

**REPORT OF THE
POMPEY SUPPORTERS' TRUST
STADIUM SUB-GROUP
(LONG TERM STRATEGY)
TO THE POMPEY SUPPORTERS' TRUST BOARD**



8th March 2017

Part II - investigating the opportunities and constraints of the wider Fratton Park site as defined under planning policy PCS7 in the Local Plan and summarising the constraints and opportunities of the site.

REPORT OF THE PORTSMOUTH SUPPORTERS' TRUST STADIUM SUB-GROUP (LONG TERM STRATEGY) TO THE PORTSMOUTH SUPPORTERS' TRUST BOARD

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1. Introduction

1.1 This report follows on from the report of the Sub-Group dated 10 June 2016 to the Portsmouth Supporters' Trust (PST) Board, which recommended that Portsmouth Football Club (PFC) should remain at Fratton Park.

1.2 It considers the options for the future development of Fratton Park, including the additional land within the adopted Portsmouth Plan policy PCS7, and proposes an illustrative masterplan for the overall area.

1.3 The report is based on discussions of the Sub-Group at meetings held on 28 April 2016, 23 June 2016, 6 September 2016, 19 October 2016, and 9 February 2017. The members of the Group remained the same as stated in the 10 June 2016 report, with the addition of Colin Redman.

2. Existing stadium

2.1 The existing Fratton Park is shown in Figure 01. Originally laid out in 1898, it has been extended and adapted throughout the 20th century.

2.2 It became an all-seater stadium in 1996 and has a total current capacity of 18,930, comprising: South Stand (4,767 seats); Fratton End (4,862 seats); North Stand (6,416 seats); and Milton End (2,885 seats).

2.3 Only the Fratton End (West Stand), built in 1997, meets fully with current design standards. This stand has a simple cantilever roof construction with 5 vomitories accessing a first floor concourse, itself accessed at each end of the stand by open stairways.



Figure A: Fratton End 1987



Figure B: Fratton End 2016

2.4 The South Stand built in 1925 to the designs of the now acclaimed stadium engineer Archibald Leitch, originally seated some 4,000 in its upper tier with a paddock enclosure below. This was converted to seating in the summer of 1996. The stand has wooden flooring and has subsequently been fitted with a sprinkler system to negate fire risk. The stand houses the players' and officials' changing rooms and amenities under the stand with the access points located at each end. The upper tier has had extra exits added (in 1985 following the Bradford Fire Disaster) and in recent years additional gangways have been added to the upper tier to reduce travel distances to exits. It has limited leg room and views of the pitch from some seats are obstructed by roof columns.



Figure C: South Stand 1925



Figure D: South Stand 2016

2.5 The North Stand was built in 1935 and was originally all standing on both the upper and lower levels. The upper level was converted to seating in the 1950s, the lower level was converted to seating in 1996 when the roof was extended over this area. This stand also has timber flooring and subsequently sprinkler system and is accessed via a rear concourse. One of the stairways to Section G does not comply with safety regulations as it has too many steps in a continuous flight. As a result that section of the stand has its seating capacity limited by 500 seats. Views from some seats are affected by roof columns.



Figure E: North Stand 1935



Figure F: North Stand 2016

2.6 The Milton End (East Stand) is the oldest part of the stadium and is earth banking built in 1922. Formerly an open terrace it was converted to seating in 1996 and had a roof added in 2007. This part of the stadium has the largest capacity restrictions imposed of any of the stands. Due to uneven steps and a lack of facilities (the stand is only accessed from the northern and southern corners) the stand's capacity is currently reduced by some 400 seats. The stand is used to accommodate away supporters. The configuration of the stand means if an away following is more than about 1,300, then the whole stand must be given to the away supporters due to the lack of facilities on either side of the stand. Again, views from some seats are obstructed by roof columns.



Figure G: Milton End 1928



Figure H: Milton End 2016

2.7 General on-going maintenance of the stadium is expensive and whilst Fratton Park aesthetically is looking as good as it has in years, the age and scale of the structures means the cost to maintain their lifespans continues to rise. Whilst the structures are not intrinsically unsafe, there will come a time when the cost to maintain them becomes prohibitive to the football club and the only viable option will be to rebuild.

2.8 The stadium currently under-provides for disabled supporters. Also all the concourses are either limited in area and/or under-provide for the number of supporters each stand houses. Therefore the club cannot maximise match day revenues.

2.9 Whilst the club has a number of corporate lounges under the west and south stands, only the Victory Lounge is of a size which could be used for non-match day conferences and its facilities are basic for that sector. None of the corporate areas has a pitch view, and as such the corporate and conference facilities for both match day and non-match day are seriously lacking.

2.10 The playing pitch is 100 metres long and 66 metres wide. It was 106 metres long until 1997 when the rebuilding of the Fratton End reduced its length. Whilst the existing width is comparable with other football stadiums, the length is the joint shortest in the Football League and the Premiership. The "run offs" between the touchlines / goal lines and the stands are approximately 3 metres, which is relatively small, and this helps to give the stadium a compact atmosphere.

