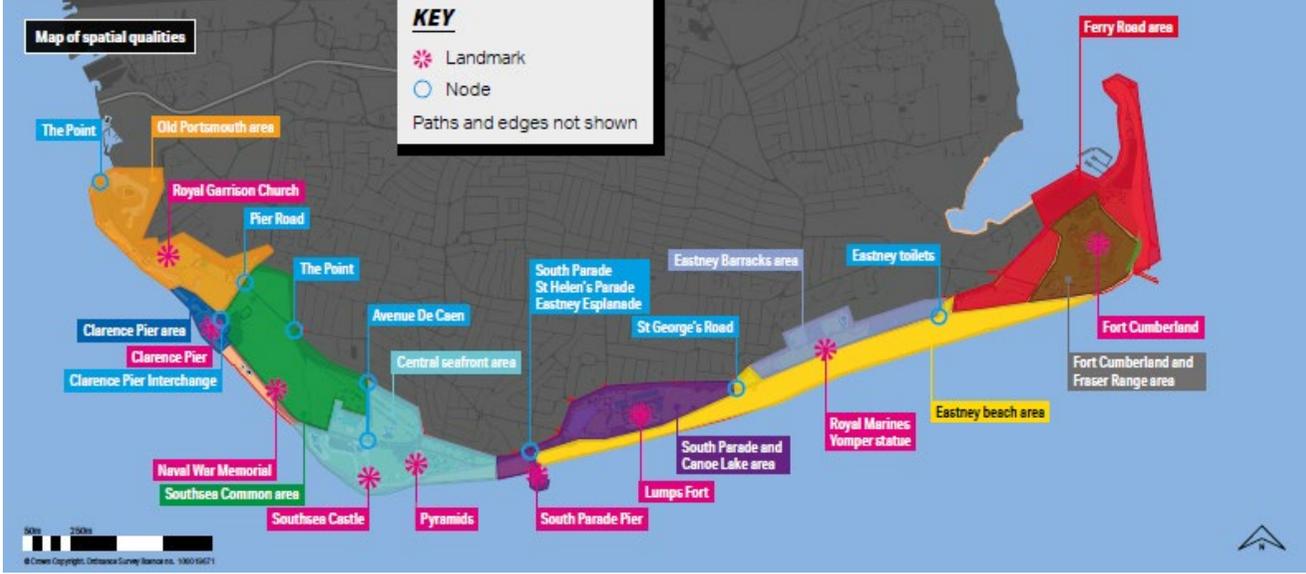


Seafront Masterplan SPD - Schedule of modifications

ID	Page(s) of Draft SM SPD	Page(s) of final SM SPD	Modification(s)
			1.1 Purpose of the Seafront Masterplan
001	4	4	The masterplan is a S supplementary P lanning D ocument that, when-as an adopted document of by the Council, will be-is a material consideration for the determination of planning applications and decision-making.
			2.2 Policy context
002	8	8	<p>The Seafront Masterplan is a Ssupplementary Planning Document. It supplements the Local Portsmouth Plan, providing more detailed policy guidance for the seafront area.</p> <p>The Local Portsmouth Plan is one of three main documents that make up the development plan for Portsmouth. The other two are known as Aarea Aaction Plans: the Somerstown and North Southsea Area Action Plan (2012), and the Southsea Town Centre Area Action Plan (2007). The Southsea Town Centre Area Action Plan is of relevance to the Seafront Masterplan, largely due to the proximity of Southsea town centre to the seafront.</p> <p>Relevant parts of the Local Portsmouth Plan and the Southsea Town Centre Area Action Plan are referred to below. A new Local Plan is currently being developed, though it will continue to contain a strategic policy for the seafront.</p> <p>Local Portsmouth Plan policy PCS9 concerns the seafront, and is reproduced in full on the following page, but there are also other parts of the Local Portsmouth Plan that directly refer to the seafront.</p> <p>In relation to the seafront, the existing Local Portsmouth Plan seeks to:</p>
003	9	9	The Seafront Masterplan has been subject to a S sustainability A ppraisal, a H abitats R egulations A assessment, and an equalities Integrated I mpact A assessment. All of these assessments, as well as local and national policy, have influenced the content of the Seafront Masterplan.
004	10	10	<p><i>HABITATS REGULATIONS ASSESSMENT</i></p> <p>Habitats Regulations Aassessment (HRA) is a requirement of the Conservation of Habitats and Species Regulations 20170 ('the Habitats Regulations'). The HRA focuses on whether the Seafront Masterplan would have likely significant effects on the nature conservation interests of European protected nature conservation sites in and around the seafront and seeks to establish whether or not there will be any adverse effects on the ecological integrity of these European sites as a result of the proposals.</p> <p><i>INTEGRATED IMPACT ASSESSMENT</i></p>

