

**Statement of Common Ground between
Portsmouth City Council, Premier Marinas Limited
& CBRE Investment Management (CBRE IM)**

March 2026

**In respect to the
Port Solent Site Allocation**



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1. Introduction

a) What is a Statement of Common Ground?

1.1 This Statement of Common Ground (SCG) is a jointly agreed statement between Portsmouth City Council (PCC), Premier Marinas Limited (hereafter 'Premier Marinas') and CBRE Investment Management (hereafter 'CBRE IM'). It sets out the position and understanding with respect to key issues between the City Council, Premier Marinas and CBRE IM in respect to the proposed allocation of Port Solent (Policy PLP11) in the Portsmouth Pre-Submission Local Plan Addendum 2025). It supersedes the SCG that was previously agreed and signed by the relevant parties in December 2024¹. This SCG is not binding on all parties but sets out a clear and positive direction to inform ongoing strategy and plan making. It should be noted that this is a trilateral agreement between these three organisations only.

1.2 The following documents form appendices to the SCG:

1. Policy PLP11: Port Solent of the Portsmouth Pre-Submission Local Plan Addendum 2025 (hereafter 'PLP Addendum 2025')
2. CBRE's representation (on behalf of CBRE IM and Premier Marinas) on the PLP Addendum 2025

b) Role of the three Parties

1.3 In respect to this SCG, PCC is the Local Planning Authority (LPA) and as such is responsible for the preparation of the Local Plan for Portsmouth.

1.4 Premier Marinas and CBRE IM are the long term leaseholders in respect to Port Solent, a site which is subject to a proposed site allocation in the PLP Addendum 2025.

1.5 PCC as the freeholder is not a signatory of this SCG, but they are cognisant of it and have been involved throughout the allocation process. The City Council has put handling arrangements in place to ensure:

- Functional separation between the PCC as the freeholder and the LPA for the purposes of progressing this allocation in the emerging Portsmouth Local Plan;
- Transparent, fair and proper policy making; and
- The avoidance of any conflicts of interests.

1.6 All parties agree to adhere to these handling arrangements in order to ensure a functional separation between the freeholder and the LPA. However, it is acknowledged that it is necessary for there to be continued dialogue throughout the plan making process between the LPA and the freeholders, as there would be with any other third-party applicant.

¹ https://www.portsmouth.gov.uk/wp-content/uploads/2024/12/Final_Port_Solent_SCG_Premier_Marinas_USF_Nominees_Ltd_CBREIM_redacted.pdf

2. Location of the Site

2.1 Port Solent is located in the northwest corner of the City on the northern reaches of Portsmouth Harbour.

2.2 All parties agree that the extent of the land associated with the allocation and under the leasehold of Premier Marinas and CBRE IM shown in Figure 1 below is correct.

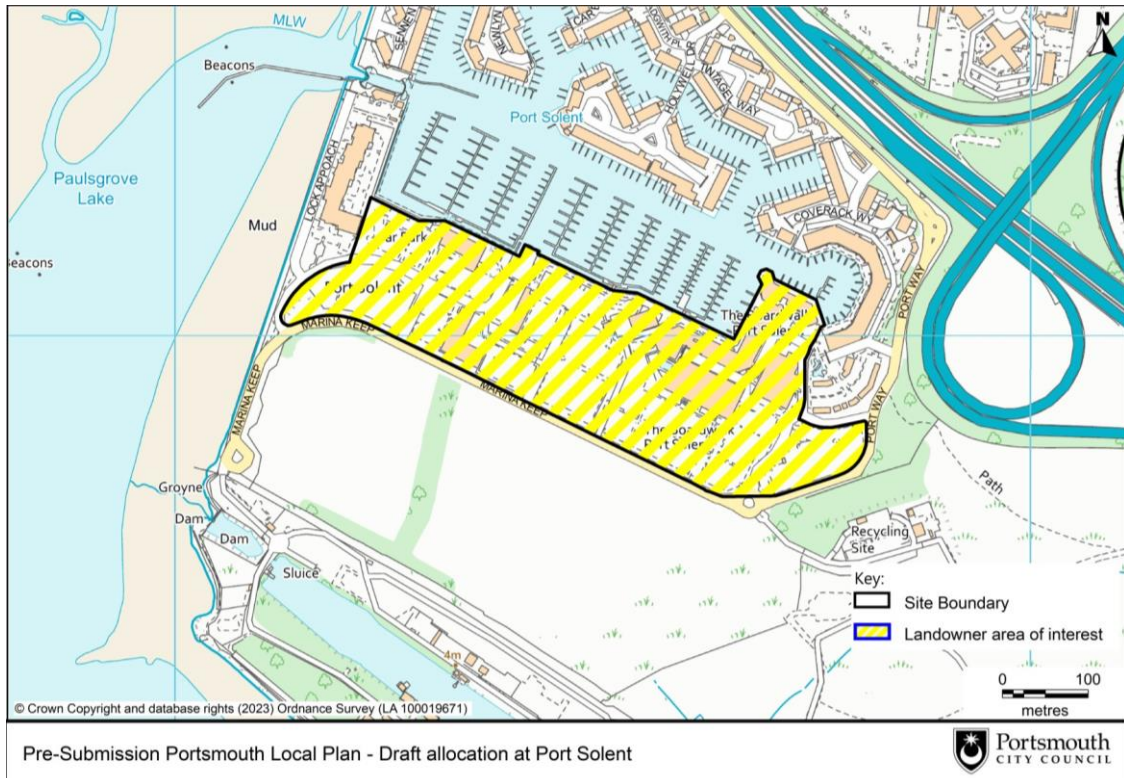


Figure 1: Leasehold extent of Premier Marinas and CBRE IM in respect to Port Solent Site Allocation

3. Key Matters

3.1 This section covers the key matters as identified by PCC, Premier Marinas and CBRE IM. It also sets out matters of agreement and/or disagreement between the three parties.

a) Housing Growth

3.2 Port Solent is expected to provide residential-led development within the plan period as set out in Table 1.

5 Year Period	2025-30	2030-35	2035-40	After 2040	Total
Residential Dwellings	0	250	250	400	900

Table 1: Residential Phasing for Port Solent

3.3 The quantum (500 homes) and phasing (2030-40) of development within the table above has been drawn out of the PLP Addendum 2025 and is based on PCC LPA's view of the evidence regarding the site. The quantum of development within the plan period replicates that which is set out in City Deal. Premier Marinas and CBRE IM have provided a masterplan which suggests that there is the potential to deliver approximately an additional 800 homes, potentially outside of the plan period (beyond 2040).

