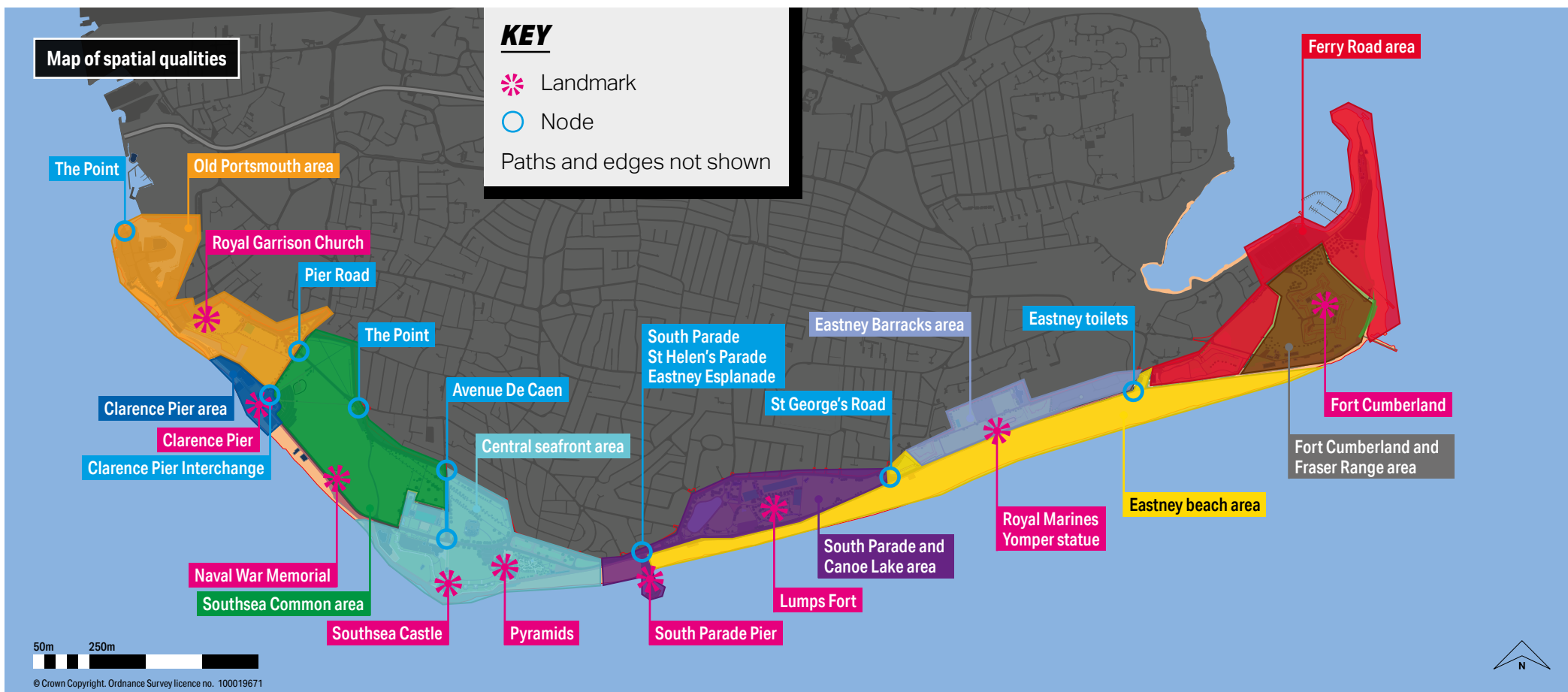
- » The Point, Old Portsmouth
- » Clarence Pier interchange
- » Ave de Caen junctions at both ends
- » South Parade/St Helens Parade/Eastney Esplanade junction
- » St Georges Road junction
- » Area at Eastney Toilet Block
- » Hayling Ferry

* 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.

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 11.6 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. 32% of Portsmouth households do not have access to a car.

Children and elderly people 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 services to France, Spain, the Channel Islands, and the Isle of Wight, and serves international cruise ships, and commercial shipping through the International Port. 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).

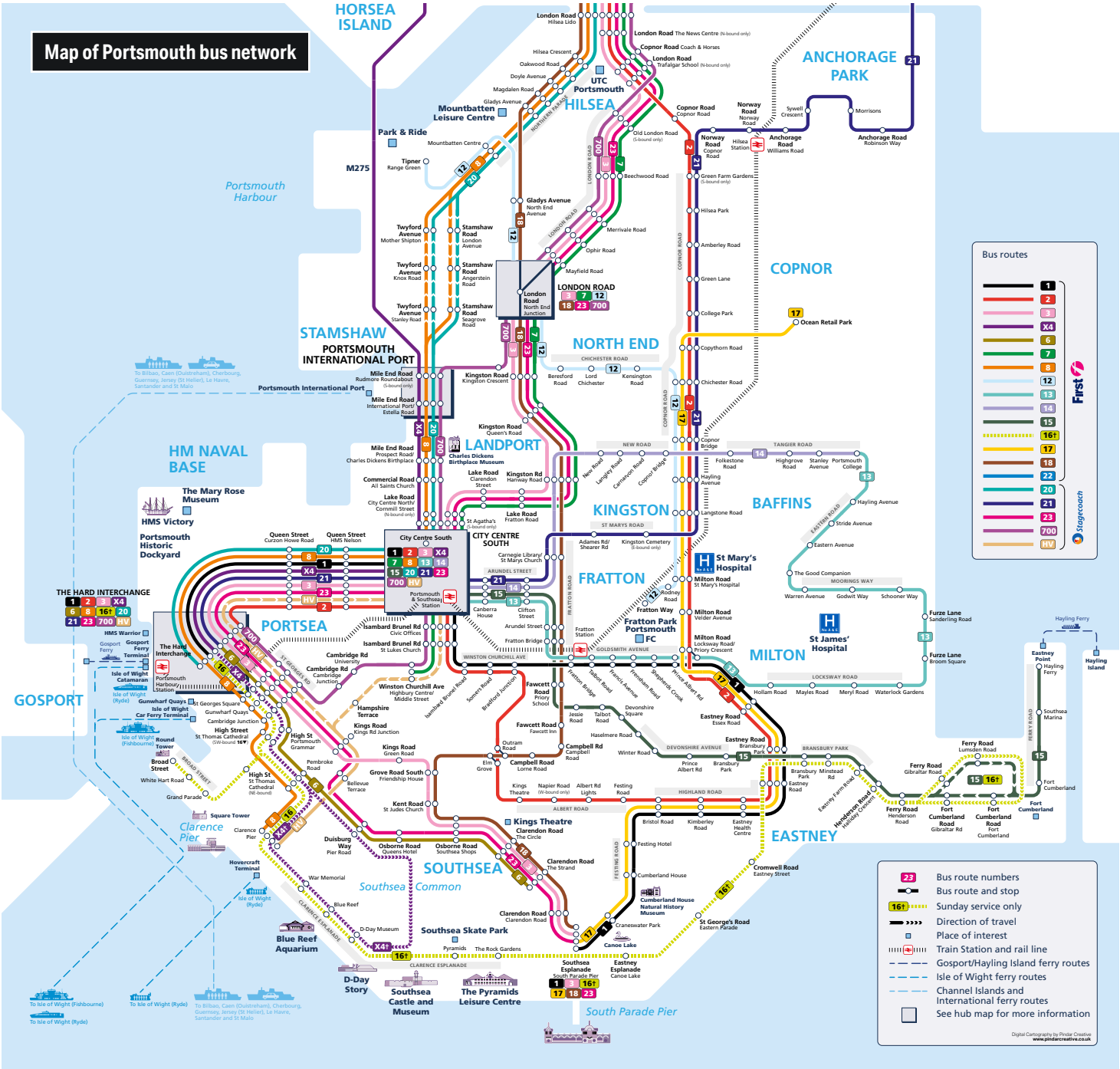
GETTING TO THE SEAFRONT FROM THE LOCAL AREA

Cycling

By cycle, the seafront can be reached from almost anywhere on Portsea Island within 20 minutes. The area 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, which will include suggestions for improvements to routes accessing the seafront.

Bus and coach

The city has a comprehensive bus network, which serves the seafront at multiple points including Clarence Pier, where coaches also terminate (in addition to The Hard), South Parade Pier and St Georges Road. However, accessing the seafront from a number of areas within the city requires taking two, or even three buses. There is also a park & ride service from Tipner to the city centre and Gunwharf, but it does not currently serve the seafront.



Walking

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.

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 also bus connections to the seafront from Portsmouth and Southsea station and The Hard.

Waterways

Gosport is served by a four-minute passenger ferry, which runs every 7.5-15 minutes (from The Hard). Hovercraft (10 minutes), passenger catamaran (22 minutes), and passenger/car ferries (40-45 minutes) serve the Isle of Wight, and Hayling Island is served by passenger ferry from Eastney Point (5 minutes).



Car/vehicles

The main road access to the seafront is via the west of Portsea Island, along M275/A3/A288, to Clarence Pier. It can also be accessed to the east 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. Car parking at the seafront consists of just over 1,000 off-street parking spaces and in excess of 700 on-street spaces, though streets further back from the seafront also allow parking to access the seafront.

Disabled parking

Disabled car parking spaces are provided at Eastney Esplanade (several locations), Clarence Esplanade (several locations), Pyramids car park, D-Day car park and the Esplanade car park.

GETTING AROUND **THE SEAFRONT**

Walking

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 route.

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. However, many pedestrian desire lines are hindered by roads that are either very wide or heavily trafficked, or both.



Cycling

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.