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

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			<p>council's legal obligations. Alongside this, the council is pursuing a number of complimentary measures such as the installation of electric vehicle (EV) charging points and retrofitting of buses. There is opportunity to reduce road traffic and provide more space for walking, cycling and public transport, hence cleaner air for everyone. The council will aim for continual improvement of air quality, better than the limits for NO₂ set by the government.</p>
008	13	13	<p>While it is outside the scope of the Seafront Masterplan to solve all the root causes of health and wellbeing issues of residents of the city, the seafront area can still help to contribute towards addressing them</p>
2.6 Heritage context			
009	15	15	<p>The range of heritage assets within the area includes: 6⁷ scheduled ancient monuments (SAMs), 130²⁰ listed buildings/structures, 1 listed park/garden, 6³ conservation areas (Old Portsmouth; The Seafront; Eastney Barracks), and a number of locally listed assets.</p> <p>ThisThe range of heritage assets includes (but is not limited to):</p>
2.8 Landscape and townscape			
010	19-22	19-22	<p><i>Restructure of paragraphs to reflect movement hierarchy</i></p>
011	20-21	20-21	<p>» Fort Cumberland and Fraser Range – historic military defences and structures; green space</p> <p>Nodes</p> <p>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.</p> <p>Examples of nodes (or focal points) within the seafront:</p> <ul style="list-style-type: none"> » The Point, Old Portsmouth » Clarence Pier interchange / Pier Road » Ave de Caen junctions at both ends » South Parade/St Helens Parade/Eastney Esplanade junction » St Georges Road junction » Area at Eastney Toilet Block Esplanade/ Henderson Road junction » Eastney Point/ Hayling Ferry

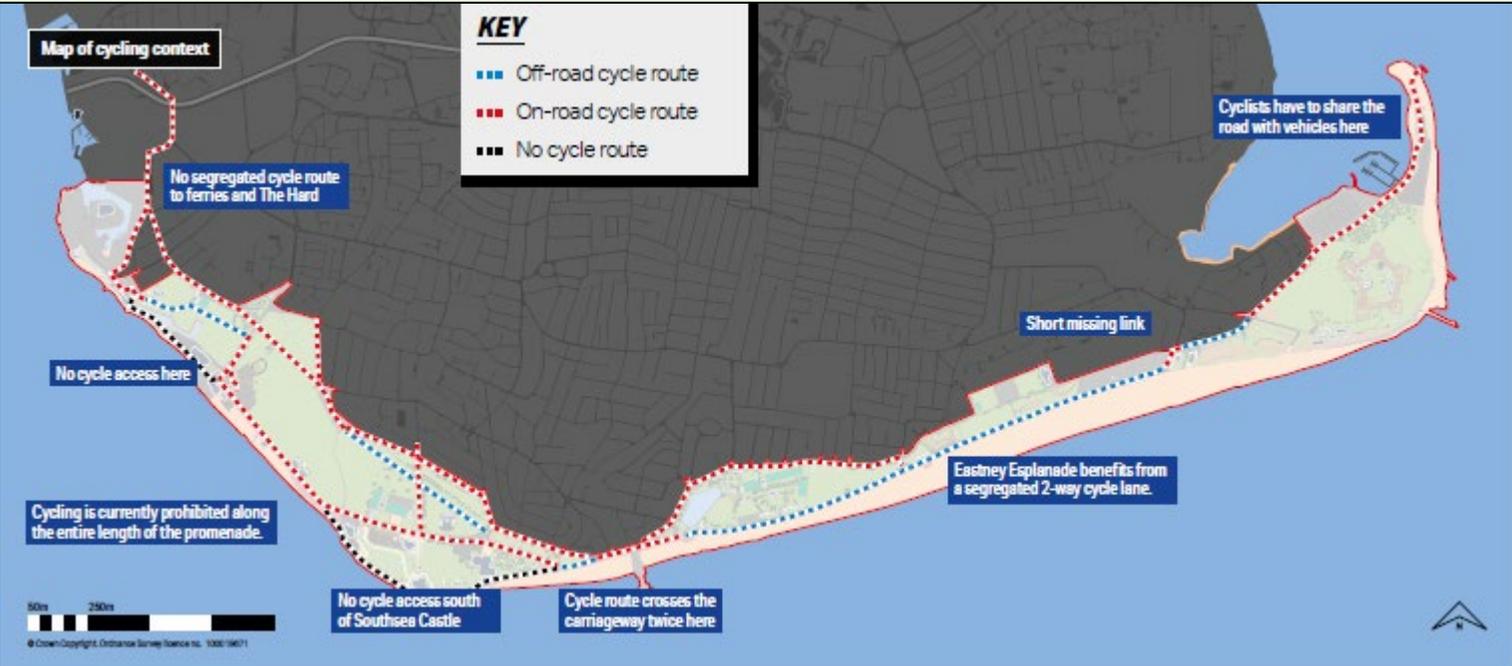
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012			 <p>Added node at Eastney Point; Relabelled 'Eastney toilets' to 'Henderson Road junction'; Deleted repeated 'The Point' label shown at Southsea Common (green block)</p>
			2.9 Transport & access
013	23	23	<p>The above data suggests that, while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