3.4 PCC understands that there are aspirations to deliver between 500 and 1,300 homes earlier on in the plan period. In their representation on the PLP Addendum 2025, the agent on behalf of CBRE IM and Premier Marinas (see Appendix 2) request that policy PLP11 be updated to allow for '*up to 1,300 dwellings*' within the plan period. They also suggest that the residential phasing for the site (Table 5.3 of the PLP Addendum 2025) be brought forward. PCC acknowledges the fact that their representation on the PLP Addendum 2025 confirms that the site is available now and also includes an illustrative masterplan for the site labelled as delivering 1,300 dwellings. However, PCC LPA considers that the evidence is not sufficient to clearly demonstrate how the additional 800 dwellings could be accommodated on the site, and proposals are not considered to meet the definition of 'Deliverable' from the National Planning Policy Framework (2024), as it is not clear to the Council that development could be achieved with a realistic prospect that housing will be delivered on the site within five years.

3.5 When the PLP Addendum 2025 was consulted upon, it had reached the advanced stage of Regulation 19, and the Council does not consider it appropriate to make significant changes, such as an increase of 800 dwellings to the housing numbers for a proposed site allocation at such a late stage. For this reason, along with the reasons set out in the previous paragraph, PCC LPA does not consider it sensible to propose delivery of an additional 800 units at Port Solent, or to propose that any of this site is likely to be delivered within years 0-5 of the plan period. That being said, the Council is not averse to further development being accommodated at Port Solent should sufficient evidence be presented that demonstrates this can be delivered in a way which constitutes good quality,

sustainable development. The PLP Addendum 2025 notes that yields proposed under site allocation policies are approximate. Any future planning application may propose an alternative higher quantum of development to that set out in the PLP Addendum 2025, subject to comprehensive masterplanning, technical feasibility and viability considerations, and provided the application is policy compliant.

3.6 CBRE IM and Premier Marinas understand this rationale and hold no objection to the quantum and phasing set out in Table 1 above.

3.7 Therefore, there are no unresolved matters between PCC, Premier Marinas and CBRE IM in regards to this key matter.

b) Other development

3.8 Policy PLP11 of the PLP Addendum 2025 also allocates the site for marine and leisure related uses.

3.9 All parties agree with this additional development included within Policy PLP11 of the PLP Addendum 2025. The location of Port Solent lends itself to retaining/delivering marine-related uses. Premier Marinas and CBRE IM agree that appropriate employment uses that do not detract from the character of the site may be delivered (to include retail and leisure uses). All parties agree that there are no intentions to diversify the site's role as a 'leisure/marine destination.'

c) Deliverability and Viability

3.10 Premier Marinas and CBRE IM agree that Port Solent is deliverable and viable, with a reasonable prospect that the proposed development will come forward in line with the phasing set out in Table 1.

3.11 PCC will continue to work with CBRE IM and Premier Marinas and any future landowner to bring forward the comprehensive and appropriate development of the site that responds to local needs.

d) Flooding

3.12 Portsmouth's Strategic Flood Risk Assessment Level 2² states:

"The access routes to the site are shown to have significant hazard rating during the design event (0.5% AEP including climate change). Without safe access routes, development at Port Solent would have to rely on evacuation of occupants prior to the onset of flooding, or the use of places of safety within the development. This approach to deliver safe development will need to be discussed and agreed with PCC as the LPA to determine whether development on this site can pass the Exception Test. Otherwise improvements to the access route will need to be provided. This could also benefit the existing residential development to the north of the strategic site."

3.13 Premier Marinas and CBRE IM will work with PCC as the Lead Local Flood Authority and the Local Planning Authority on a scheme to deliver development, that is policy

² https://www.portsmouth.gov.uk/wp-content/uploads/2025/11/PCC-Level-2-SFRA_Version-5-18-Nov-25.pdf

compliant and safe for its lifetime. Robust evidence will need to be provided as part of a site-specific flood risk assessment that shows how this has been addressed.

e) Policy compliance



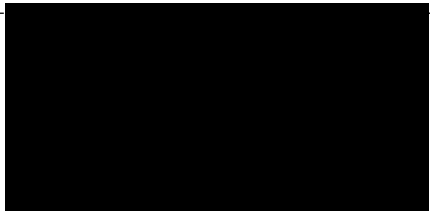
3.14 Policy PLP11 of the PLP Addendum 2025 sets out the development requirements for Port Solent. Premier Marinas and CBRE IM do not know of any material consideration that would make it impossible to meet all these development requirements and agree to submit a policy compliant planning application.

3.15 All parties also agree that safe access to Port Solent is a key policy requirement that must be met.

4 Signatories

4.1 All parties agree that this statement is an accurate representation of matters discussed and issues agreed upon.

4.2 All parties agree that there are no substantial areas of disagreement between the parties relating to the emerging Portsmouth Local Plan and will both continue to work proactively on the key strategic issues identified in this SCG.

Signed:	Signed:	Signed:
		
Name: Lucy Howard	Name: Katie Sullivan	Name: Taryn Mundy
Position: Head of Planning Policy	Position: Planning & Development Director	Position: Portfolio Manager
Portsmouth City Council	Premier Marinas	CBRE IM
Date: 16th March 2026	Date: 12 th March 2026	Date: 13 th March 2026

Port Solent

Introduction

A160 Port Solent is located in the northwest corner of the City on the northern reaches of Portsmouth Harbour. The area forms part of a 187 hectare reclamation project that started in the 1970s. Port Solent comprises a late 1980s marina development that is predominately residential (town houses and apartments) with some leisure, specialist retail and employment. The allocation includes a strip of land to the south of the marina. The eastern extent of the allocation comprises a cinema, gym and boardwalk occupied predominantly by restaurants and cafés. Port Solent is a popular leisure destination within Portsmouth and therefore, these uses will be retained to ensure the existing centre remains a thriving locality. Pedestrian access is currently enjoyed along the boardwalk and waterfront. To the south of the gym and cinema is a large surface car park. A map of the site is shown in figure 5.3.