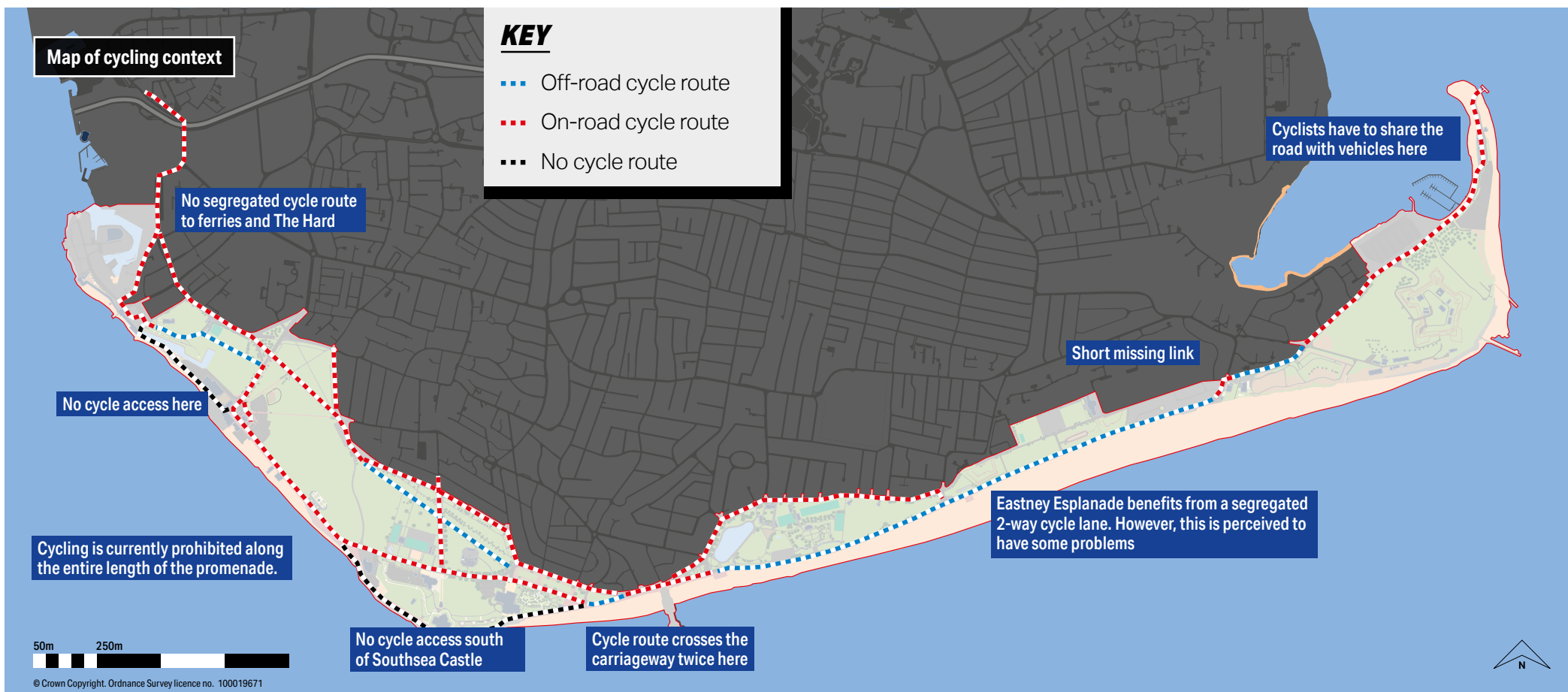
Public consultation has indicated that the existing cycle infrastructure and road and parking layout is perceived to have some problems, which can discourage some people from using it. Examples of issues raised in

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



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.

The lack of consistent, segregated cycle infrastructure of sufficient width means that users of adapted cycles such as tricycles, hand cycles, recumbent cycles and wheelchair cycles are likely to find using this form of transport to move around the seafront difficult.



Public transport

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 to Eastney Point, and the main parts of the network are north of the seafront, with the exception of a Sunday-only service.

Travel from significant places within the seafront would require walking or a bus

transfer. Consultation responses have indicated a desire for a service that runs west-east across the seafront.

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

Rail stations are located outside the seafront area and there are no water taxis.

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 sea (discounting any roads/car parks further north). 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 swathes 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.



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

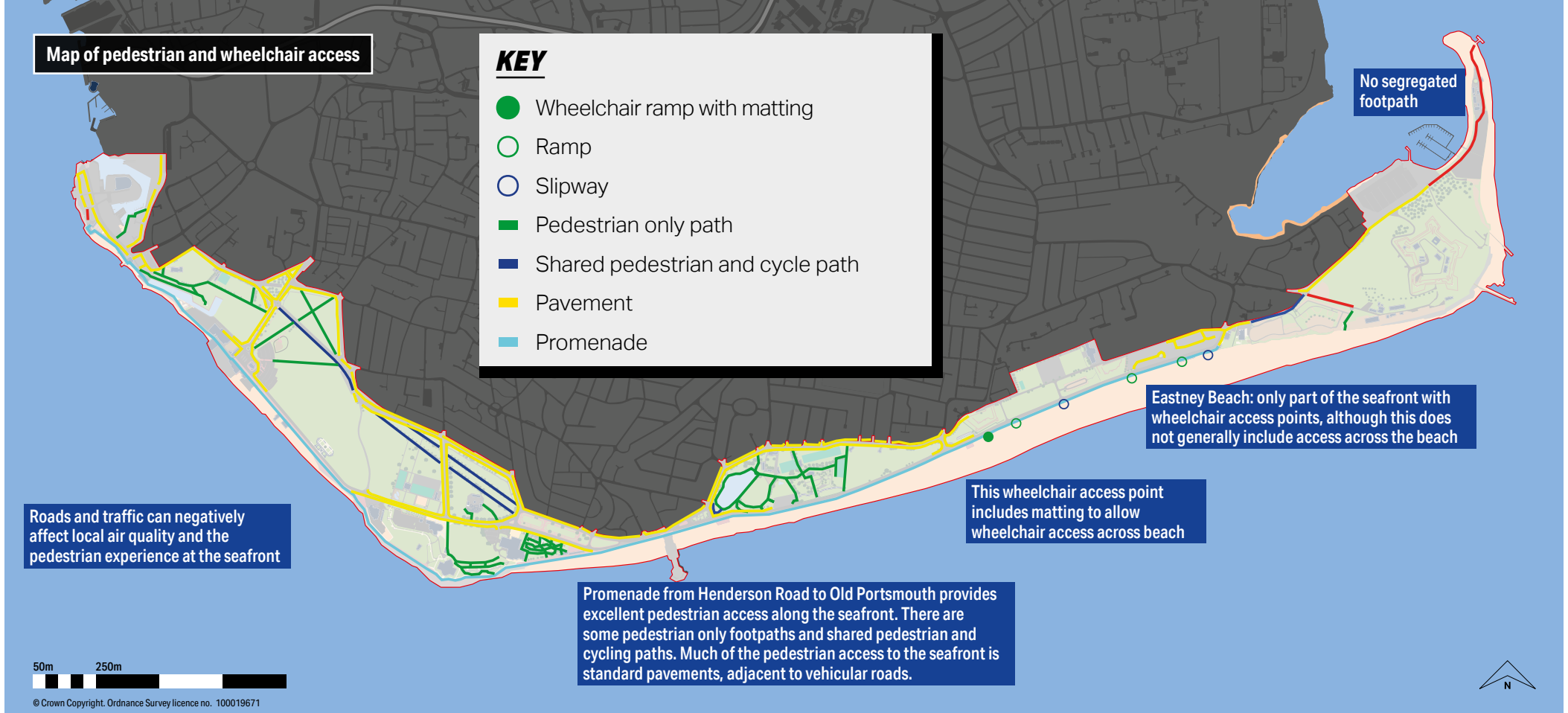
Wheelchair

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 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 near the Coffee Cup (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 pram 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 main issues with getting around the seafront and its connectivity with the rest of the city can be broadly summarised as follows:

- » At peak times, car/vehicle parking capacity is often stretched and the local and city-wide road network often congested
- » The flat and compact nature of the seafront and city encourages cycling, but some people perceive the existing cycling infrastructure as unsuitable and unsafe

- » 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
- » The main mode of public transport for the city is the bus, but overall bus usage is significantly lower than comparable cities

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.

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 users

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 small-scale developments may have more of a limited contribution.

An aerial photograph of a coastal city. On the left, a sandy beach meets the sea. A pier extends into the water. To the right of the beach is a large green park with a lake. Further inland is a dense urban area with many buildings. The sky is blue with some clouds.

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;
- » 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.