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

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

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

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			<p>Road and Penny Street. There is also the 700m Ladies' Mile, a shared pedestrian and cycle route through part of Southsea Common. North-south routes around the seafront and beyond are all on road and unsegregated.</p> <p><u>Despite the provided infrastructure,</u> public consultation has indicated that <u>some of the road layout and missing cycling infrastructure can</u> discourage some people from using it. Examples of issues raised in public consultation include the following: cycle routes crossing the vehicular carriageway; sharp turns in routes; conflict between pedestrians and cyclists on the segregated cycle lane on Eastney Esplanade; narrow shared use pavements and roads without any dedicated cycle lanes at all. Cycling on the promenade is also a divisive issue.</p> <p><u>Users of adapted cycles (such as tricycles, hand cycles, recumbent cycles, and wheelchair cycles) are able to access the seafront by utilising the main carriageways, though likely to may find certain sections of the segregated cycle routes may not fully provide suitable widths for using these forms of transport to move around the seafront difficult.</u></p>
024	27	27	<p>Public transport <u>By public transport</u></p> <p>While there are a number of bus routes and stops in the seafront area, there is not a simple route along the seafront from The Hard <u>Interchange</u> to Eastney Point <u>that runs along the seafront</u>, and the main parts of the network are <u>predominantly</u> north of the seafront <u>area, with the exception of a Sunday only service.</u></p> <p>Travel <u>to/</u>from significant places within the seafront would require walking other means or a bus transfer. <u>In past years a west-east open top bus route serving visitor attractions had been provided.</u> Consultation responses have indicated a desire for <u>the reinstatement of a bus</u> service that runs west-east across the seafront.</p> <p>All buses operating in Portsmouth are wheelchair accessible and all bus stops have raised kerbs.</p> <p><u>Taxis/Private Hire Vehicles also contribute towards the city's public transport provision. The seafront includes a taxi rank at Clarence Pier.</u></p> <p>Rail stations are located outside the seafront area and there are <u>currently</u> no water taxis.</p>

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025	27	28	 <p data-bbox="439 1010 1151 1042">Deleted 'However, this is perceived to have some problems'</p>
026	28	28	<p data-bbox="439 1050 636 1082"><u>By cCar/vehicles</u></p> <p data-bbox="439 1086 2119 1295">The existing seafront movement network predominantly lends itself to serve road vehicles. The road network allows access to all parts of the seafront but routes are often duplicated. There are over 1,700 car parking spaces in car parks and roads immediately adjacent to the <u>beach/sea</u> (discounting any roads/car parks further north <u>away from the beach/sea</u>). Leisure driving and parking is a common activity. Nevertheless, parking provision has been one of the most commonly raised issues at consultation events. Resident parking is a contentious issue across the city, but at the seafront the issue is exacerbated by visitor parking demand during peak times, which impacts on residents' parking provision.</p>