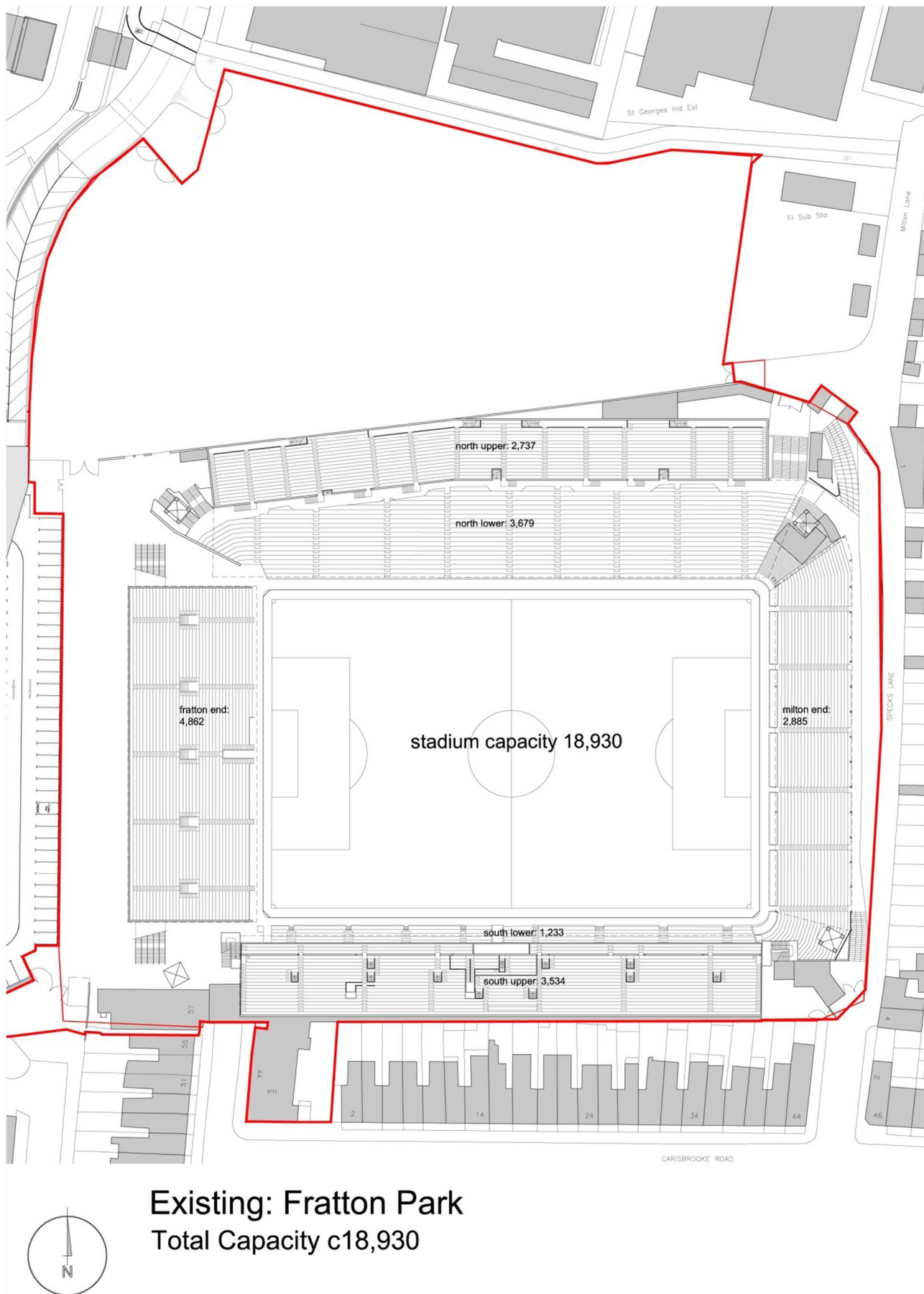


Figure 01: Existing Fratton Park [OS Promap licence no. 100020448]

3. Land available for development

3.1 PFC already owns the existing stadium and, as a result of the Tesco deal, additional land to the north. This is shown (edged orange) in Figure 02, which is a Plan of Fratton Park and Surrounding Land.

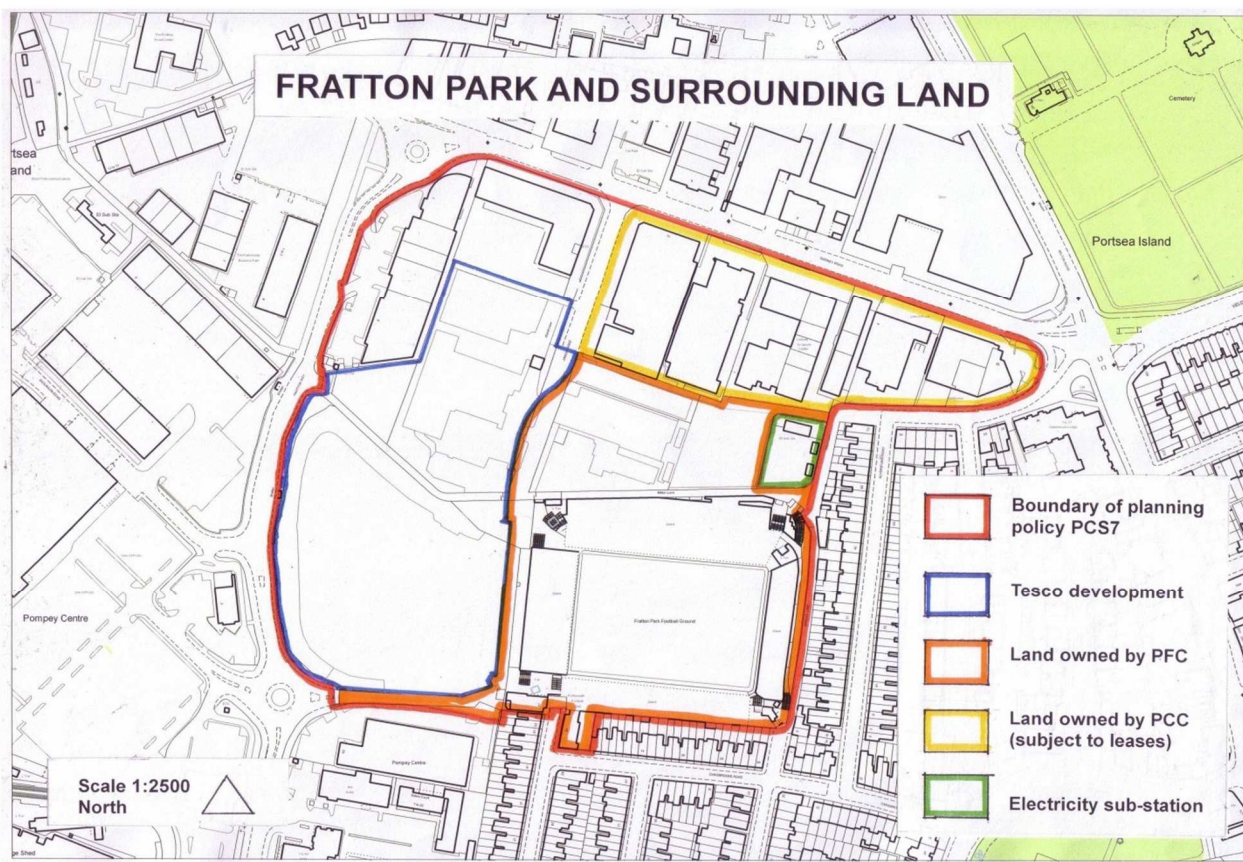


Figure 02: Site Plan of Fratton Park planning policy area [OS Promap licence no. 100020448]

3.2 As stated in the previous report, policy PCS7 of the Portsmouth Plan safeguards Fratton Park for use as a football stadium and includes considerable additional land outside the existing ownership of PFC which could be acquired, if needed, to allow its future development. The extent of the land included in the policy is also shown (edged red) in Figure 02. Clearly the Tesco development has taken much of this land, but there remains a significant amount of land north of PFC's ownership right up to the frontage to Rodney Road which could be used for future development of the stadium.