A161 The western extent of the allocation site, west of The Boardwalk, comprises various commercial units, surface car parks and boat yards.

A162 Portsmouth City Council have the freehold interest in the site; however, Premier Marinas are long-term leaseholders with occupational tenants. All parties have been effectively engaged with throughout the allocation process.

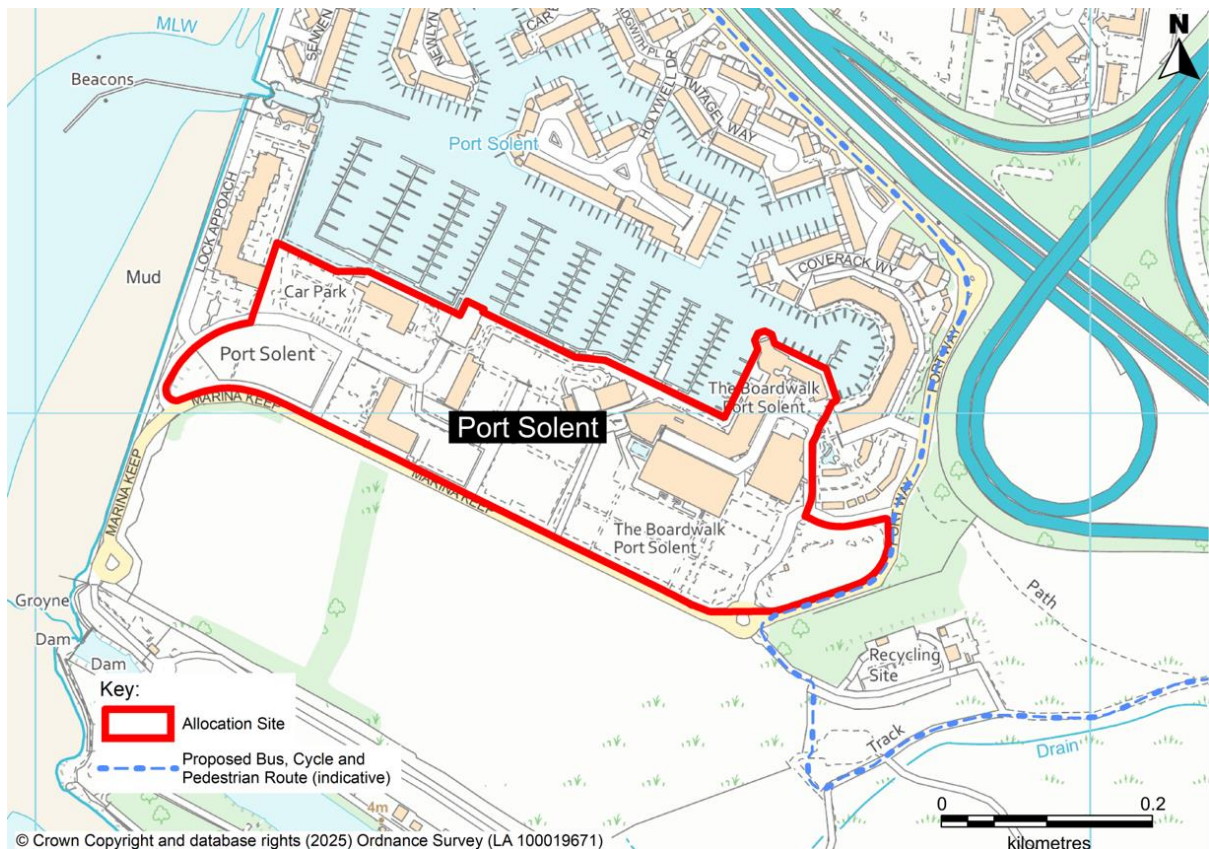


Figure 5.3: Map of Port Solent

A163 The land at Port Solent is located adjacent to Portsmouth Harbour and Solent and Dorset Coast Special Protection Areas (SPA) to the west of Portsea Island (part of the 'National Site Network'). Portsmouth Harbour is also designated as a Ramsar site and nationally recognised as a Site of Special Scientific Interest (SSSI). Adjacent to the southern boundary of the site are two large parcels of amenity grassland. These are recognised as being important supporting habitats for Portsmouth Harbour's Brent Goose population. They are identified as Core Areas P48A and P48B in the Solent Waders and Brent Goose Strategy¹ that are regularly used and are of fundamental importance to over-wintering Brent Geese, so are functionally linked to Portsmouth Harbour SPA. Primary Support Area P48C is located to the south east of these. These sensitivities will need to be addressed as part of any development at Port Solent.

A164 The majority of the site is within flood zone 1 with an isolated area in the northeast within flood zone 2 and flood zone 3. The access road into Port Solent is also located within flood zone 1. It is anticipated that by 2122 the north, northeast and northwest will be located within flood zone 3. The access route will also be at significant risk of flooding during the design event (0.5% AEP including climate change).

A165 To deliver a safe development, emergency access and egress arrangements must be made to the satisfaction of the Local Planning Authority.

A166 This area is covered by the North Solent Shoreline Management Plan² (SMP) (section 5A21). The Portchester Castle to Emsworth Flood and Coastal Erosion Risk Management Strategy³ builds on policies set out within the North Solent SMP. These plans and strategies provide recommendations for flood management measures to protect residents of Portsmouth from flooding. Further information can be found within the Portsmouth Strategic Flood Risk Assessment (SFRA) Level 2⁴.

A167 Port Solent was included within the Portsmouth and Southampton City Deal and identified for 500 residential units. It was allocated within the 2012 Portsmouth Plan, although residential development has yet to be delivered. The City Deal seeks to maximise the economic strengths of Portsmouth as a coastal City, by supporting further growth in the area's maritime, marine and advanced manufacturing sectors whilst providing new housing to support the growing workforce. In line with this, the Council will also support the delivery of new marine and maritime employment at Port Solent.

A168 Port Solent remains allocated for 500 homes within the plan period (up to 2040) with the potential to deliver approximately an additional 400 homes outside the plan period (beyond 2040).