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

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

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

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

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

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

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

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

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

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

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			<p>Facilities at the hub could include:</p> <ul style="list-style-type: none"> » Changing rooms and toilets (including accessible), cycle storage / hire, Wi-Fi, <u>personal device</u> charging facilities. » Café/bar with views over Solent » Learning & historical – develop a learning facility / museum of the hovercraft. <p><u>The adjacent area to Clarence Pier should be redesigned and enhanced to provide an attractive public space, but also enhanced terminal facilities for bus and coach services to facilitate easy and convenient interchange between these modes and with Hovertravel services.</u> Such a facility should consider future growth plans for hovercraft and other transport, such as bus rapid transit <u>and active and micro-mobility modes such as a cycle hub, and bike share/ rental e-scooters.</u> Provision should also be made for electric vehicles, such as charging points, <u>in nearby parking spots/car parks.</u></p> <p><u>The adjacent area to Clarence Pier should be redesigned and enhanced to provide an attractive public space, but also enhanced terminal facilities for bus and coach services to facilitate easy and convenient interchange between these modes and with Hovertravel services.</u> Such a facility should consider future growth plans for hovercraft and other transport, such as bus rapid transit <u>and active and micro-mobility modes such as a cycle hub, and bike share/ rental e-scooters.</u> Provision should also be made for electric vehicles, such as charging points, <u>in nearby parking spots/car parks.</u></p> <p><u>It could be investigated as to whether the former landing stage at Clarence Pier, once used by Isle of Wight ferries and coastal cruise ships, could also be repaired and restored to use for small coastal cruise vessels or water taxis. These new sea services could bring visitors to the seafront through an alternative means to the private vehicle.</u></p>
046	57	58	<p>Similarly, the <u>Clarence-Seafront</u> Esplanade car park provision could be retained and <u>its</u> 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.</p>

ID	Page(s) of Draft SM SPD	Page(s) of final SM SPD	Modification(s)
047	55	56	 <p>The map shows the layout of Clarence Pier with various buildings and roads. Key features include: <ul style="list-style-type: none"> Buildings: PUBLIC HOUSE, HOTEL, ARCADE, ADVENTURE GOLF, CAFE, CLARENCE PIER, HOVERCRAFT, and another ARCADE. Roads: LONG CURTAIN ROAD and PIER RD. Facilities: A WC (toilet) and a PLAY AREA. Annotations: <ul style="list-style-type: none"> "Views across the Solent are blocked from this area." (pointing to a red line along the waterfront) "Hovercraft terminal is underwhelming and offers limited facilities. It does not make the most of its position." (pointing to the HOVERCRAFT building) "Cyclists must share the road with all vehicles, regardless of ability." (pointing to a road with a yellow and black striped pattern) "Existing bus/coach interchange facilities" (pointing to a specific area on the road) "Crossing from the promenade to the toilet block and the common is difficult here, due to the wide road. A significant amount of public space is given over to road space." (pointing to a road intersection) Other: A scale bar (0-100m), a north arrow, and a copyright notice: "© Crown Copyright, Ordnance Survey (Banks) No. 100019631". </p> <p>Added label for 'Existing bus/coach interchange facilities'</p>

ID	Page(s) of Draft SM SPD	Page(s) of final SM SPD	Modification(s)
048	56	57	 <p>Map of Clarence Pier vision</p> <p>KEY Development opportunity area</p> <p>Opportunity to include enhanced bus/coach interchange facilities as part of new public space</p> <p>Opportunity for comprehensive mixed use redevelopment</p> <p>Revised cycle route</p> <p>Strengthen pedestrian crossing and links to Castle Road and Southsea town centre.</p> <p>Preference for segregated two-way cycle route on southern side of Clarence Esplanade</p> <p>New, larger hovercraft building to incorporate a wider range uses including accessible public toilets and changing rooms and café/bar with views over the Solent</p> <p>Map labels: CLARENCE PIER, LONG CURTAIN ROAD, PIER RD, PLAY AREA, HOVERCRAFT, WC, NEW PUBLIC SPACE, P.</p> <p>Scale: 0 to 100m. © Crown Copyright. Ordnance Survey (license no. 1000196071)</p>