3.3 Realistically the additional land available for development comprises that immediately north of the existing stadium and car park, shown edged yellow in Figure 02 and owned by PCC, as the land west of Anson Road and north of the Tesco store would probably not be of any direct benefit because of its location. The effective site is shown in Figures 03 and 04.



Figure 03: Aerial photograph of 'the site' (bordered red) [image obtained from Google Maps]



Figure 04: 'Birds eye' photograph of 'the site' (bordered red) [image obtained from Bing Maps]

4. Constraints

4.1 The most obvious constraint to any redevelopment of Fratton Park is the likely very high costs of construction. For the purposes of this report the cost of building new stands is based on an assumed price per seat of £2,000. Thus a stand of 10,000 capacity would cost £20 million.

4.2 Then there are land costs. As previously stated the land north of PFC's ownership would probably need to be acquired in whole or part. Although owned by PCC, this land is leased to a variety of industrial and other businesses, including the "Pompey in the Community" offices. The planning policy for the overall site states that PCC is prepared to use compulsory purchase powers if necessary to acquire this additional land. This would require an approved scheme demonstrating the need for the land and PFC having the finances to cover the acquisition.

4.3 The first physical constraint to developing Fratton Park is the proximity of two storey terraced housing to the South Stand (Carisbrooke Road) and to the Milton End (Alverstone Road). These properties limit the scale and massing of any redevelopment of the existing stadium. Indeed planning permission was refused for a new eastern stand in July 1991, and an appeal dismissed in April 1992, because of its adverse effect (loss of light, visual intrusion, and overbearing appearance) on the houses in Alverstone Road.



Figure 05: Terraced housing in Carisbrooke Road and Alverstone Road [Google Street View]



Figure 06: Electrical sub-station [Google Street View]

4.4 The Tesco development has taken much of the land allocated in the planning policy for the future development of Fratton Park, but has provided PFC with significant additional land to the north and a relatively small sliver of land to the west. The distance between the rear of the existing Fratton End stand and Tesco store is approximately 13 metres.

4.5 There are a number of public utility services which are present within the land available for development, and which would potentially require relocation. The most important of these is an electricity sub-station at the northern end of Specks Lane, shown edged green in Figure 02, and its associated high voltage cable which runs along the former Milton Lane, immediately behind the existing North Stand.

5. Objectives

5.1 The Group considers that the following objectives should be observed in developing the existing stadium:

- Maximise the total capacity of the stadium, within reason. A target of 30-35,000 seems reasonable (planning policy PCS7 refers to a stadium of 35,000, although this was prior to the Tesco development).
- Maintain existing capacity, or at least minimise the loss of existing capacity, during development through careful phasing. This is necessary to avoid undue disruption to the existing relatively high attendances, particularly bearing in mind the number of season ticket holders.
- Restore the length of the pitch to that prior to the building of the existing Fratton End, namely 106 metres. UEFA's Stadium Design Guide recommends that pitch dimensions should be 106 metres by 68 metres, and it is understood the Premier League wish to standardise pitch dimensions to comply with this.
- New stands should be sited as close as possible to the playing pitch, in order to maintain the existing "tight knit" atmosphere of the stadium. The UEFA Stadium Design Guide recommends that "the stadium structure should hug the pitch in order to maximise the "cauldron" effect, without of course compromising safety". It recommends the "run off" between the touchlines and stands should be 6 metres, and between the goal lines and stands 7.5 metres.
- Achieve a set of distinct, yet integrated, stands - not a uniform bowl design.
- Maximise opportunities for income generation on match days and non-match days by incorporating a broad range of facilities and uses.
- Meet, and if possible exceed, the guidelines for disabled supporters.
- If possible provide opportunities for community facilities.
- Maximise the potential for utilising modern environmental sustainability features to meet or exceed accepted building standards. Such features could include photovoltaic cells on the stand roofs, low energy lighting and rainwater harvesting.
- Achieve a continuity of development, so that the stadium does not feel "disjointed" in appearance.
- Achieve the approximately north - south orientation for association football pitches recommended by UEFA's Stadium Design Guide, rather than the existing east - west orientation.
- Maintain, and if possible enhance, the existing historic character of Fratton Park, such as the mock Tudor entrance in Frogmore Road and Archibald Leitch's "lattice work" South Stand.

6. Options

6.1 The Stadium Sub-Group consider there are two basic options for developing the existing stadium: (1) redevelop on the existing east-west orientation; and (2) redevelop on a north-south orientation by turning the stadium through 90 degrees.

6.2 The Group did consider a third option - to move the stadium into the northern part of the site, immediately south of Rodney Road. However this was not considered worth pursuing for a number of reasons. Primarily the land would not be of sufficient size to accommodate a new stadium, without overlapping with the existing stadium, and would be unacceptably close to houses at the northern end of Alverstone Road. Moreover, it would utilise the area of the site most suitable for enabling development, and instead require this to be located on the site of the existing stadium. Given the restrictions of the existing low rise housing on two sides, the only likely enabling development in this location would be similar low rise housing which would yield little financial value to the overall project.

6.3 The report therefore now examines a possible layout for each of the two main options.

6.4 It should be noted that whilst attempting to be as accurate as possible and factoring in current stadium design guidance, the following feasibility study layouts are to give an indication of potential capacities and would require more robust detailed design development before attaining certainty on the given capacities. The figures are weighted on the assumption of 760mm seating treads with 470mm wide seats for the purpose of this exercise and it should be noted changes in these parameters can result in different capacity potential. It must also be stressed that, as stated in paragraph 4.1, the costs quoted are indicative figures only.

6.5 Current stadium design guidance includes: the “Guide to Safety at Sports Grounds” (Fifth Edition), published by the Department for Culture, Media and Sport in 2008; and the “UEFA Guide to Quality Stadiums”.

7. Option One: Redevelop on existing east – west orientation

7.1 A series of drawings has been prepared (Figures 07 - 12) showing how the stadium could be redeveloped in a series of phases, retaining the pitch in the current location east - west orientation, to achieve a capacity of approximately 30,800, plus 1,000 corporate seats. This could be achieved entirely within PFC’s existing ownership, with the exception of part of the electricity sub-station. Associated stadium requirements (car parking, etc) and enabling development could then be built on land to the north the stadium to increase development potential. For the purposes of this exercise, on the basis of reducing costs, the Fratton End stand has been assumed to be retained in the feasibility exercises. Whilst this stand meets modern safety requirements, it is of basic construction and could be the subject of redevelopment to improve its potential if desired.

7.2 The suggested phasing is as follows. Phase 1 (Figure 07) would be the replacement of the existing Milton End stand (capacity 2,885), which is currently the most problematic of the existing stands. Although constrained by the need to maintain daylight and sunlight to the houses in housing in Alverstone Road, it is considered a new stand seating 3,260 could be achieved, a net increase of 375. This work would need to be carried out in the close season to avoid loss of capacity, and would increase the total

capacity of the stadium from the existing 18,930 to 19,305. The new stand would cost approximately between £4m and £7m. Such a development would provide the club with flexibility of phasing segregation as identified as an issue in section 2.6.