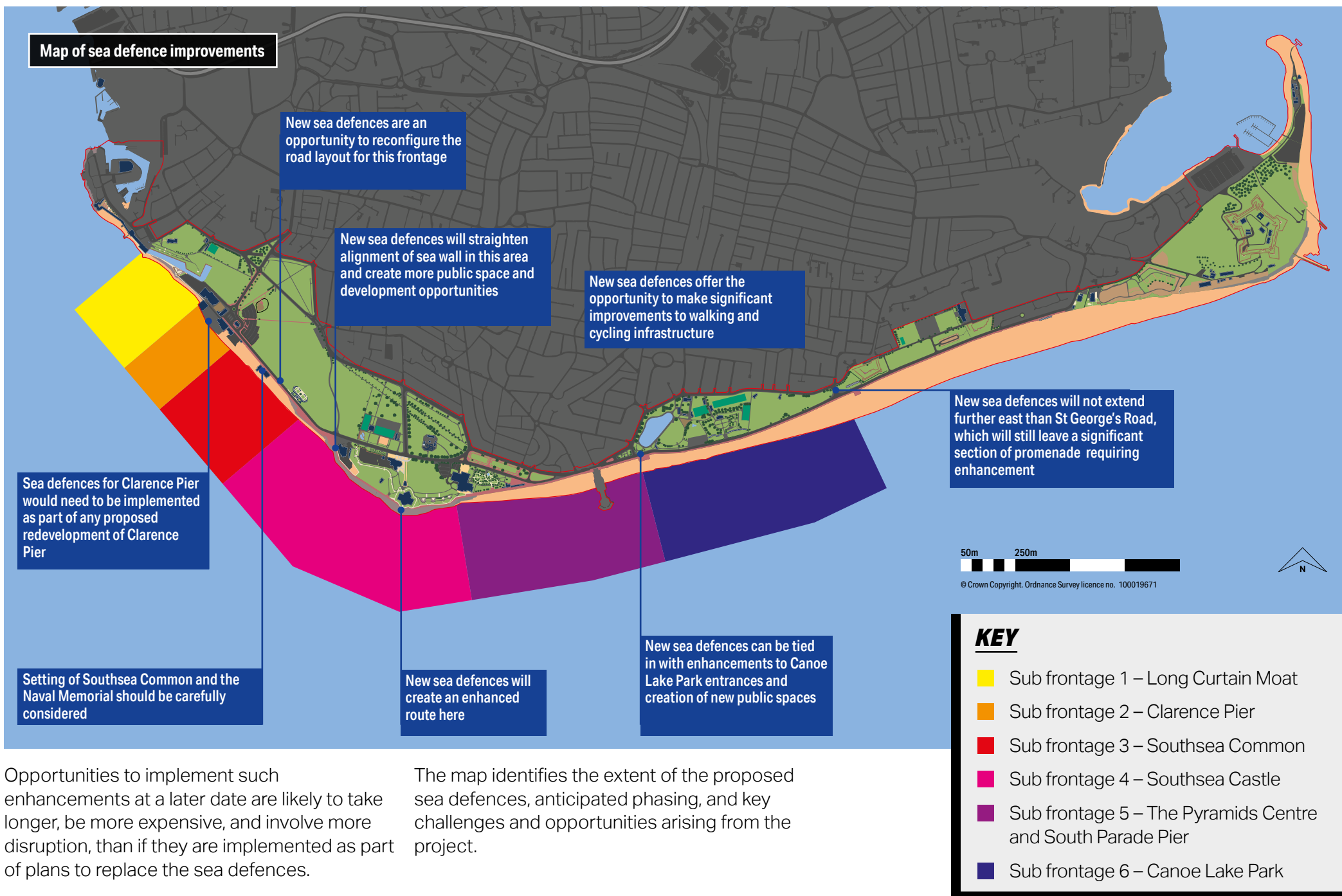
REPLACEMENT SEA DEFENCES

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.



4.3 HEALTH & WELLBEING

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.

Portsmouth City Council is currently working with other authorities to deliver the South East Hampshire Rapid Transit.

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, 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
- » Five conservation areas
- » 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.

»

4.6 **PUBLIC REALM**

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

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 South East Hampshire Rapid Transit. The supporting text to the policy 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, and an approach to development that minimises the need to travel.

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.



Above: Passenger transport to Gosport by ferry



Right: Passenger transport to the Isle of Wight by hovercraft

Left: The Hard Interchange

Below: Park & Ride from Tipner



PRINCIPLES

Most of the roads, pavements, crossings, parking and other public spaces in the seafront area were 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

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



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.

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

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 Haying Ferry. All reasonable opportunities to support and enhance these networks should be taken.



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 and cycling networks.

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.

When considering the use of shared spaces, which includes any space without physical separation between the carriageway or cycleway and the footway (such as a raised kerb), special attention should be given to the requirements of vulnerable users, such as disabled people and pedestrians. The speed and frequency of vehicles using the proposed shared space should also be analysed and, where it is anticipated that vehicle speed or frequency is likely to negatively affect the safety of vulnerable users, shared spaces should not be used. Where shared spaces are proposed, justification should be provided that their use is appropriate and safe for all users.

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 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 designated parking bays and both active and passive charging infrastructure.

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, physical 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, 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, though the provision of high quality cycle infrastructure. This includes 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 preferably 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.

Where space is limited and for secondary routes around the seafront, other design options could also be considered, such as shared paths.

Cycle infrastructure should seek to link the seafront with other parts of the city. Missing links 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 highways engineers and active travel team should be consulted, and other relevant guidance such as Manual for Streets 2 (or other relevant up-to-date guidance) should also be referred to.

4.8 **ECONOMY AND ATTRACTIONS**

POLICY CONTEXT

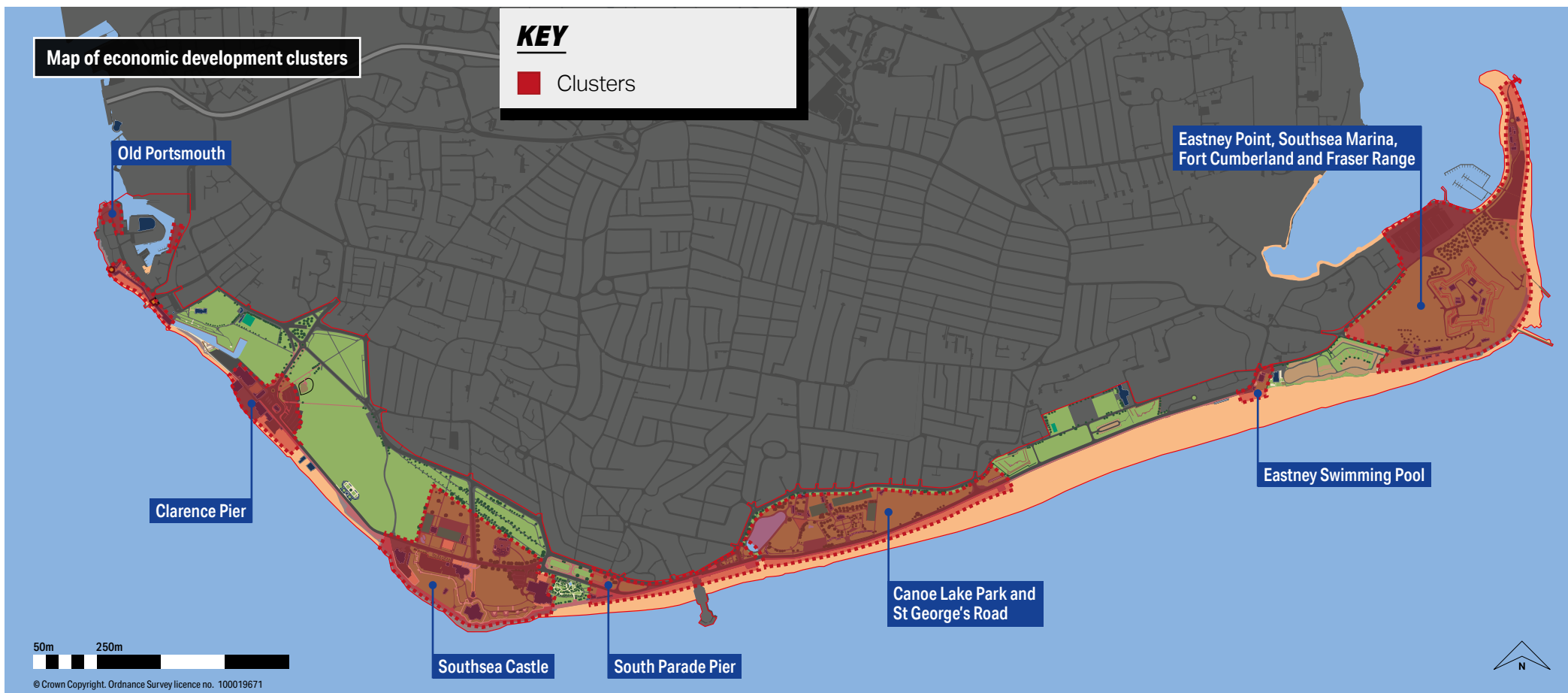
Policy PCS9 of the Local Plan seeks to encourage and support the redevelopment of existing buildings for leisure and tourism uses at South Parade Pier, Clarence Pier, Southsea Castle area, and Canoe Lake. Additionally, the policy seeks to encourage and support proposals for small-scale restaurants, cafes, 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 hub, 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 and recreational hub, with museums/culture/arts 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 Skatepark
 - » 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



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 Hot Walls artist studios and the Round and Square Towers to establish the area's identity as an arts and cultural hub.

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 creating an identity for the area as an arts and cultural hub. 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 make it a more 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.

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 food and beverage, artisans' studios/workshops or even some residential. 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.





KEY

- Public space enhancement areas
- Development opportunity areas
- ✳ Public art plinths
- Highways improvements
- Millennium promenade route