A169 It has been a long term aim of the Council to improve access to Port Solent. That aim was reflected in City Deal which sought improved public transport connectivity in the form of a new busway connecting Tipner to Horsea Island and Port Solent and utilising a

¹ <https://solentwbgs.wordpress.com/>

² <https://www.northsolentsmp.co.uk/>

³ <https://coastalpartners.org.uk/project/portchester-castle-to-emsworth-strategy/>

⁴ https://www.portsmouth.gov.uk/wp-content/uploads/2024/06/PCC-Level-2-SFRA_Version-4-Final.pdf

new bridge from the Tipner peninsula. The area is currently limited to a single road access from Southampton Road, which is at risk of flooding during the design event (0.5% AEP including climate change). It has a poor environment for cycling or walking, being isolated and surrounded by busy roads (M275 / A27). The closest bus stop to Port Solent is approximately a third of a mile north. If significant development is to be achieved then it is essential that access is improved especially by public transport, cycling and walking. This should join up to existing bus routes that run along Southampton Road to the north and allow future access for any public transport links via the new bridge link from the south. This new route would also provide safe access and egress in the event of a flood.

A170 In 2011 a Concept Statement⁵ was published, which provided evidence and justification for two strategic development allocations within the Portsmouth Local Plan (2012). This Statement identified the development potential of Port Solent, together with Horsea Island and Tipner. It was intended to be a simple, clear expression of the kind of places that the proposed new developments at Tipner, Port Solent and Horsea Island could create. The Statement provided a design rationale and concept masterplan, which must be considered as part of any development at Port Solent.

A171 There are other issues associated with the site which will need to be overcome for development to be successful. These include access, land contamination, flood risk and the capacity of the existing sewer system.

A172 Port Solent is located in close proximity to Horsea Island Strategic Open Space, which will host a large, high quality, public open space forming a new green gateway for the City in 2040; it is allocated in Policy PLP9 of this Plan. This open space will be crucial to mitigate any recreational disturbance, in particular, dog walking, to overwintering birds. Any development at Port Solent should deliver walking and cycling routes to Horsea Island open space that provides accessibility for everyone.



Site Allocation Policy PLP11: Port Solent

1. Port Solent, as shown on the Policies Map, is allocated for the following uses:

- a) 500 residential units; and**
- b) Marine and leisure related uses.**

2. Development proposals for the above named uses will be permitted provided that they meet all of the following site specific development requirements:

- a) Provide a conceptual framework masterplan as part of any planning application to ensure development of the highest quality that responds positively to the existing character and land uses and presents a layout of improved access arrangements;**

⁵ <https://www.portsmouth.gov.uk/wp-content/uploads/2020/05/development-and-planning-concept-statement-tipner-port-solent-and-horsea-island.pdf>

- b) Provide high quality designed buildings to complement, in design and scale, the existing built form. All development proposals for this site must form part of a framework masterplan, alongside a site-wide design code to be agreed in writing by the Local Planning Authority.**
- c) Include measures to avoid and mitigate any adverse impact, including direct recreational impact, on the adjacent SPA, SSSI and Ramsar site;**
- d) To meet the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended), the developer should provide evidence that the development within the allocated site will not result in the loss of habitat that is functionally linked to the citation species of the Solent's SPAs (Core Areas P48A /P48B and Primary Support Area P48C);**
- e) Submit a site specific Flood Risk Assessment alongside any application that aligns with the recommendations outlined within the SFRA Level 1⁶ and 2;**
- f) Incorporate flood management measures within the site in accordance with the SFRA Level 1 and 2 to reduce the risk to more vulnerable development now and in the future;**
- g) Within proposals for surface water management, provide for storage during high tide events, when the surface water drainage may be subject to tide locking;**
- h) Improve facilities for cycling, walking and public transport linking to, and enhancing, the existing networks and any new networks delivered as part of this allocation including the new sustainable transport link from Port Solent across the bridge to Tipner;**
- i) Submit a Travel Plan and Transport Assessment to assess the potential transport impacts of the development, propose mitigation measures and opportunities to implement effective sustainable transport initiatives;**
- j) Deliver or contribute proportionally to the relevant transport and highways mitigation measures identified within the Local Plan Strategic Transport Assessment⁷ and/or Infrastructure Delivery Plan⁸ including the proposed bridge connecting Horsea Island with Tipner West.**
- k) Retain the existing cinema, gym, retail and restaurant uses;**
- l) Retain accessible pedestrian access to the waterfront;**

⁶ <https://www.portsmouth.gov.uk/wp-content/uploads/2024/05/SFRA-Part-1-Main-Report-V6.pdf>

⁷ https://www.portsmouth.gov.uk/wp-content/uploads/2024/06/Portsmouth-Local-Plan-TA_Strategic-Transport-Assessment-Draft-23.05.2024_-ISSUE-NO-TRACKS.pdf

⁸ <https://www.portsmouth.gov.uk/wp-content/uploads/2025/10/FINAL-IDP-2025-version-November-2025-v1.pdf>

- m) **Ensure the amenity of occupiers / users of any new development can be adequately protected; and**
 - n) **Protect viewpoints and the wider visual impact across Portsmouth Harbour, including the impact on Porchester Castle. The design, scale and massing of the scheme needs to respond sensitively to the significance of Portchester Castle including its setting, taking into account its presence in Portsmouth Harbour and the contribution made by views to and from the Castle to its significance;**
- 3. If a robust marketing campaign of at least twelve months, its scope having been agreed in writing in advance by the local planning authority, clearly demonstrates that there is insufficient market demand for leisure, retail and restaurant uses at this location, development proposals for other uses that complement the marine and residential location will be allowed;**

Supporting text

A173 The purpose of this policy is to deliver a sustainable expansion at Port Solent to meet the aspirations of the City Deal 'to maximise the impact of key marine and maritime assets through the provision of new housing and employment sites'.

A174 All development proposals for this site must form part of a framework masterplan, alongside a site-wide design code to be agreed in writing by the Local Planning Authority. This will ensure that development integrates seamlessly with the existing land uses and character of the site and its surroundings. The masterplan should take account of the Concept Statement that supported the Portsmouth Plan 2012. It should also include details of new and improved access arrangements including links to the wider transport network.