7.3 The second phase would be a rear extension to the existing Fratton End in the form of a continuation of the existing terrace, as shown in Figure 08. This could accommodate 1,996 seats, thereby increasing the total capacity to 21,301. This extension, in view of its nature, is likely to be more expensive per seat than a new stand. Assuming £3,000 per seat, it would be about £6 million.

7.4 Phase 3 would be the replacement of the existing North Stand by a new two tier stand. It is suggested this would be achieved in two stages. Firstly, by demolishing the existing north stand upper and building a new upper tier, whilst retaining the existing north stand lower in use, as shown in Figure 09. This would reduce the total capacity by 2,737 to 18,564 and would require the relocation of the existing HV electricity cable under the old Milton Lane.

7.5 Secondly, in the close season the existing north stand lower would be demolished and a new lower tier and corporate boxes constructed, as shown in Figure 10. Both new tiers would then be available for use, giving a combined capacity of 11,386 plus 776 corporate spaces. This would give a total stadium capacity of 26,271, excluding boxes. The playing pitch would be moved 10 metres north, in order to give room to redevelop the South Stand in the future if required. The cost would be £22.8 million, excluding boxes.

7.6 Phase 4 would be the building of a new 1,142 capacity stand in the north-east corner to link the new North Stand and Milton End, as shown in Figure 11. This would cost approximately £2.3 million, and increase the total capacity to 27,413.

7.7 The final phase would be the construction of a new stand in the north-west corner to link the North Stand with the Fratton End, as shown in Figure 12. This would house 3,389 and include some more executive boxes to raise the corporate total spaces to approximately 1,000. Cost would be about £6.8 million. It would raise the total capacity of the stadium to 30,802 plus 1,000 corporate spaces.

7.8 The total cost of the option, at an assumed costings figure of £2,000 per seat (£3,000 for the Fratton End rear extension where a new roof covering the existing seats would need to be factored in) would be in the region of £45 million.

7.9 Figures 07-12 also show a possible corporate lounge / office space in the south west corner of the stadium. This suggestion is not intended to provide any seating capacity, and is included in both options.

7.10 The detailed provision of wheelchair and other disability provision as well as media requirements would also need to be factored in which would reduce the capacity shown. Such inclusion would require a far more detailed specification than that provided for the purposes of this report.

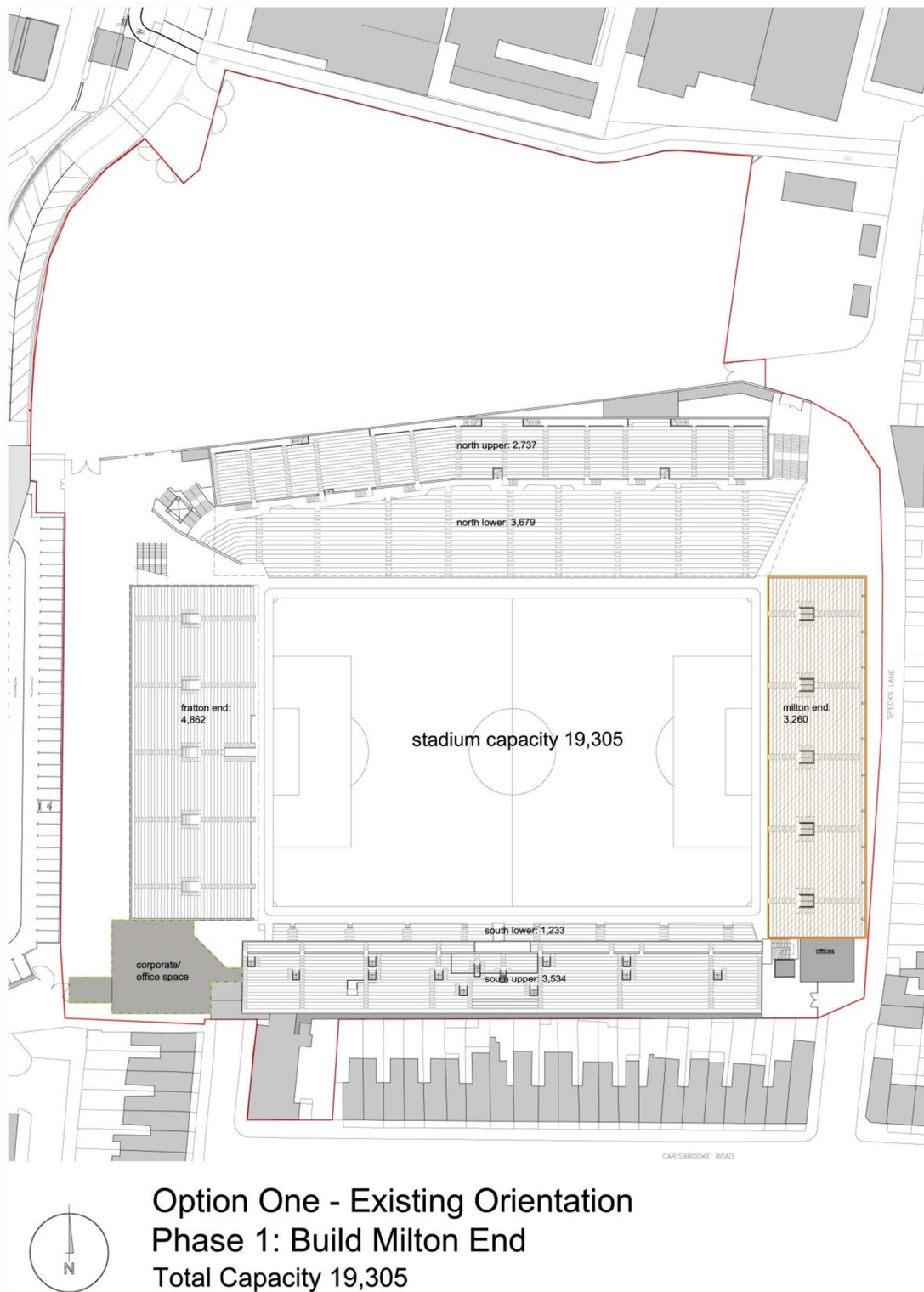


Figure 07:
Option One
Phase 1
Build new Milton End Stand
(with concourse underneath – possible safe standing adaptability)