5.3 CLARENCE PIER

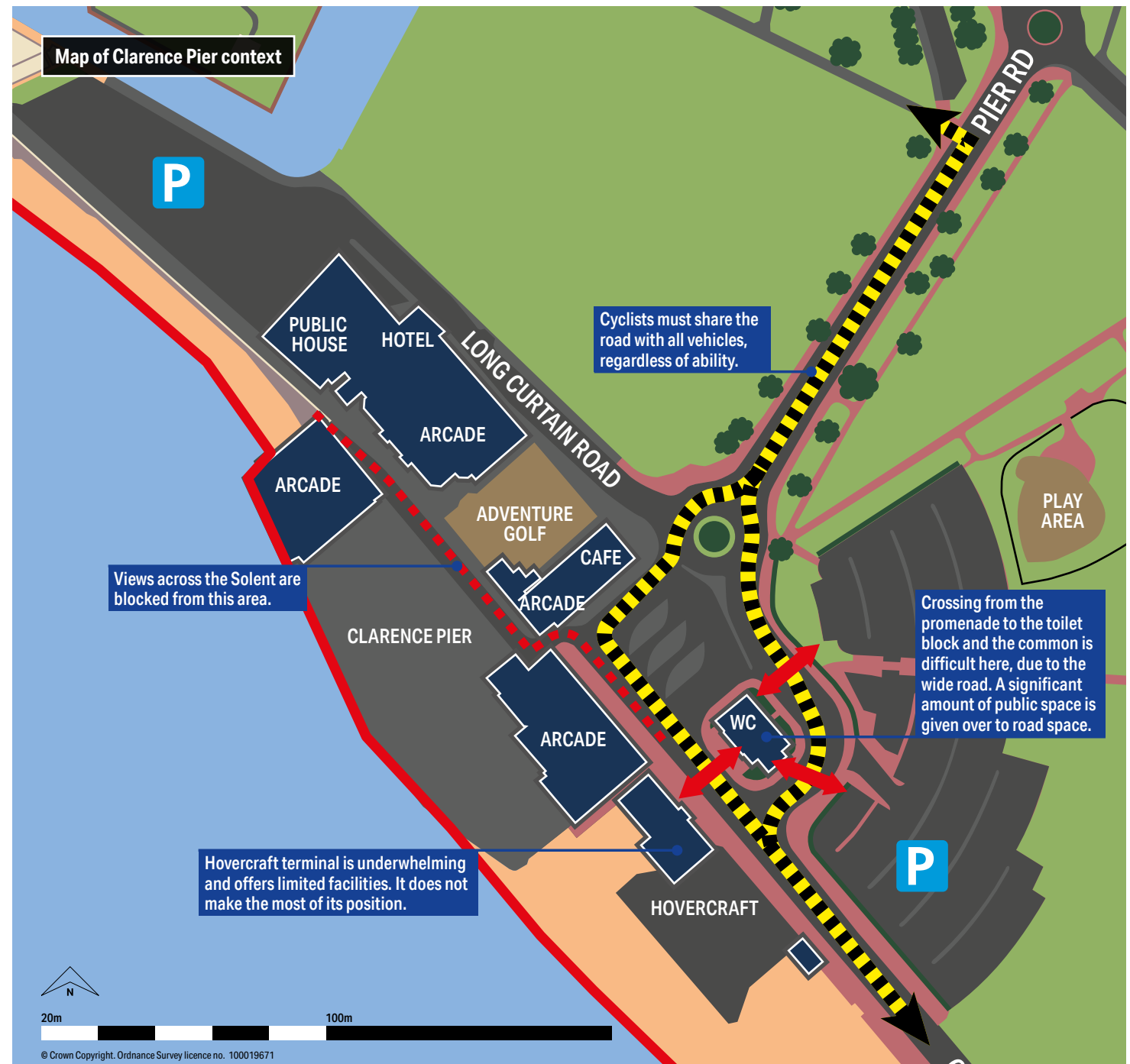
CONTEXT

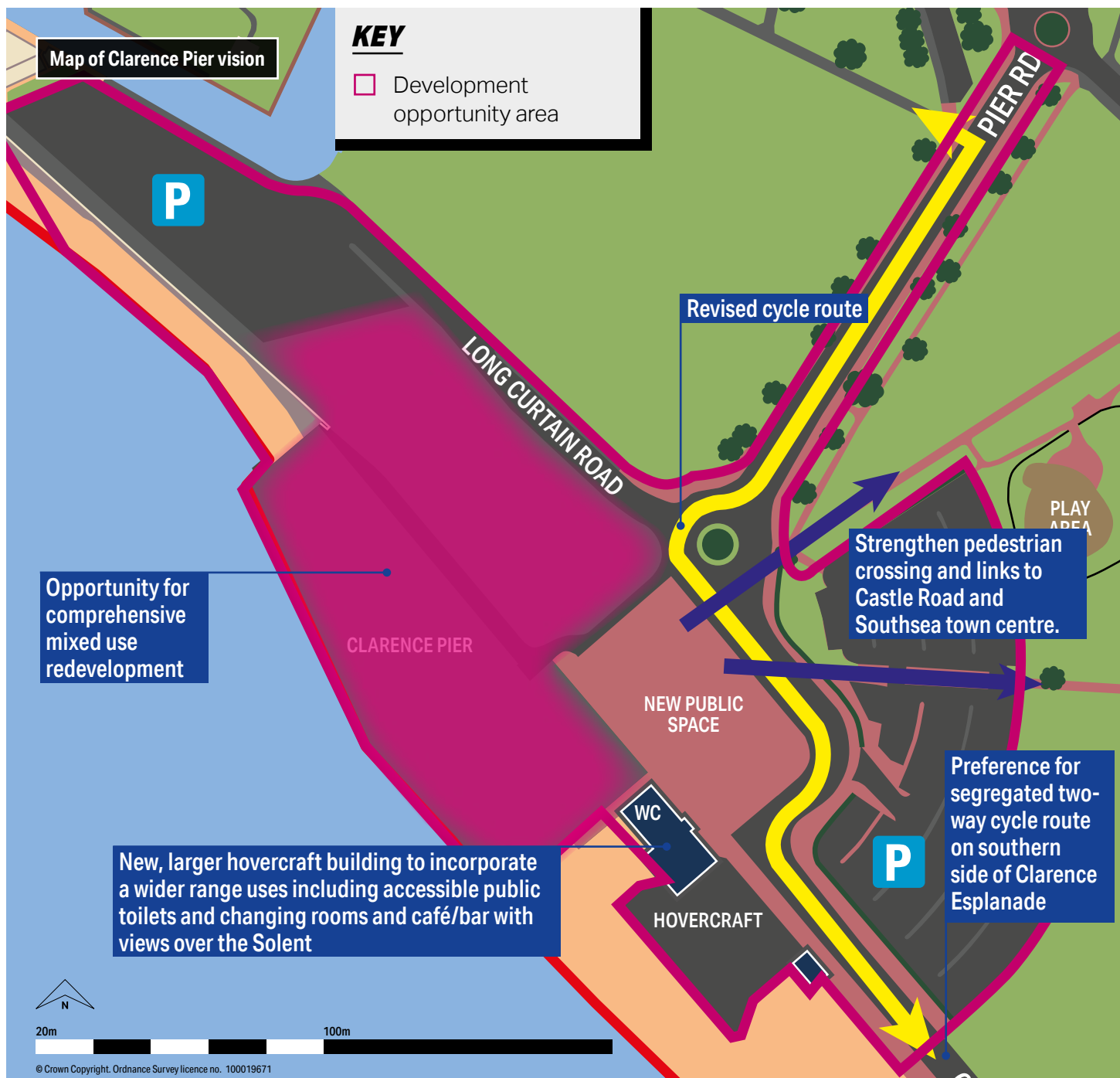
Clarence Pier has long been a popular destination of the seafront for leisure and recreation. However, the area is somewhat let down by its aesthetics and public space design, and the vitality and vibrancy of the area is highly dependant on the seasons. To realise the full potential of Clarence Pier, 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 googlee 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.

The hovercraft terminal could be redesigned to provide a multi-use 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. Such a facility should consider future growth plans for hovercraft and other transport, such as bus rapid transit. Provision should also be made for electric vehicles, such as charging points.

Facilities at the hub could include:

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

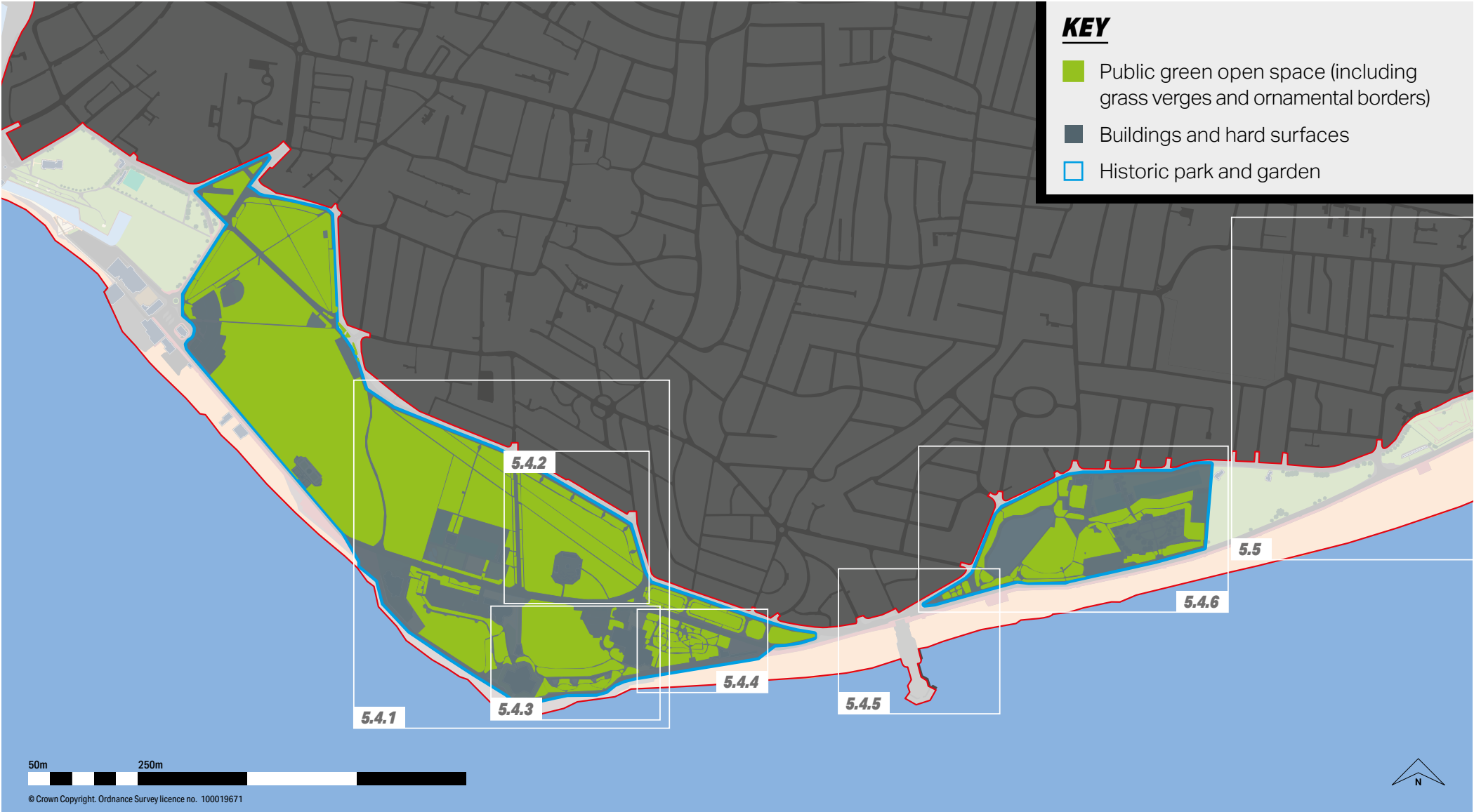
Subject to further assessment of capacity and need relating to city-wide parking provision, and to address the potential loss of parking elsewhere within the seafront, the car park provision adjacent to Clarence Pier could be retained and its capacity increased, but there is also opportunity to integrate it with any redevelopment proposals for Clarence Pier.

Similarly, the Clarence Esplanade car park provision could be retained and 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.

GUIDANCE

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



D-Day Story



Map of Southsea Castle area vision

KEY

Development opportunity area





Left: Southsea Castle looking across to the west.