A175 The developer needs to safeguard the integrity of the Portsmouth Harbour SPA and Solent and Dorset Coast SPA, Ramsar and SSSI site and nearby supporting habitats for overwintering birds. The developer should provide evidence that the allocated site will not result in the loss or damage of habitat that is functionally linked to the Solent SPAs (Core Areas P48A and B and Primary Support Area P48C)⁹. An additional 500 dwellings at this site have the potential to increase direct recreational impact on these habitats and cause disturbance to overwintering birds using the SPA and supporting habitats¹⁰ in particular. Non-breeding bird surveys between October and March (typically three survey seasons under suitable habitat management conditions) may be required to inform the detailed design of suitable mitigation and / or avoidance measures to ensure that the development does not result in adverse effects on site integrity. Mitigation should be sought in accordance with the Solent Waders and Brent Goose Strategy¹¹ and a project level HRA ,and possibly EIA, will be required for any planning applications at Port Solent.

⁹

<https://hiwwt.maps.arcgis.com/apps/instant/minimalist/index.html?appid=f4bbd6fe517647cba8bf0f3b8cfb7c1b>

¹⁰

<https://hiwwt.maps.arcgis.com/apps/instant/minimalist/index.html?appid=f4bbd6fe517647cba8bf0f3b8cfb7c1b>

¹¹ <https://solentwbgs.files.wordpress.com/2021/03/solent-waders-brent-goose-strategy-2020.pdf>

A176 The coastline surrounding Port Solent is expected to be safeguarded for the management and delivery of any new flood defence structures in accordance with the Portchester Castle to Emsworth Strategy. Evidence will need to be provided in the form of a site-specific flood risk assessment that shows the site has passed the exception test and development is safe for its lifetime. Flood management measures such as land raising will be required to enable development of more vulnerable uses and key infrastructure.

A177 In accordance with Policy PLP31: Flooding, robust evidence must show that all efforts have been made to deliver safe access and egress routes on sites at risk of flooding. Where truly exceptional circumstances dictate this not to be feasible, it must be clearly detailed in a site specific flood risk assessment how the risks of flooding can be safely managed. Information on duration, hazard and frequency of flooding must be provided for the development lifetime.

A178 New development should discharge runoff to the sea following suitable treatment. Storage of surface water should be managed when the sea level rises to a height that will not allow for drainage.

A179 To ensure Port Solent becomes a sustainable location for new development, improved bus, cycle, walking and other sustainable infrastructure modes such as car clubs must be delivered. Bus stops should be introduced at Port Solent to allow easier access to public transport for residents. Safe and accessible cycle access should also be delivered as part of the development. Land should be protected for any future links to the bus, cycle and pedestrian route including a bridge link between Horsea Island and Tipner. This will allow for a sustainable route from Port Solent directly onto Portsea Island. The site was assessed as part of the Transport Study and recommendations carried through to the development requirements of the policy. Any further transport improvements should be made in line with Portsmouth Local Transport Plan 4.

A180 Port Solent is currently a popular leisure destination for visitors and local residents. The existing gym, cinema and restaurants/café's along the boardwalk will be retained from any redevelopment. All efforts should be taken to ensure the Boardwalk remains the centre for Port Solent. Local convenience stores will be permitted within appropriate locations along the Boardwalk to meet the needs of the local community. Only where a robust marketing campaign provides evidence that there is insufficient market demand for these uses at Port Solent, will development proposals for other commercial uses be permitted. Any other use must complement the existing marina and residential location and integrate seamlessly into the existing character of the local area.

A181 Pedestrian access is currently enjoyed along the waterfront. As part of any future development, it is important that this access is retained. Accessible, legible, and safe routes throughout the site to enable easy access to the waterfront should be provided.

A182 The location of the development requires careful consideration of residential amenity, including any noise pollution from the strategic road network and potential noise implications of the local restaurants, bars and leisure facilities. A robust design and access statement should set out how amenity has been considered and protected.

A183 The site also offers the potential for views out over Portsmouth Harbour and towards Portchester Castle. Where these views are currently achievable from public viewpoints all effort should be made to protect these. The application should be supported by a Landscape and Visual Impact Assessment to show how key viewpoints have been taken into consideration. This includes the protection of wider views, towards the site including from Portchester Castle and other key landmarks.

Monitoring and Delivery Framework

Types & amounts of development	Timescale	Delivery	Monitoring	Triggers & potential actions
Replacement and refurbishment of flood defence structures and provision of safe access and egress routes in the event of a flood	Prior to occupation of residential dwellings	Through the development management process; working in partnership with developer, freeholder and leaseholder.	Infrastructure monitoring in the AMR	Ongoing liaison with site developer to understand delivery timescales more precisely.
Improved access for sustainable transport modes	2035 - 2040	Through the development management process; working in partnership with developer, freeholder and leaseholder.	Infrastructure monitoring in the AMR	Ongoing liaison with site developer to understand delivery timescales more precisely.
500 residential dwellings	2035 - 2040	Through the development management process; working in partnership with developer, freeholder and leaseholder.	Housing monitoring in the AMR	Ongoing liaison with PCC as the freeholder and the long-term leaseholder to understand delivery timescales more precisely.

Table 5.3: Monitoring and Delivery Framework for Port Solent



CBRE Limited
Henrietta House
Henrietta Place
London W1G 0NB



www.cbre.co.uk

Planning Policy
Planning and Economic Development
Portsmouth City Council
Civic Offices
Guildhall Square
Portsmouth
PO1 2AU

08 January 2025

Dear Policy Team,

PRE-SUBMISSION PORTSMOUTH LOCAL PLAN ADDENDUM CONSULTATION (REGULATION 19)

WRITTEN REPRESENTATIONS ON BEHALF OF PREMIER MARINAS LIMITED and CBRE INVESTMENT MANAGEMENT IN RESPECT TO THEIR LAND INTERESTS AT PORT SOLENT

On behalf of Premier Marinas Limited (hereafter 'Premier') and CBRE Investment Management (hereafter "CBRE IM"), we welcome the opportunity to submit representations to the Regulation 19 consultation of the Local Plan Addendum for the Portsmouth Local Plan 2040. This representation concerns Port Solent only ('the Site').

The Site is proposed as a draft site allocation in the Pre-submission Draft Local Plan. Both Premier and CBRE IM are in the process of entering into a Statement of Common Ground with Portsmouth City Council (PCC) in respect to Port Solent including the Marina and The Boardwalk Shopping Centre.