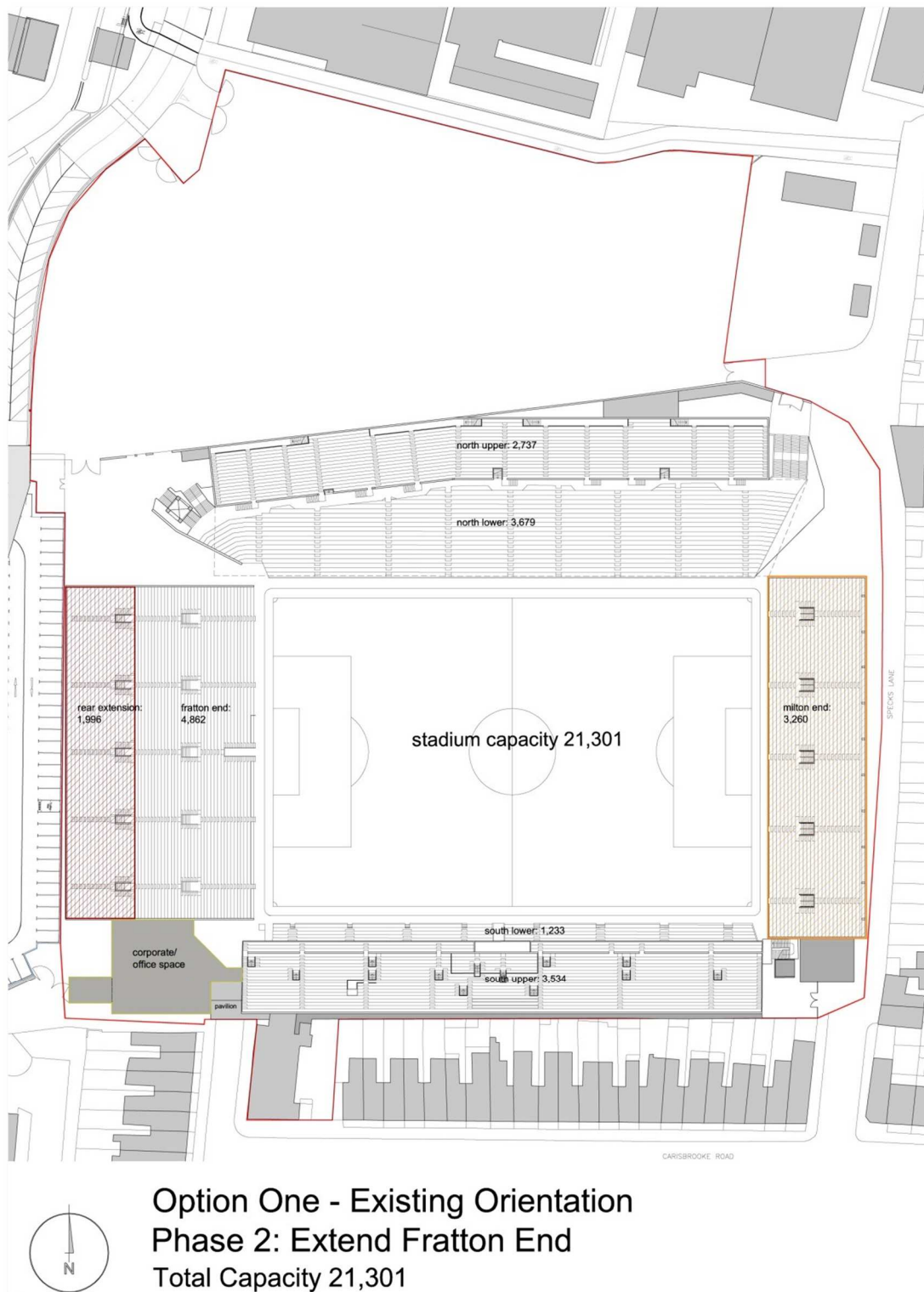


Figure 08:
Option One
Phase 2
Extend Fratton End stand to the rear
(Including removing existing roof and providing new roof to cover extended stand)