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

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

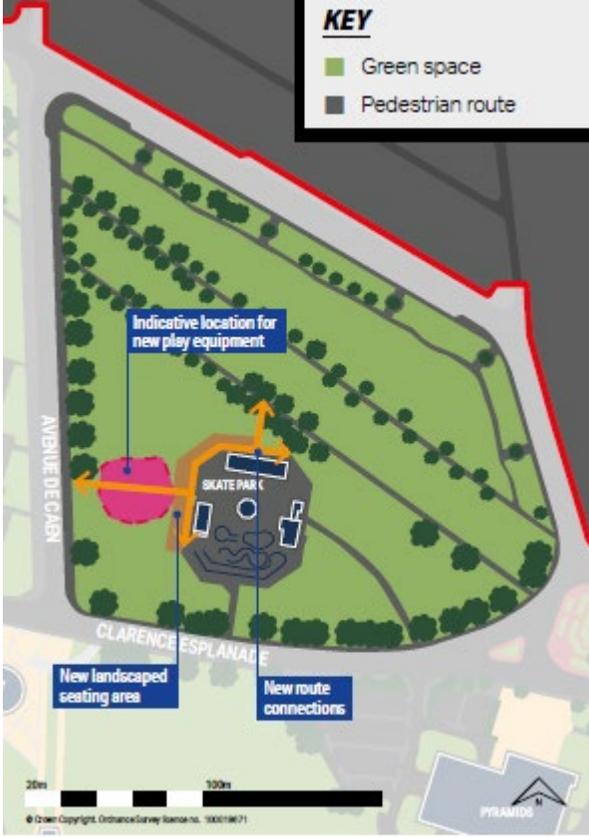
ID	Page(s) of Draft SM SPD	Page(s) of final SM SPD	Modification(s)
050	60	61	 <p>Map of Southsea Castle area context</p> <p>Most of this area lies within Southsea Common, a grade II listed park and garden and protected open space. Any new/redevelopment in this area must respect the characteristics of the common that give it significance - openness being a key characteristic in this respect.</p> <p>Avenue de Caen should be a safer route for pedestrians and cyclists</p> <p>Ladies' Mile should be a continuous route, not severed by a road.</p> <p>Avenue de Caen is one of the principal routes between the seafront and Southsea town centre.</p> <p>Retain leisure and sport function of this area.</p> <p>Buildings here negatively affect the setting of Southsea Castle's west battery. More could be made to make the most of this location, with views across the Solent and Southsea Common.</p> <p>LCT7074 landing craft is likely to attract more visitors to the area.</p> <p>Scale: 0m to 100m © Crown Copyright, Ordnance Survey (Licence no. 100019471)</p>

Amended label to read 'Avenue de Caen should be a safer route for pedestrians and cyclists'

ID	Page(s) of Draft SM SPD	Page(s) of final SM SPD	Modification(s)
051	61	62	 <p>Map of Southsea Castle area vision</p> <p>KEY ■ Development opportunity area</p> <p>Retain and enhance culture, leisure, and recreational uses</p> <p>Development should address the Common and the Solent and maximise views</p> <p>This site is considered capable of accommodating a high quality building or buildings with a larger footprint</p> <p>Create space around the west battery to improve the setting of the scheduled monument</p> <p>Closing the northern end of Avenue de Caen between Ladies' Mile and Clarence Parade to provide opportunity to improve Ladies' Mile as a walking and cycling route. This would also enhance the setting of Southsea Common as a Registered Park and Garden. The design could allow this end of Avenue de Caen to be closed seasonally according to peak/off-peak time periods and activity.</p> <p>Redesign the junction of Avenue de Caen and Clarence Esplanade, and in front of the D-Day Story, to complement recent improvements to the public space around the D-Day Story and to improve crossing safety for pedestrians and cyclists and reduce traffic speed. This could be done by reducing carriageway widths, tightening corner radii, introducing a second zebra crossing and alterations to the surface treatment of the carriageway.</p> <p>LCT7074 landing craft</p> <p>Provision should be made for electric vehicles, such as charging points.</p> <p>© Crown Copyright, Ordnance Survey (Service No. 1000 1907)</p>