Above: Kite Festival on Southsea Common

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

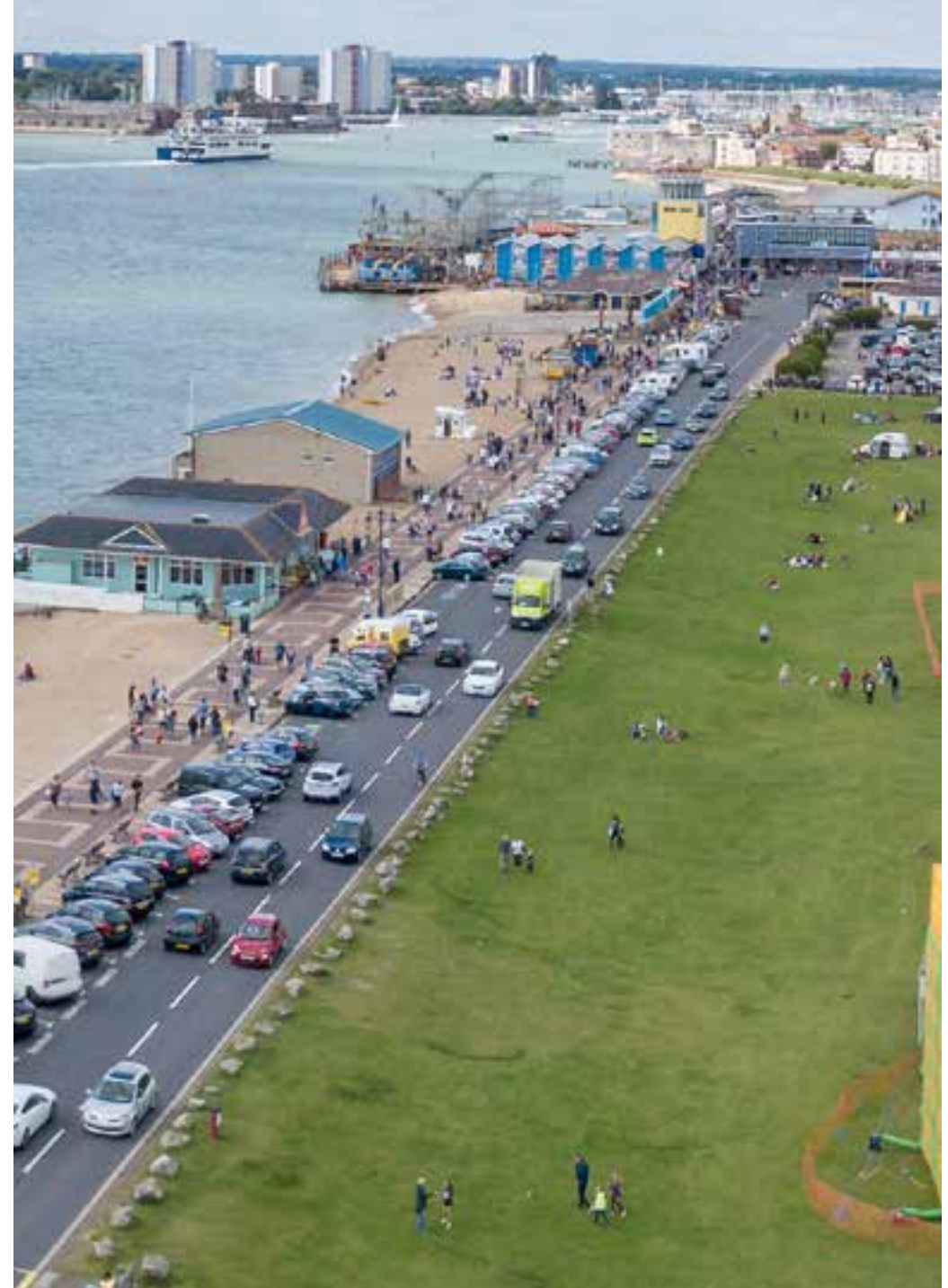
Castle's west battery. Any proposals to redevelop these buildings or introduce further proliferation of buildings in this area should take into consideration the special characteristics of this historical environment, but should also be of high architectural quality.

The area also provides an important link between the seafront and Southsea town centre. Both the seafront and Southsea town centre would benefit from Avenue de Caen being strengthened as a pedestrian and cycle route, as recognised in the Local Plan policy.

In addition, the historic Ladies' Mile (a walking and cycling route) is currently severed by the highway of Avenue de Caen. The on-street car spaces on Avenue de Caen is heavily used at peak times (such as weekends over the summer).

The objectives of strengthening Avenue de Caen and Ladies' Mile and walking and cycling routes could be realised through closing 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.

Avenue de Caen is not considered to be a critical part of the road network, since there is a nearby alternative route via Clarence Esplanade and Clarence Parade. However, 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 a route of a character that is more appropriate to the Registered Park and Garden designation.



5.4.2 **SOUTHSEA SKATE PARK**

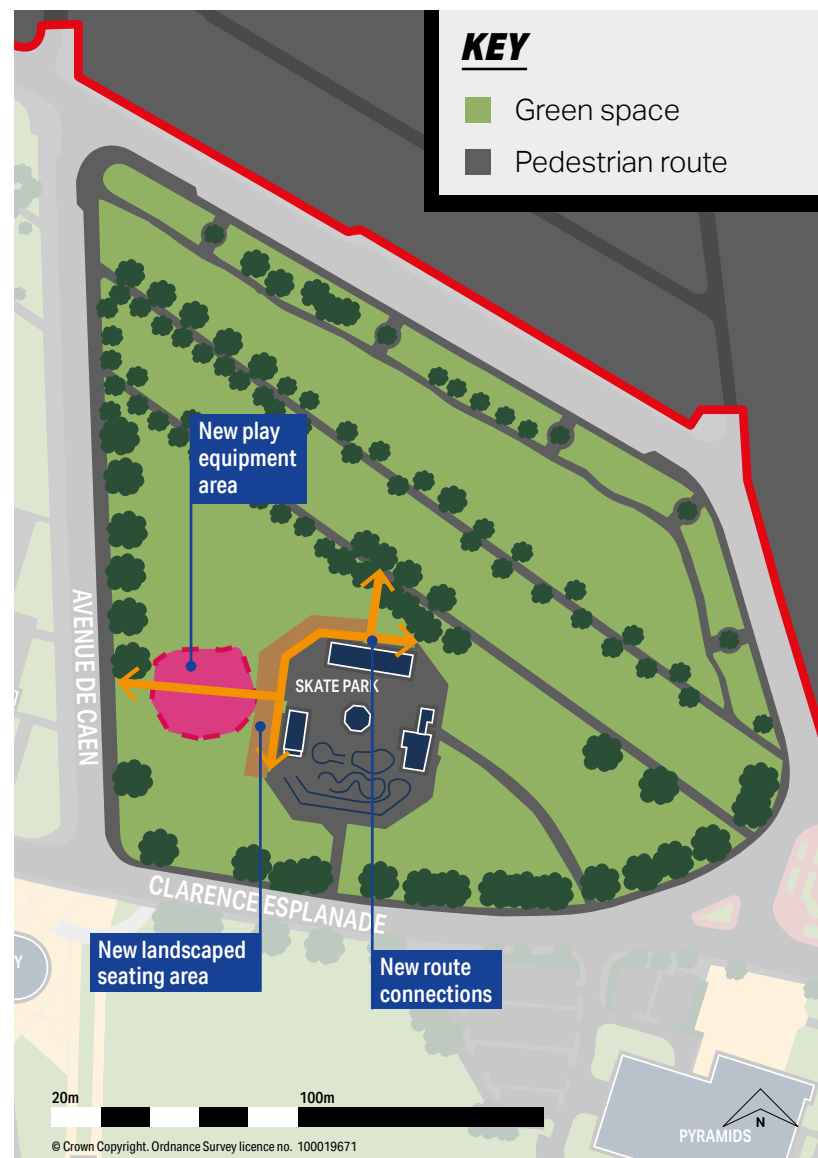
CONTEXT

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 Skatepark was built in 1928 as a traditional bandstand surrounded by grass.

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

GUIDANCE

Around the skate park a landscaped public space with seating could be created with 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



Southsea skatepark

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 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

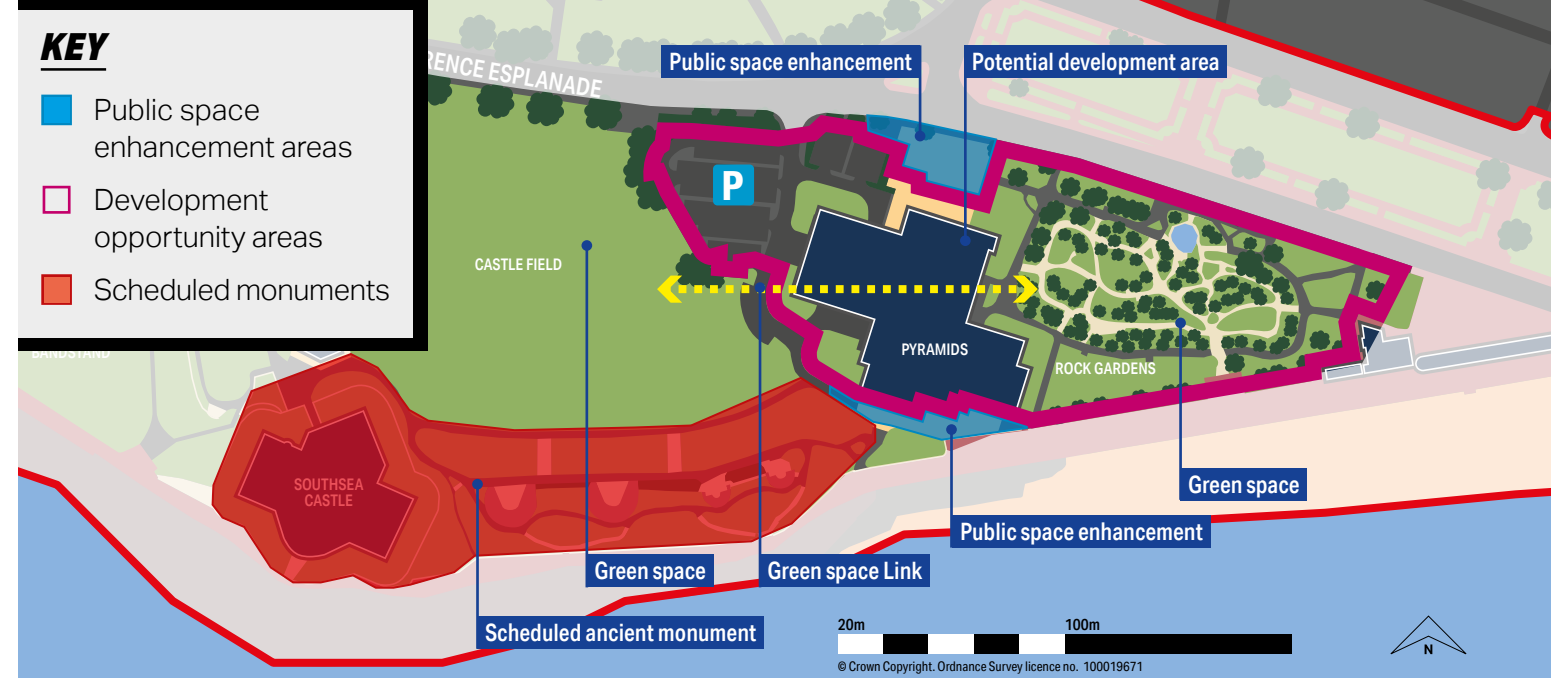
The Pyramids Centre is located between Castle Fields and the Rock Gardens. It was opened in July 1988 on the site of the former Rock Gardens Pavilion. The complex currently consists of a leisure centre and swimming pool, a live arena for events, and various function rooms. The building is unique in design, 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, especially for leisure uses.