This written representation seeks to provide comment on the proposed site allocation 'PLP11: Port Solent' and the accompanying Table 5.3.

Draft Site Allocation Policy PLP11: Port Solent

CBRE on behalf of Premier and CBRE IM submitted representations in September 2024 at the initial Regulation 19 consultation for the Portsmouth Local Plan 2040. This written representation sought to reinforce our agreement with PCC that Port Solent should benefit from a residential led site allocation, incorporating mid to high-rise scaled residential blocks arranged in a linear manner along Marina Keep and Lock approach. This approach would enable retention of the operational boat-hoist and boatyard functions within a reconfigured arrangement which would improve the pedestrian environment; whilst also enabling refurbishment and extension of the commercial, leisure and retail accommodation that would support and enhance the status of The Boardwalk as a local centre.

Draft Allocation Policy PLP11 currently allocates the Site for 500 dwellings within the plan period, with a further 400 dwellings expected outside of the plan period.

On behalf of Premier and CBRE IM, CBRE have maintained that the Site could deliver 1,000 dwellings as part of a masterplan led approach. Now, Premier and CBRE IM have undertaken the necessary master planning work to reinforce this ambition by appointing award winning architects Corstorphine & Wright (C&W) to prepare an illustrative masterplan for the Site. The masterplan covers the full extent of the PLP11 Site Allocation area, the approach is set out below.

- The leisure and retail offer at Port Solent is dated therefore this masterplan seeks to consolidate and refreshing the retail and commercial offering while adding new residential typologies;
- Grading height and density (rising from west to east), in order to avoid potential impacts on Portchester Castle to the west;
- Creating a new ‘front door’ to the marina by placing ‘gateway buildings’ that act to frame a sense of arrival from the eastern approach. This will significantly improve the user experience and assist with wayfinding;
- Creating a new mixed-use public square that will lead people from the place of arrival into the heart of a renewed Boardwalk Centre;
- Improving visual and physical connectivity between the new square and the boardwalk itself, creating a more inviting sequence of places for visitors and residents to enjoy;
- Deploying robust mid-rise mixed-use and residential typologies that positively address the marina and new public realm while backgrounding ancillary uses such as parking and servicing;
- Working with the existing levels to optimise parking provision for retained and new uses;
- Seamlessly integrating the built fabric across the two main landholdings so that the development will be legible as a coherent whole, while also facilitating flexibility for different elements to be phased independently of each other;
- Rationalising surface car parking generally to make more efficient use of the land;
- Generating a sufficient density of population to boost existing and re-provided commercial uses and to support public transport improvements.

The masterplan thus puts in place a robust and sustainable urban design framework for the proposed allocation that will reinvent the marina as a sought-after place to live – a new mixed-use neighbourhood with high-quality public realm enjoying panoramic views over the water, country park and the Solent – and will reinvigorate the Boardwalk as an attractive leisure destination with cafes, bars and restaurants for existing and new residents to enjoy, while also retaining a substantial area of land for marine-related activities and employment to continue unabated.

We suggest a flexible policy approach is introduced to better assess housing capacity. Final unit numbers should be agreed with Council at planning application stage and driven by a comprehensive masterplanning and necessary technical evidence to ensure any future scheme makes effective use of brownfield land in accordance with the National Planning Policy Framework (NPPF, last updated December 2024) (paragraphs 124 and 125) and crucially, is both viable and deliverable.

The enclosed masterplan should be used to help guide a future planning application however further technical engagement would be required to test the technical feasibility of the masterplan. Therefore, we would welcome further engagement with the Council and relevant stakeholders to discuss the key supporting infrastructure, namely road, sewage utilities and flood defences that will help unlock the development of Port Solent.

Table 5.3

Table 5.3 outlines the deliverability of the Site, confirming that 500 dwellings will be deliverable within the plan period. As set out within our previous representations, the Site is ready now. The Site is therefore suitable for new residential development along with enhancement to the existing retail/leisure/commercial functions, and is available and deliverable within the short to medium term i.e. first 5-10 years of the new Local Plan period.

We would therefore request that the 1,300 dwellings are considered as deliverable within the plan period.

Summary

Premier Marinas and CBREIM see the value in promoting this land as a whole, in the interests of delivering comprehensive revitalisation and regeneration and crucially, achieving high quality development and good place-making. The retention of preferred status for tall buildings at the Site would enable this quantum of development to come forward.

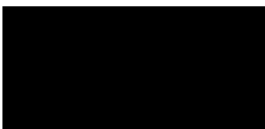
As outlined in these written representations and through the submission of the illustrative masterplan, Port Solent can go further than originally anticipated with regard to housing delivery. Therefore, PCC should look to revise the emerging Site Allocation Policy PLP11 to allow for “up to 1,300 dwellings”. The redevelopment of the Site would constitute the effective and efficient reuse and optimisation of a brownfield site in an accessible and sustainable location in accordance with paragraph 11 of the NPPF. The Site is therefore suitable for new residential development along with enhancement to the existing retail/leisure/commercial functions, and is available and deliverable within the short to medium term i.e. first 5-10 years of the new Local Plan period.

The Site would go some way in meeting the Council's housing needs and would constitute efficient use of brownfield land, ensuring the Portsmouth Local Plan Addendum can be found 'sound' by an Inspector in accordance with the paragraph 36 of the NPPF.

Port Solent remains a hugely important strategic site allocation for PCC, presenting a significant opportunity to deliver a highly sustainable development comprising a significant number of new homes, as well as service provision, whilst also supporting local economic development and enhancing the natural environment.

We would welcome the opportunity to discuss the content of these representations with Officers and how we can support the Council's clear growth aspirations in the emerging Local Plan.

Yours sincerely



James Dodds



Enc: Illustrative Masterplan for Port Solent (prepared by C&W) (dated January 2026).