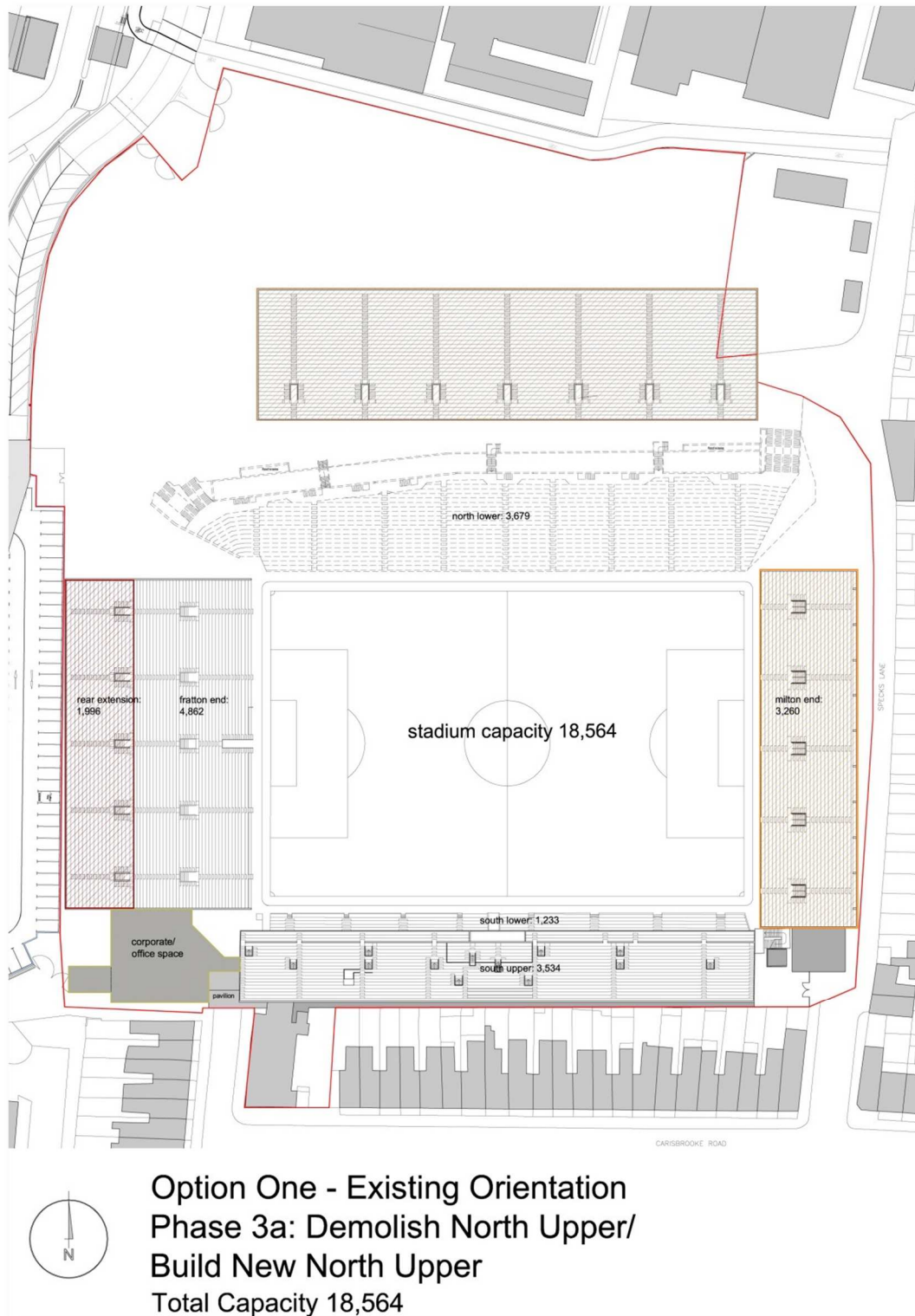


Figure 09:
 Option One
Phase 3a
 Build new North Upper Stand
 (Potential to build behind existing North Stand or
 demolish North Upper and continue to use North
 Lower in transition)

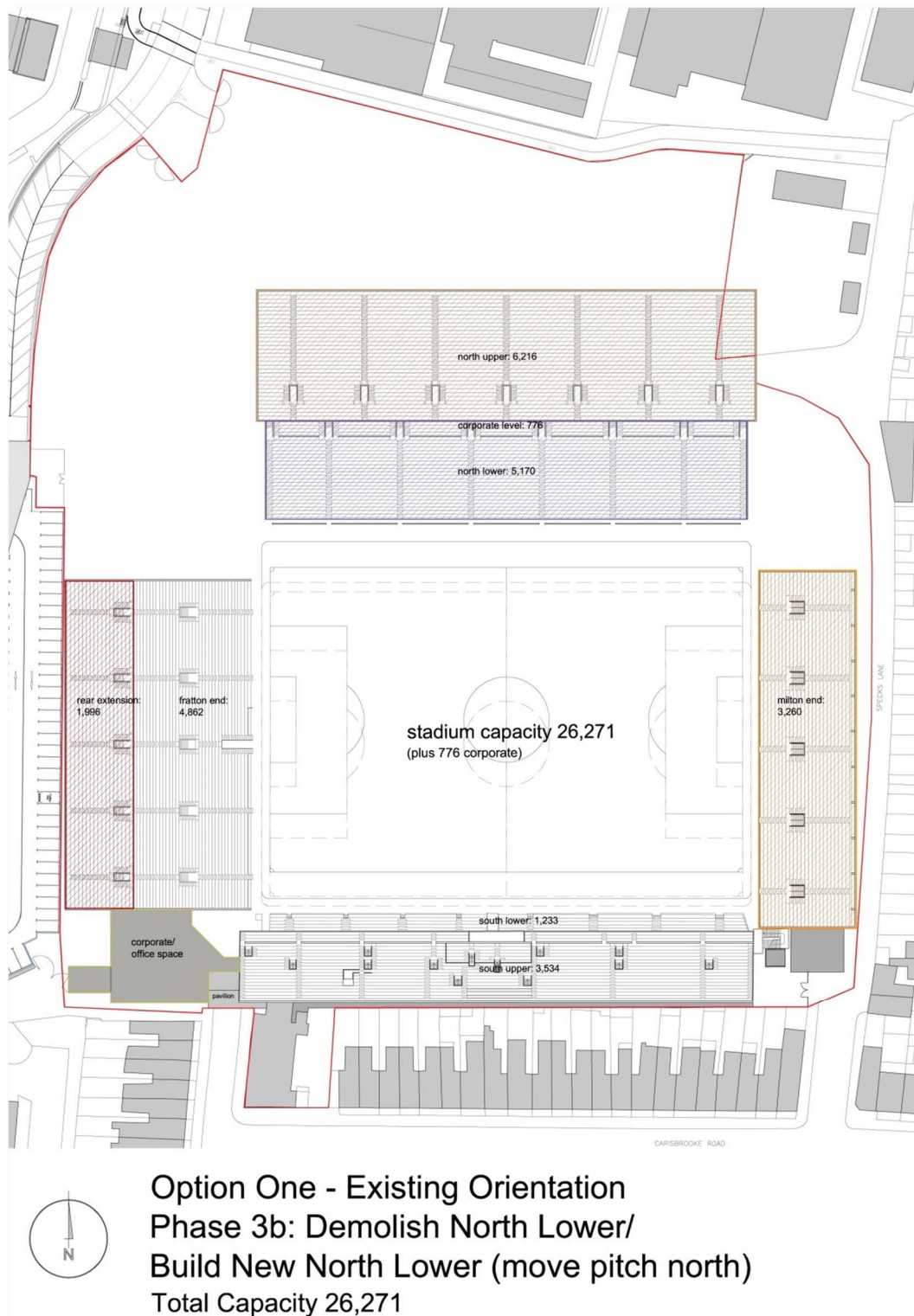


Figure 10:
 Option One
Phase 3b
 Build new North Lower Stand
 (Potential to shift pitch northwards to free space
 on south side of the ground)