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. There may also be scope for an element of residential development, if this was required as an enabling use. 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.

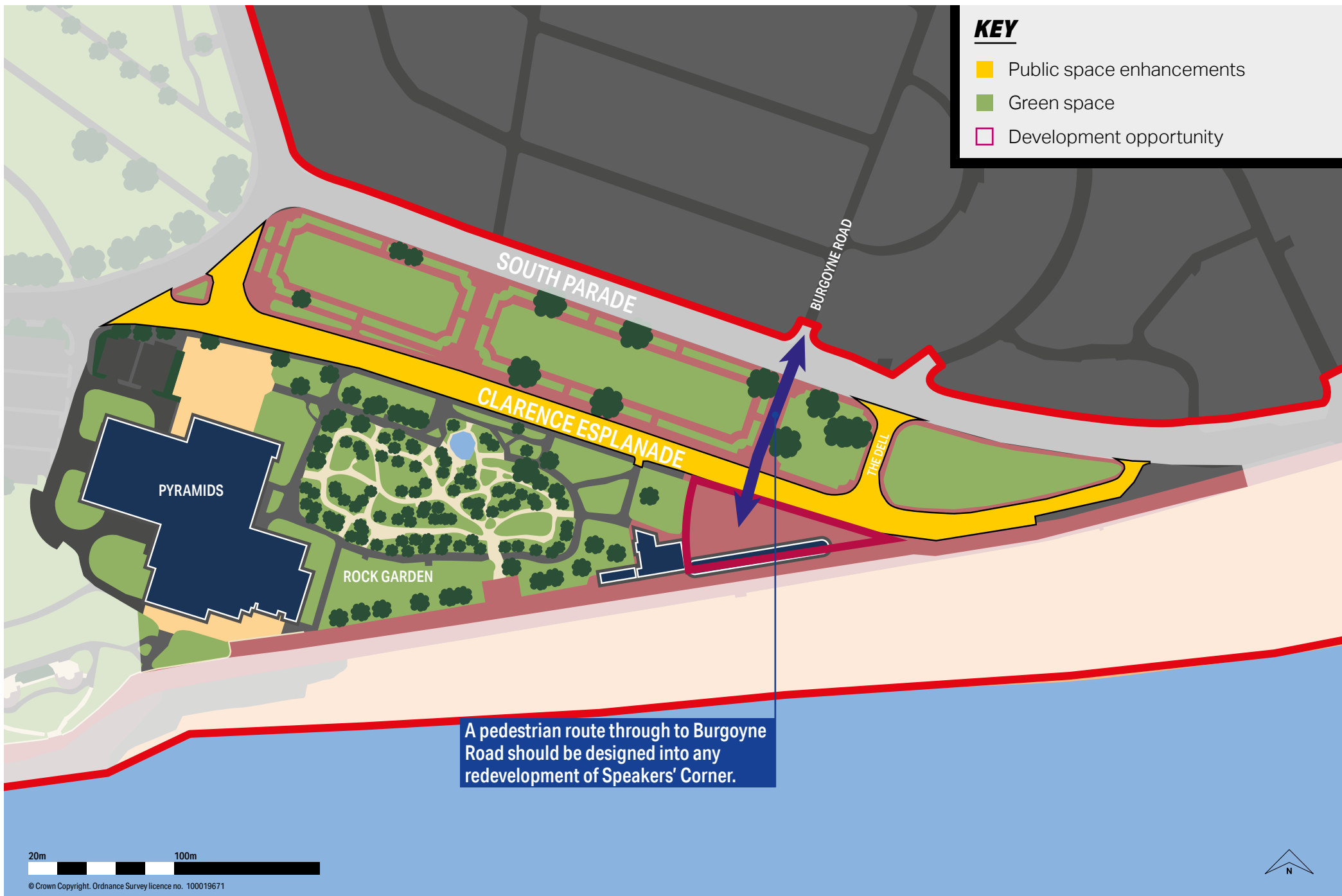


GUIDANCE

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.