Corstorphine & Wright

PORT SOLENT REGENERATION

Addendum to CBRE IM Reps to PCC Local Plan

240561 - 8002 - 00 | January 2026

Prepared for CBRE IM & Premier Marinas Ltd on behalf of Unilever UK Pension Fund (UUPF)

CBRE Investment
Management



 JOINER CUMMINGS

Revision Log

Revision	Date	Notes
00	07.01.2026	CBRE IM Reps to PCC Local Plan

Corstorphine & Wright



1.0 Illustrative masterplan

1.1 Mid-Rise Scheme

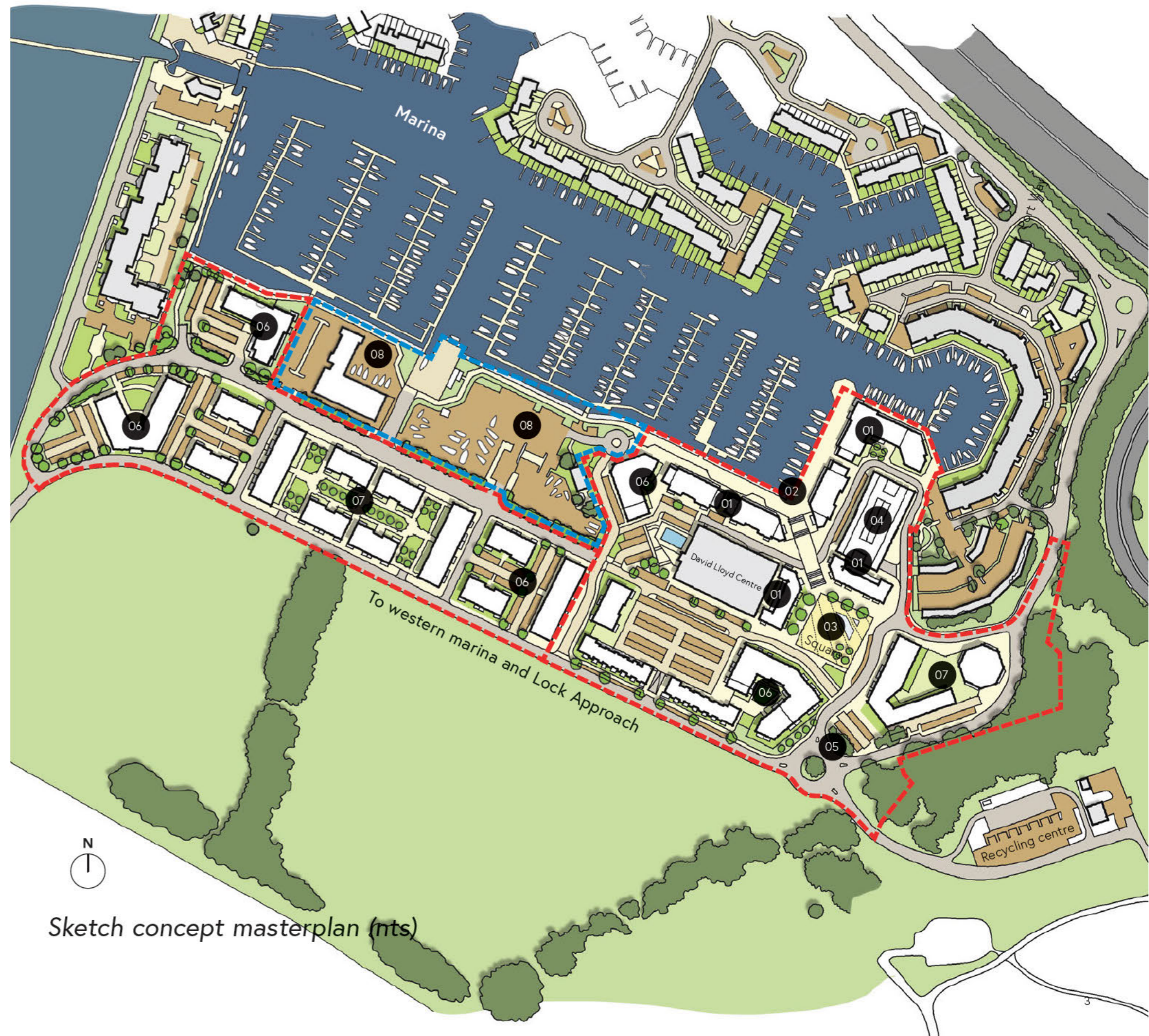
Boardwalk Centre:

- 850 homes
- 3,499 sq.m. commercial floor area (+DL Leisure retained)
- 188 commercial spaces (per SPD accumulation calc.)
- 38 DL spaces (per SPD accumulation calc.)

Premier Marinas' Land:

- 450 homes
- TOTAL PROPOSED ALLOCATION = 1,300 NEW HOMES**

- 01 New mixed-use buildings with active ground floors.
- 02 Wider break introduced to improve connectivity to marina.
- 03 New public square with mixed uses.
- 04 Multi-storey car park.
- 05 Existing roundabout framed by 'gateway' buildings.
- 06 New residential apartments.
- 07 Decked parking.
- 08 Retained for Premier Marinas' boatyards etc. (blue dashed line)



Sketch concept masterplan (nts)

Portsmouth Local Plan Addendum 2025 Response Form

The consultation on the Portsmouth Local Plan Addendum 2025 closes today (8th January) at 23.59. Representations submitted after this time will not be accepted.

Portsmouth City Council is preparing a new Local Plan to guide development in the City up to 2040. This response form allows you to provide your view on the Pre-Submission Portsmouth Local Plan Addendum 2025 (the 'Local Plan Addendum') along with extracts of its Policies Map, the Sustainability Appraisal and the Habitat Regulations Assessment before the whole Local Plan, including its Addendum, is submitted for examination to the Planning Inspectorate.

The consultation is open from 18 November 2025 to 23.59 on 08 January 2026.

Here is a link to the [Portsmouth Local Plan Evidence](#), which includes the Portsmouth Local Plan Addendum and other supporting documents.

Please contact the Planning Policy team by email at policyconsultations@portsmouthcc.gov.uk or phone 07990138226 if you have any queries or require this form in an alternative format.

Privacy Notice

Portsmouth City Council is the data controller of any personal data you provide on this form. It will only be used for the purpose of preparing the Portsmouth Local Plan and will only be held for as long as necessary for this purpose. Your comments and your name will be published on the Council's website. We will make every effort to remove other personal details including telephone numbers, postal and email addresses, and signatures prior to being uploaded. All representations received at this Pre-Submission stage will be sent to the Secretary of State for consideration at the Public Examination undertaken by an independent Planning Inspector appointed by the Planning Inspectorate (PINS).