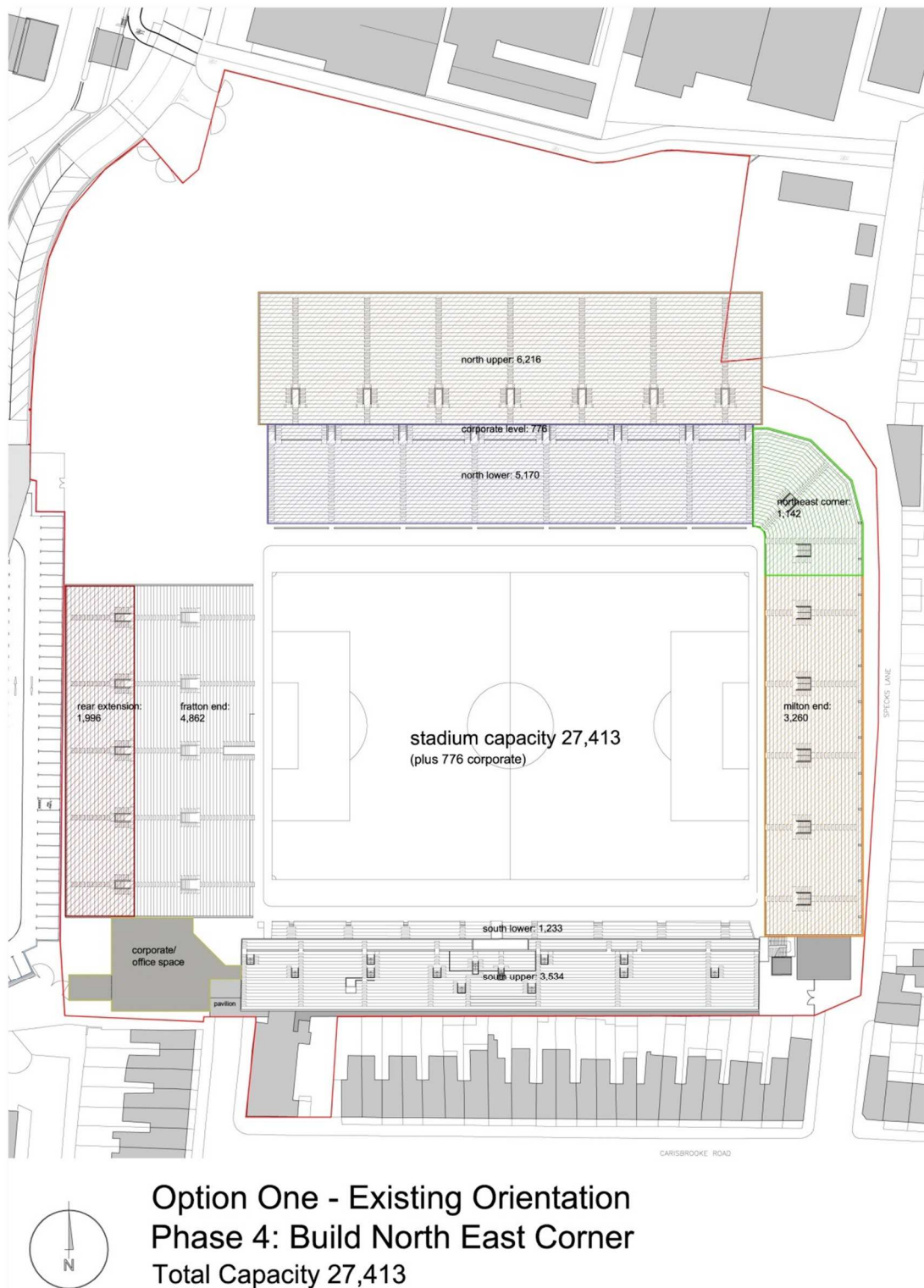


Figure 11:
Option One
Phase 4
Build new North East Corner

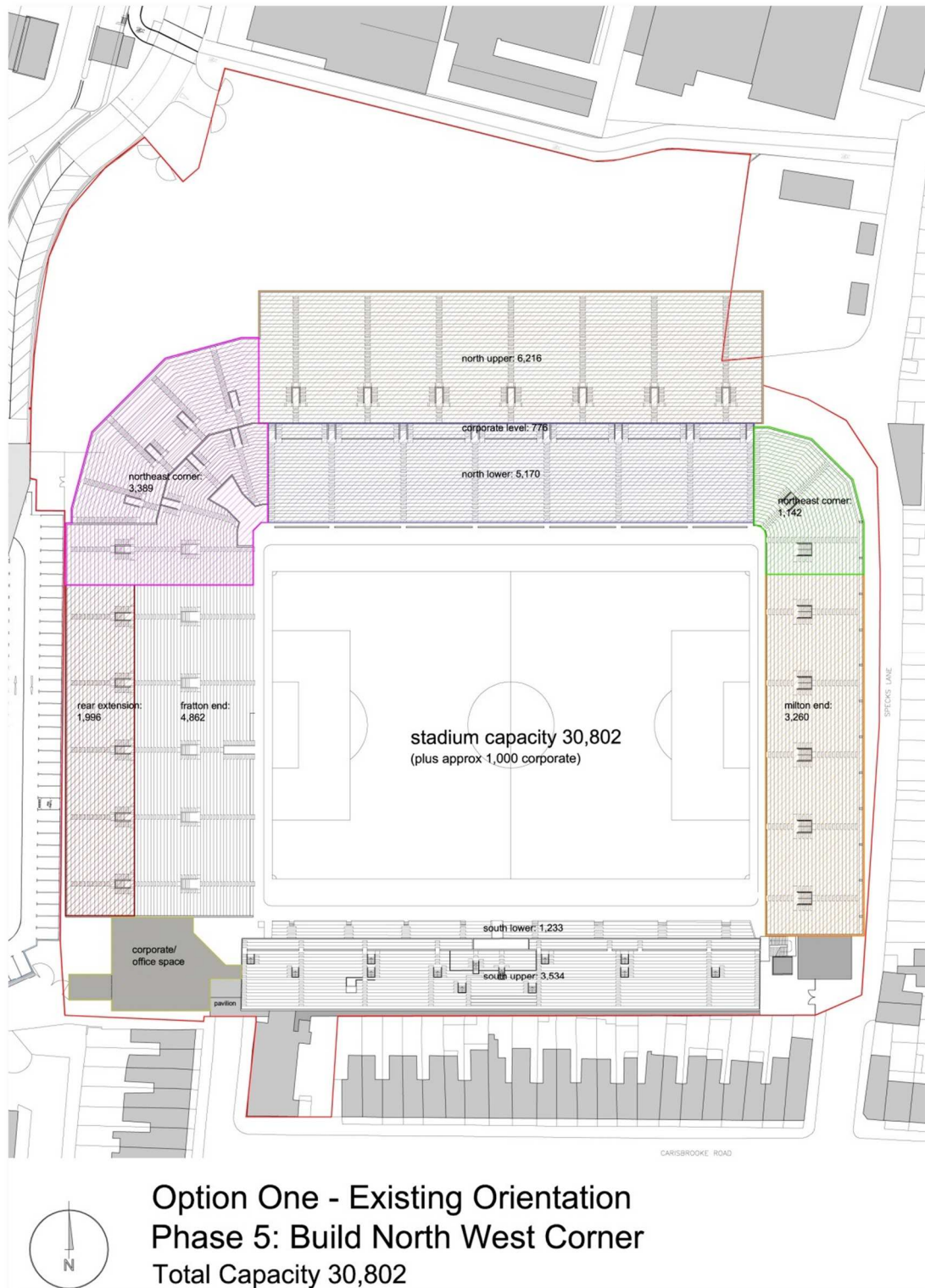


Figure 12:
Option One
Phase 5 (final phase)
Build new North West Corner
Total Capacity 30,802

8. Option Two: Redevelop on north - south orientation (rotation)

8.1 This option would see the stadium redeveloped by rotating it through 90 degrees on a north - south orientation, according to the same principle as in the "Pompey Village" scheme (granted planning permission in 2004 but not implemented). This proposal also envisages the redevelopment of the stadium in phases, to obtain a total capacity of 31,758, plus approximately 1,000 corporate seats. The suggested phases are shown in Figures 13-19. Again it falls within PFC's existing ownership, except for a very small part of the electricity sub-station. Similarly the land not in PFC's ownership to the north could be developed for stadium associated purposes and enabling development.