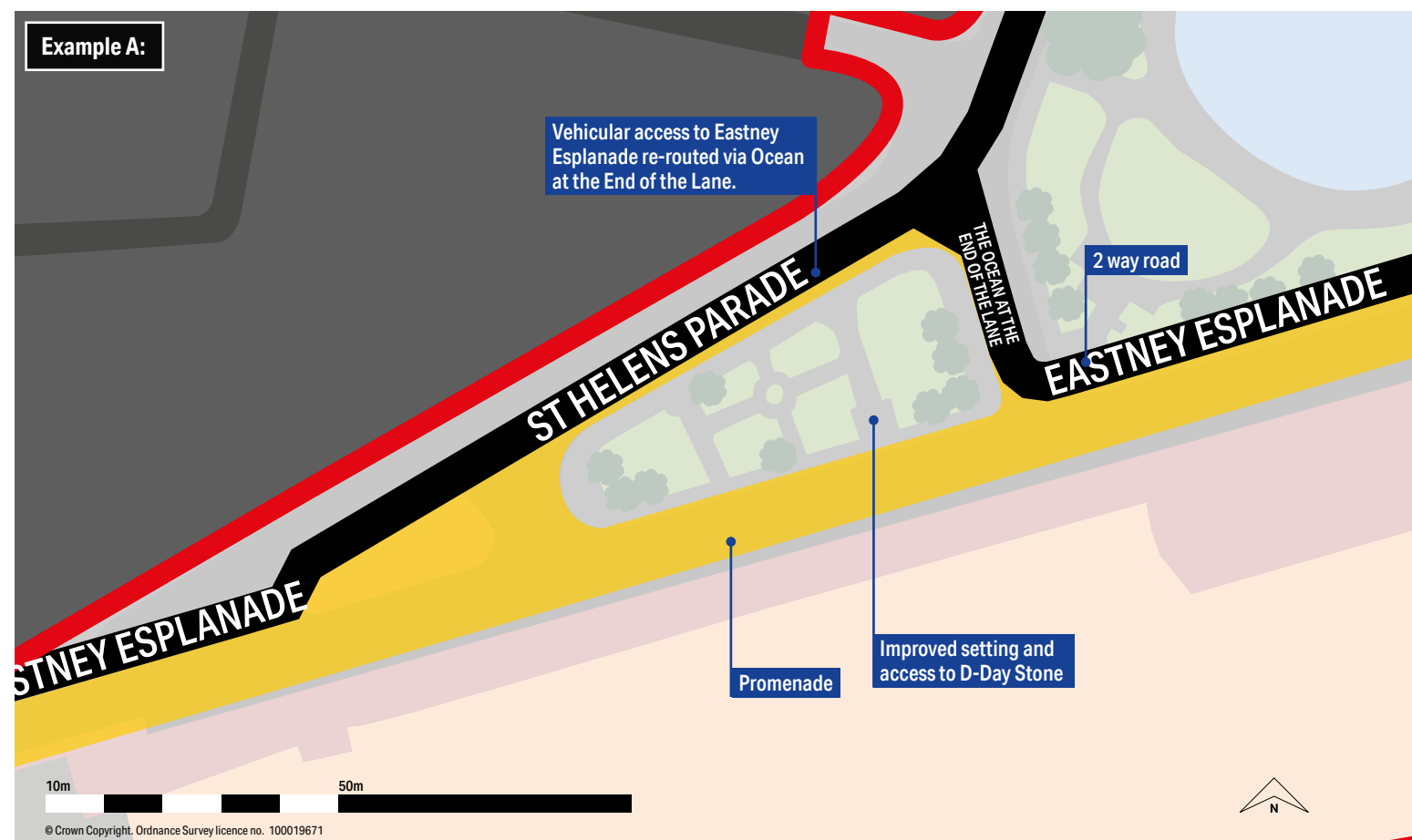


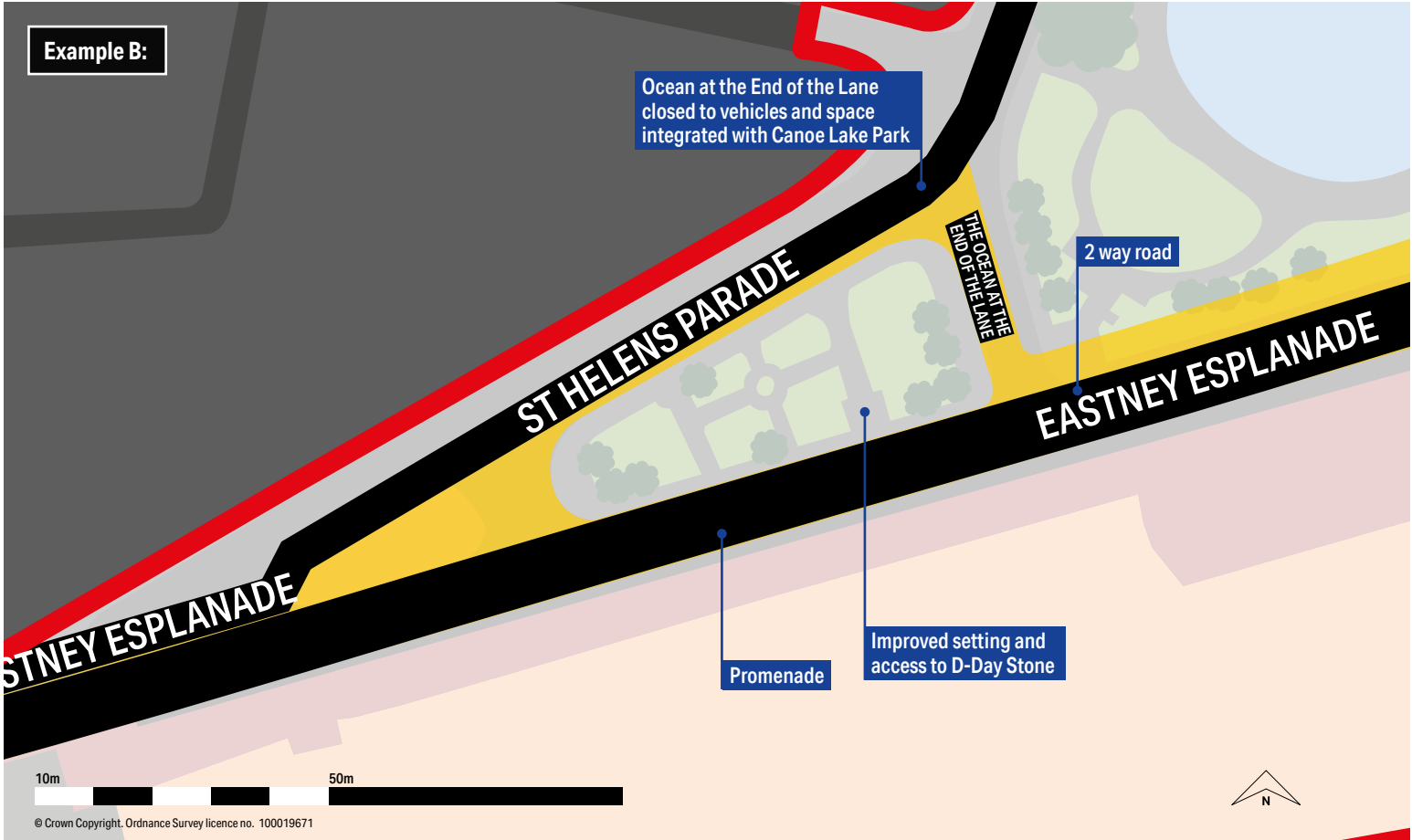
5.4.5 SOUTH PARADE PIER AND ST HELEN'S PARADE

This area offers the opportunity to enhance 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.

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 to the south. This would need to be a fully segregated cycle lane, in order to be safe and practical.







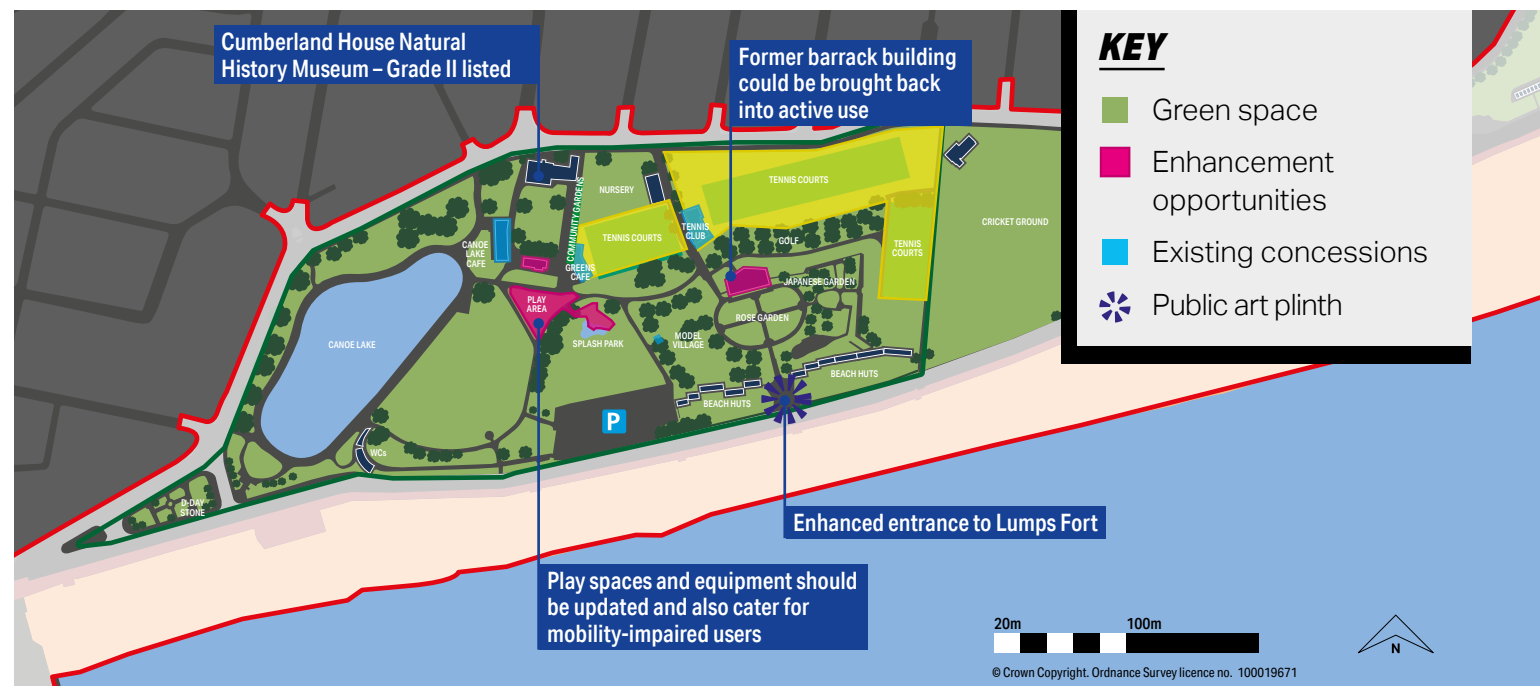
5.4.6 CANOE LAKE PARK TO ST GEORGE'S ROAD

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.

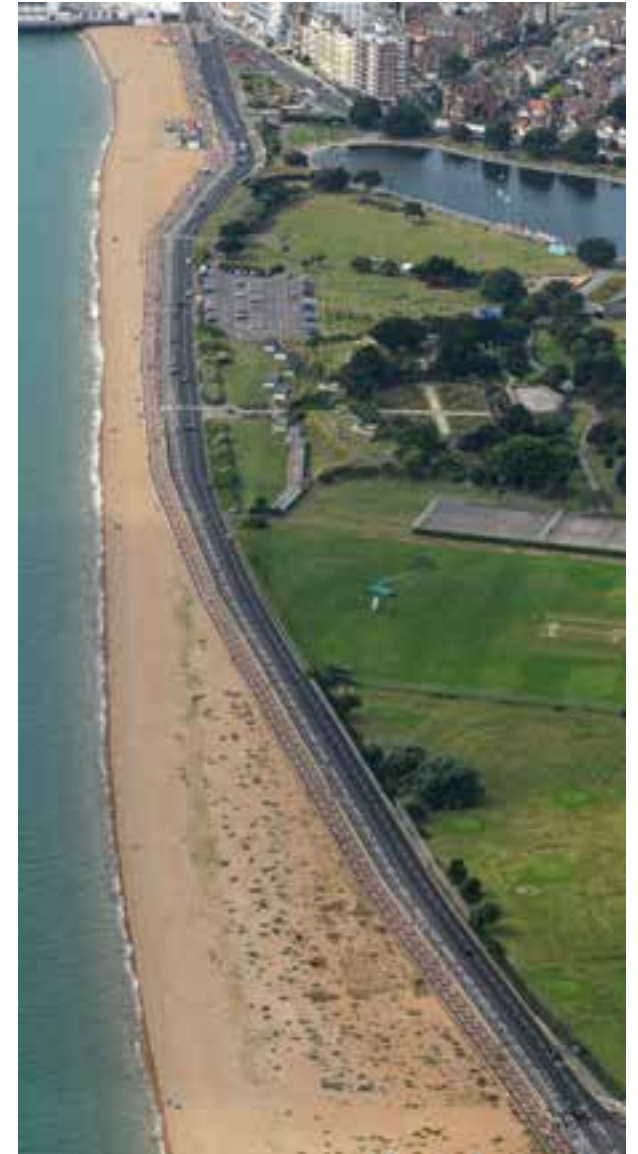
Proposals that seek to increase the quantity of food and beverage floorspace within Canoe Lake Park should consider the overall food and beverage offer within Canoe Lake Park and avoid over-provision.