For full details of how the council collects and uses personal data, please see the full [Data Protection Privacy Notice](#)

The consultation (including the processing and storing of data) uses software supplied by Evolutive for Portsmouth City Council (as the Data Controller). For full details of how Evolutive complies with the UK GDPR, please see their website and private notice ([Evolutive Website](#)).

Your comments on the Portsmouth Local Plan Addendum will be analysed by officers at the Council who will also make use of Consult AI, which is a secure analysis platform provided by The Future Fox.

The Future Fox processes consultation data securely on behalf of the Council for the sole purpose of analysing and reporting consultation responses. AI services, such as OpenAI and Microsoft, are used to generate summaries and insights from the feedback. The data shared with these services is never used to train AI models and not stored by them.

Explicit personal data (such as your name, address, or contact details) is never shared with any third-parties, including these AI services. Some feedback may contain implicit personal data, for example, details within comments that could indirectly identify someone such as "my house backs onto the park". Where this occurs, it is minimised through redaction by the Council and processed under strict contractual and data-protection safeguards.

You can find out more about how The Future Fox protects your data here:

- [Privacy Policy](#)
- [Responsible AI Policy](#)

How to complete this form

This form has three parts

Part A Your Representation(s): fill in and submit a response form that includes all representation(s) you wish to make on a specific policy of the Pre-Submission Portsmouth Local Plan Addendum 2025, specific extracts of its Policies Map, Sustainability Appraisal and/or Habitat Regulations Assessment.

This is a technical consultation that focuses solely on legal compliance, compliance with the Duty to Cooperate and soundness. For the Plan to be legally compliant it needs to meet all legal and procedural requirements. All local planning authorities, including Portsmouth City Council, are under a Duty to Cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries. The Government define a Local Plan as sound if it is:

1. Positively prepared: providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
2. Justified: an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
3. Effective: deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
4. Consistent with national policy: enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant

Please outline which document and section of the document you are responding to. For ease of interpretation please be as descriptive as possible using the policy number, paragraph numbers and/or site names you are responding to and supporting evidence documents where relevant.

Representations should only be made on matters that are included in the Local Plan Addendum 2025. Any representations that are received in this consultation that do not relate to any policies in the Local Plan Addendum 2025 will not be summarised by officers, but they will be passed on to the Inspector.

All representations that were duly made in either the 2024 or 2025 Pre-Submission consultations will be sent to the Local Plan Inspector.

Policies that are not in the Addendum remain unaltered by the Addendum and are not subject to further Pre-Submission consultation.

Please provide all the supporting information necessary to support your representation and your suggested modification(s). You should not assume that you will have a further opportunity to make submissions.

Part B Personal Details: need only be completed once by each person responding to the consultation. Please provide your name, postal address, email address and any other contact information. A name and postal address must be provided for the comments to be accepted. Anonymous or confidential representations without the required personal information cannot be accepted.

Part C Diversity Monitoring: is an optional section that asks questions about the characteristics of the person completing the form including sex, age, ethnicity, and disability. This section only needs to be filled in once. Answering these questions allows the Council to monitor responses from different groups and understand their views.

After this Pre-Submission consultation by the Council, further submissions may only be made if invited by the Planning Inspector, based on the matters and issues they identify for examination.

Part A: Your Representation

Please complete a separate copy of this form for each representation you would like to make. You can make as many representations as you like.

1. Please select below which part of the Local Plan Addendum, extracts of its Policies Map, Sustainability Appraisal and/or Habitat Regulations Assessment your representation(s) relates to: *

Local Plan Addendum Policy

Local Plan Addendum Policy:*

Policy PLP11: Port Solent

2. Do you consider this part of the Local Plan Addendum, extracts of its Policies Map, Sustainability Appraisal or Habitat Regulations Assessment is:

2(a) Legally Compliant:*

- Yes
- No

2(b) Sound:*

- Yes
- No

2(c) Complies with the Duty to Co-operate:*

- Yes
- No

3. If you have answered 'yes' to any of questions 2(a) to (c) please give details of why you support the legal compliance or soundness of the Local Plan Addendum or its compliance with the Duty to Co-operate. Please be as precise as possible:*

Please refer to supporting covering letter.

Please Note In your representation you should provide succinctly all the evidence and supporting information necessary to support your representation and your suggested modification(s). You should not assume that you will have a further opportunity to make submissions.

After this stage, further submissions may only be made if invited by the Inspector, based on the matters and issues he or she identifies for examination.

5. If your representation is seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)?

- Yes
- No

Please note that while this will provide an initial indication of your wish to participate in hearing session(s), you may be asked at a later point to confirm your request to participate.

6. If you wish to participate in the hearing session(s), please outline why you consider this to be necessary:

Please Note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in hearing session(s). You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.

Part B: Personal Details

If you are responding on behalf of an organisation, the postal address noted should be that of the organisation.

Please select here if an agent has been appointed for this representation.

Agent Title: *

Mr

Agent Forename(s):*

James

Agent Surname:*

Dodds

Agent Job Title:

Agent Company Name:

CBRE

(where relevant)

(where relevant)

Agent Telephone Number:*

Agent Email Address:

Personal Details

Title:	Forename(s):*	Surname:*
<input type="text" value="c/o Agent"/>	<input type="text" value="c/o Agent"/>	<input type="text" value="c/o Agent"/>
Job Title:	Company Name:	
<input type="text"/>	<input type="text"/>	
(where relevant)	(where relevant)	
Telephone Number:	Email Address:*	
<input type="text"/>	<input type="text"/>	

Address

Postcode Look Up:

Building Name:	Secondary Name:	Street:
<input type="text"/>	<input type="text"/>	<input type="text"/>
Town:	County:	Postcode:*
<input type="text"/>	<input type="text"/>	<input type="text" value="W1G 0NB"/>

Agent Address

Postcode Look Up:

Building Name:	Secondary Name:	Street:
<input type="text"/>	<input type="text" value="Henrietta House"/>	<input type="text" value="8 Henrietta Place"/>
Town:	County:	Postcode:
<input type="text" value="London"/>	<input type="text" value="Greater London"/>	<input type="text" value="W1G 0NB"/>