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

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

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053	64	65	 <p>KEY</p> <ul style="list-style-type: none"> Green space Pedestrian route <p>Indicative location for new play equipment</p> <p>AVENUE DE CAIN</p> <p>CLARENCE ESPLANADE</p> <p>SKATE PARK</p> <p>New landscaped seating area</p> <p>New route connections</p> <p>20m 100m</p> <p>© Crown Copyright, Ordnance Survey (editions 100019471)</p> <p>PYRAMIDS</p> <p>Amended label to read 'Indicative location for new play equipment'</p>
			5.4.3 The Pyramids Centre
054	65	66	<p><u>GUIDANCE</u></p> <p>The location of the Pyramids Centre is arguably, its best asset, adjacent to the waterfront and Southsea Castle. There is great opportunity to make more of the location.</p>

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			<p>The existing building's appearance and aesthetic is regarded by some to be tired and dated, whilst the public spaces around the building are unattractive and unwelcoming. The maintenance of the building is expensive and significant investment would be needed to bring the standard of the building up to a higher level, especially in order to continue in its forexisting leisure uses.</p> <p><u>In the short to medium term, there is opportunity for 'meanwhile' and/or complementary uses to be introduced, which could contribute to the vitality of the seafront and ensure the short to medium term upkeep and maintenance of the building.</u></p> <p><u>In the longer term, however, Wwhether through adaptation or through comprehensive redevelopment, there is the opportunity to have a building or collection of buildings which could accommodate a mix of uses, for example a high-quality hotel with spa and swimming facilities, concert and events venue, art gallery space, and food and beverage. There may also be scope for an element of residential development, if this was required as an enabling use.The building, or buildings, should have strong frontages onto the promenade and Clarence Esplanade.</u></p>
			<p>5.4.5 South Parade Pier and St Helen's Parade</p>
055	68	69	<p><u>South Parade Pier should continue to be a key destination and attraction for social, leisure, and food and beverage uses. However, any development proposals associated with or would have an impact on South Parade Pier should ensure that its designation as a Grade II listed building is respected. Development proposals must include an assessment of significance of this heritage asset based on its archaeological, architectural, artistic and historic value. This assessment should be proportionate to the asset's importance and should state how the design has responded to the asset, and should result in an appropriate and sympathetic design response.</u></p> <p><u>It could be investigated as to whether the former landing stage could be repaired and restored to use by small coastal cruise vessels or water taxis. The possibility of introducing a seasonal ferry service from Gosport to South Parade Pier, also serving Clarence Pier, could be explored.</u></p> <p>This area offers the opportunity to <u>make enhancements to</u> the public realm, centred on the D-Day Stone that is located in a memorial garden which is currently bounded by roads on all sides.</p> <p>This could be achieved through a number of different approaches, such as those illustrated in the following examples. Example A illustrates the opportunity to pedestrianise a short section of road between the D-Day Stone and the Promenade. This could allow better integration of the space with the promenade and the new sea defences. It could allow the D-Day Stone public space to be more accessible directly from the promenade, and could also create space for a cluster of food and beverage outlets at this location. Alternatively, Example B would involve</p>

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			<p>pedestrianising the 'Ocean At The End Of The Lane' highway in order to better integrate this public space with Canoe Lake Park, which would also improve its accessibility. <u>Any proposed approach would have to include consideration of the location of bus stop facilities and the effect upon bus services and routes.</u></p> <p>This area also presents an opportunity to better integrate with the cycle route along Eastney Esplanade. The preferred solution would be to relocate the cycle lane onto the south <u>part of the carriageway</u>. This would need to be a fully segregated cycle lane, in order to be safe and practical.</p> <p><u>Any proposals relating to highway/street design changes for this area around the D-Day Stone would be subject to further public consultation, including consultation as part of the Traffic Regulation Order statutory process.</u></p>
			5.5 St George's Road to Henderson Road
056	73	77	'Eastney Swimming Pool' section moved to section 5.6
057	72	74	<div data-bbox="436 885 1388 1340"> <p>KEY</p> <ul style="list-style-type: none"> ★ Grade II listed buildings ● Listed lamp columns ■ Scheduled monuments ■ SINC ■ Area of importance to the setting of heritage assets </div> <p>Map amended as Eastney Swimming Pool moved to following chapter</p>

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

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