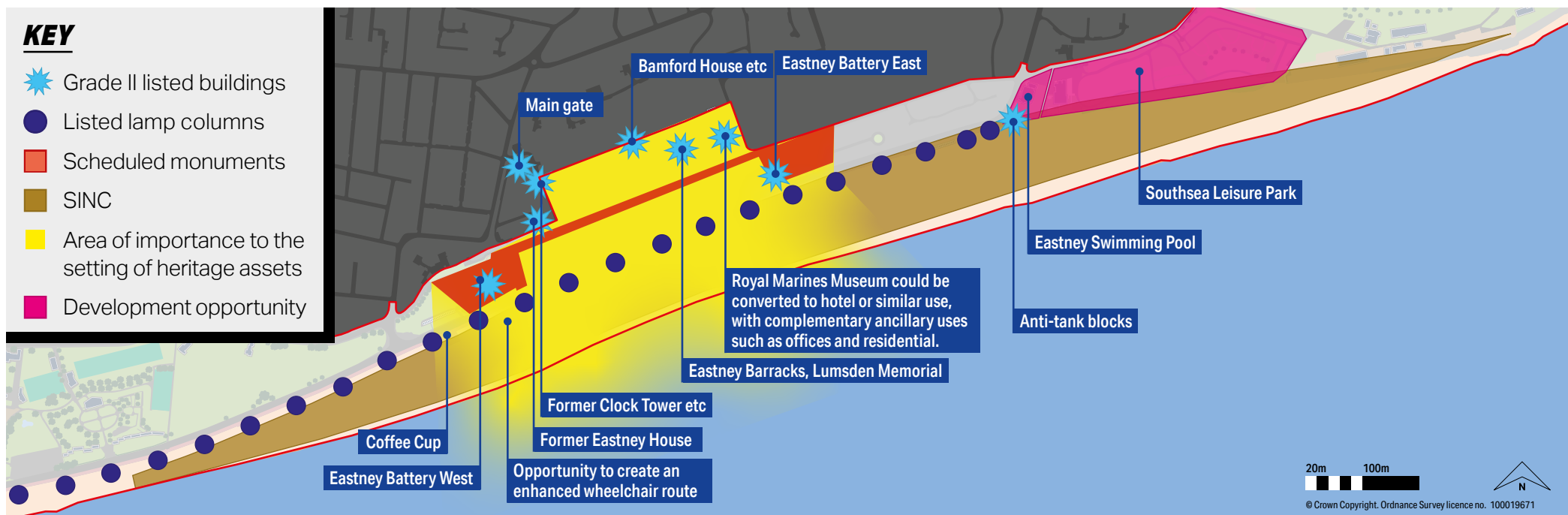
The quality of play spaces and equipment within Canoe Lake Park should be enhanced and cater for mobility-impaired users.

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.





5.5 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



Eastney Swimming
Pool

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.

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.

NEW WHEELCHAIR ACCESS ROUTE

There is an existing wheelchair access path to the east of the Coffee Cup, but the path is fairly limited and much if 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.

5.6 HENDERSON ROAD TO EASTNEY POINT

CONTEXT

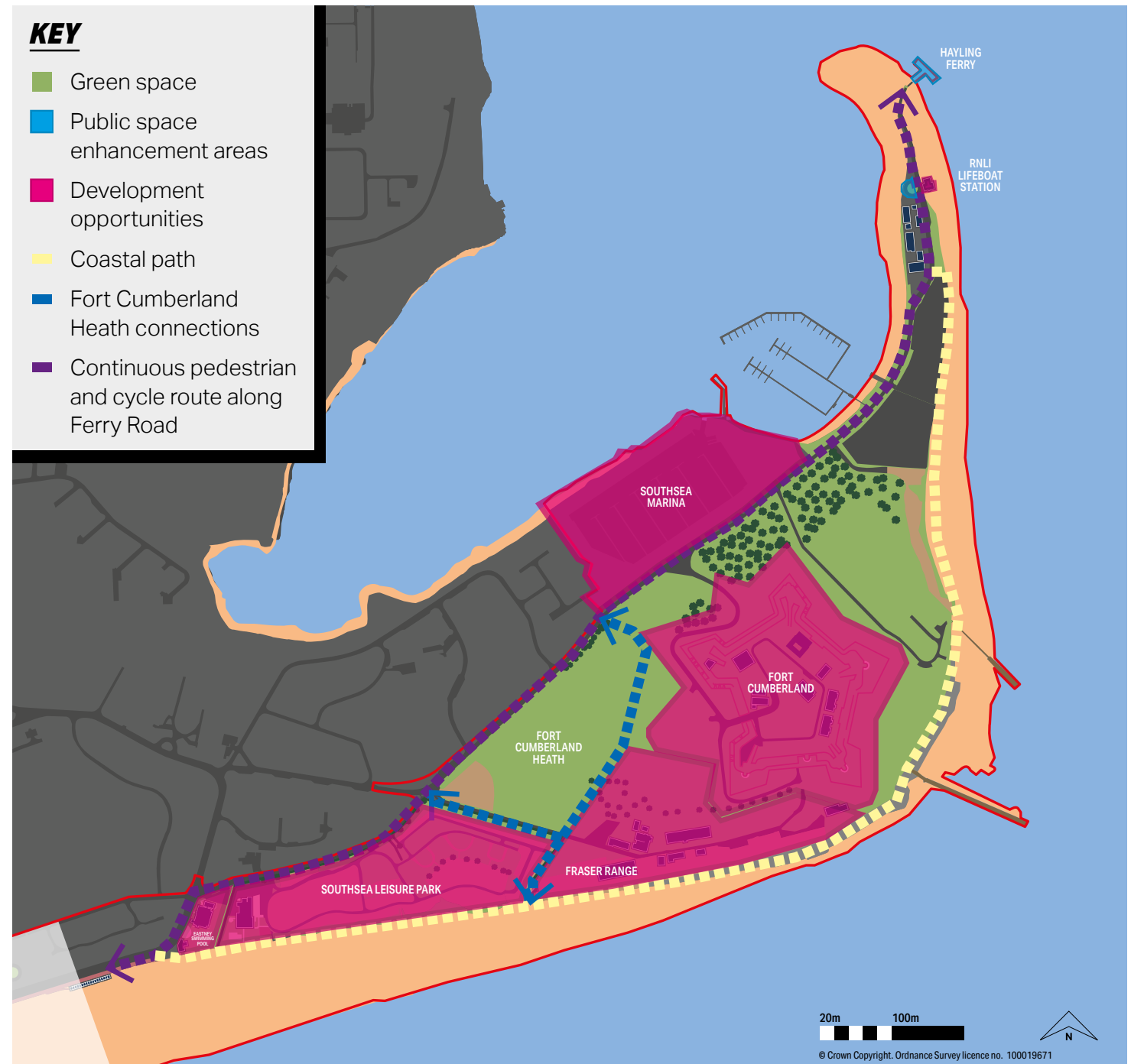
This part of the seafront has a mixed character, and feels detached from the rest of the seafront. There are residential properties located to the north of Ferry Road. To the south of Ferry Road lies Fort Cumberland - which is a historic 18th century military fortification designated as a scheduled ancient 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 decent 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



GUIDANCE

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.

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.

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 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 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

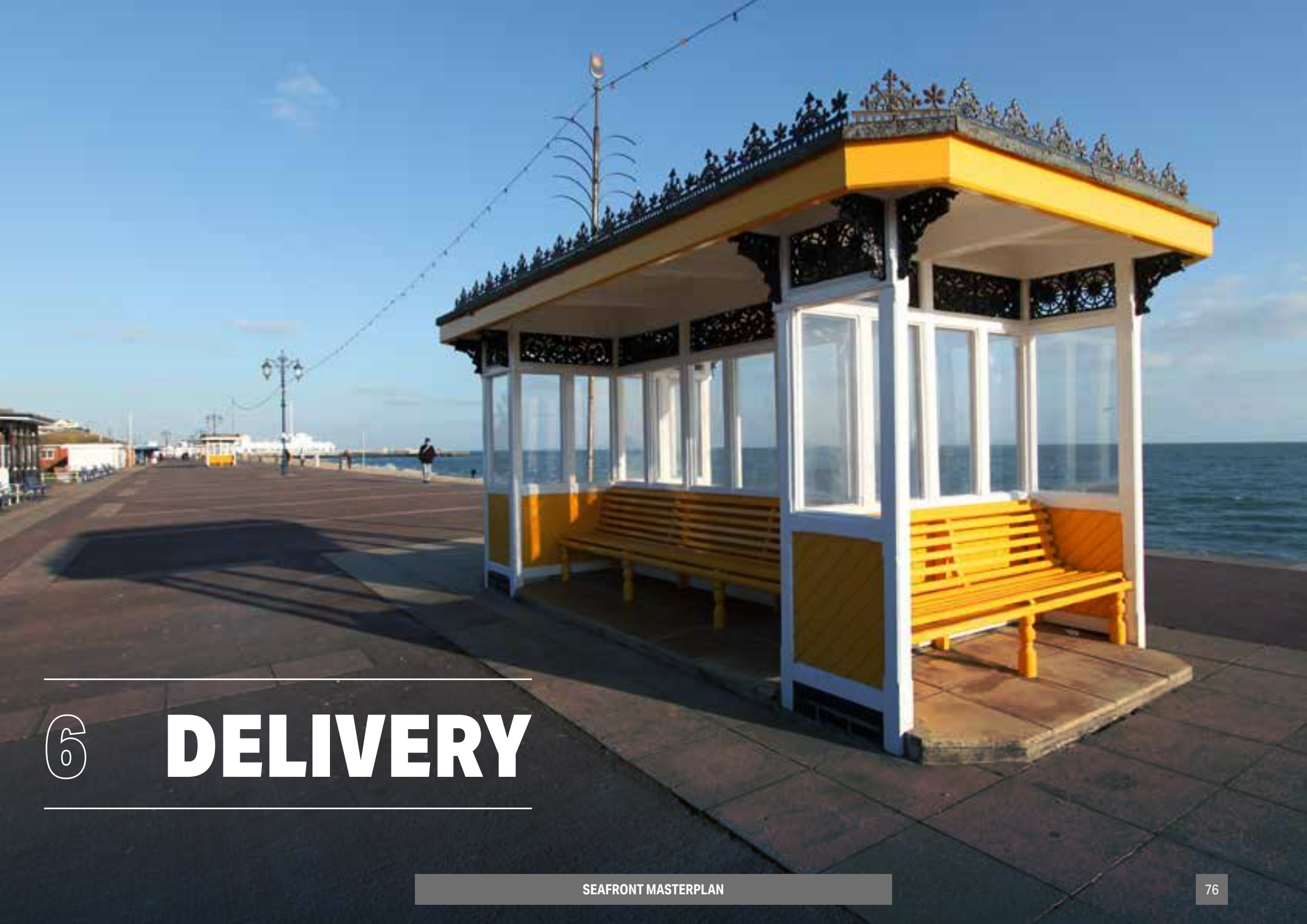
to add a point of interest to this gateway in and out of the city.

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 assessment, 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 should not be permitted to operate between October and March to avoid recreational disturbance of overwintering waterfowl.

Eastney beach,
looking across
Langstone harbour
to Hayling Island





6

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 Local Transport Plan.

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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