8.2 It is suggested the first phase would be a rear extension to the Fratton End, similar to that shown in option one, but a raised tier above executive boxes rather than a continuation of the existing terrace. This would provide 1,996 seats plus say 450 corporate spaces. It would increase the total capacity of the stadium from the existing 18,930 to 20,926, at a cost of about £6 million. The intention of making this the first phase would be to provide corporate facilities as early as possible, though it could be a later phase if desired.

8.3 Phase 2 would be the construction of a new north stand behind the existing north stand, rotating the pitch through 90 degrees, and constructing an extension northwards to the Fratton End (which would become a side) and filling in the northwest corner to link with the new north stand. This would be achieved in stages. Firstly a new north stand of 6,100 capacity (cost £12.2 million) would be built behind the existing, without affecting capacity (Figure 14). Secondly, the existing north stand would then be demolished and the pitch rotated - and lengthened by 5 metres to 105 metres - in the close season (Figure 15). As in option one, the HV electricity cable would need relocation. As a result of rotating the pitch the Milton End (now side) would become redundant, as it would be too far away to be usable. The total capacity would fall to 17,725. It is possible a temporary stand could be provided to replace the Milton End, but this is not included in the calculations. Thirdly, a west stand extension would provide 3,800 seats and say 250 corporate spaces (cost £7.6 million) (Figure 16). Finally, a north west corner stand of 3,000 capacity (cost £6 million), including a further 250 corporate spaces, would increase the capacity to 23,258 (Figure 17). The overall cost of this phase would therefore be approximately £25.8 million.

8.4 The third phase would be to build a new east stand, as shown in Figure 18. The potential size of this influenced by the need to maintain adequate daylight and sunlight to the houses in Alverstone Road, a capacity of 7,000 would be possible (cost £14 million). At this stage the eastern end of the south stand would need to be removed.

8.5 The final phase would be filling in the north east corner with a stand of 1,500 (cost £3 million), thereby increasing the total capacity to 31,758, plus 1,000 corporate spaces (Figure 19).

8.6 The total cost of the option using the same assumed guide costings of £2,000 per seat (with uplift to £3,000 for the Fratton End/ West Stand extension) would result in a redevelopment cost in the region of £50 million.

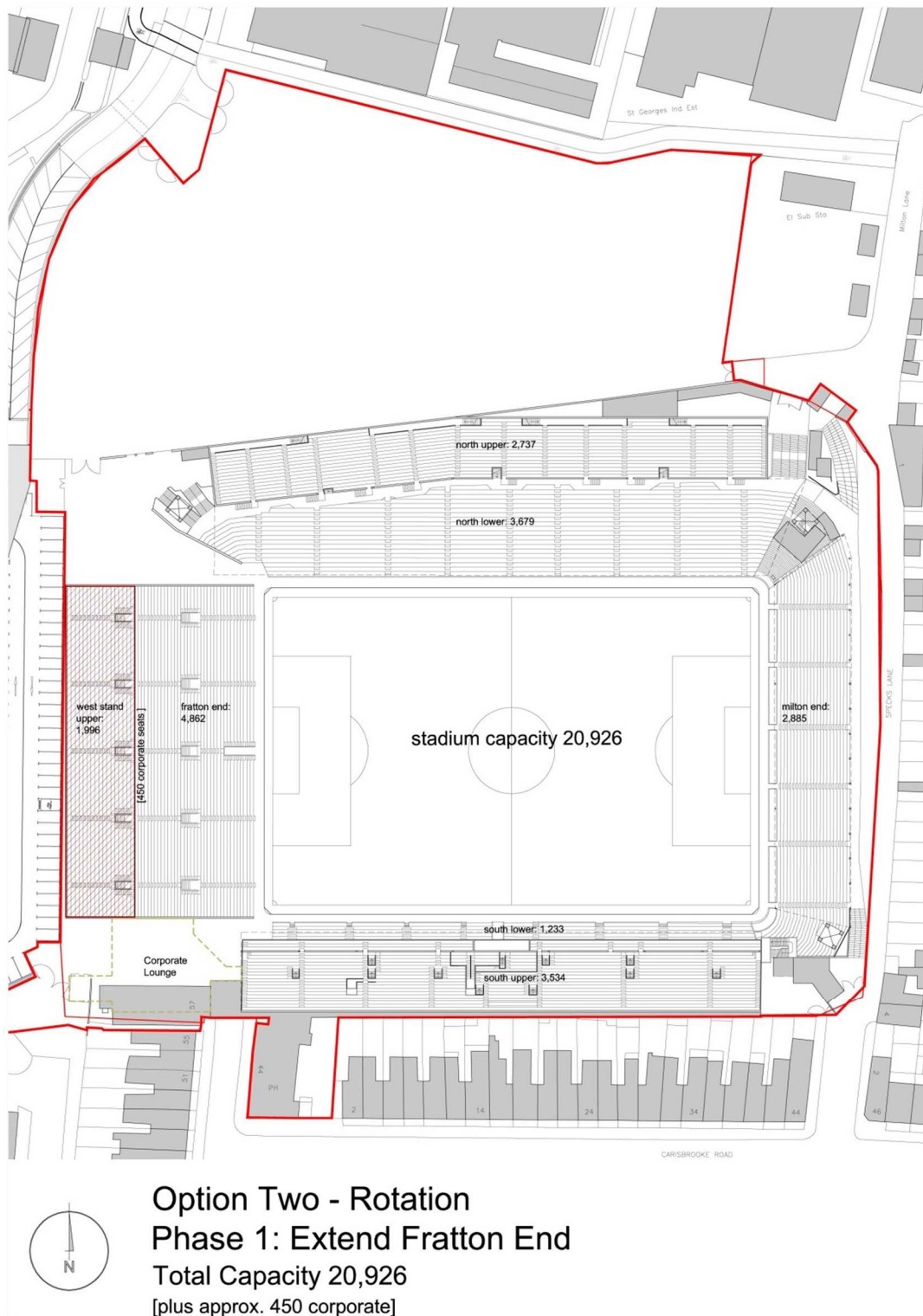


Figure 13:
Option Two
Phase 1
Extend Fratton End (West Stand Upper)



Figure 14:
Option Two
Phase 2a
Build new North Stand behind existing stand

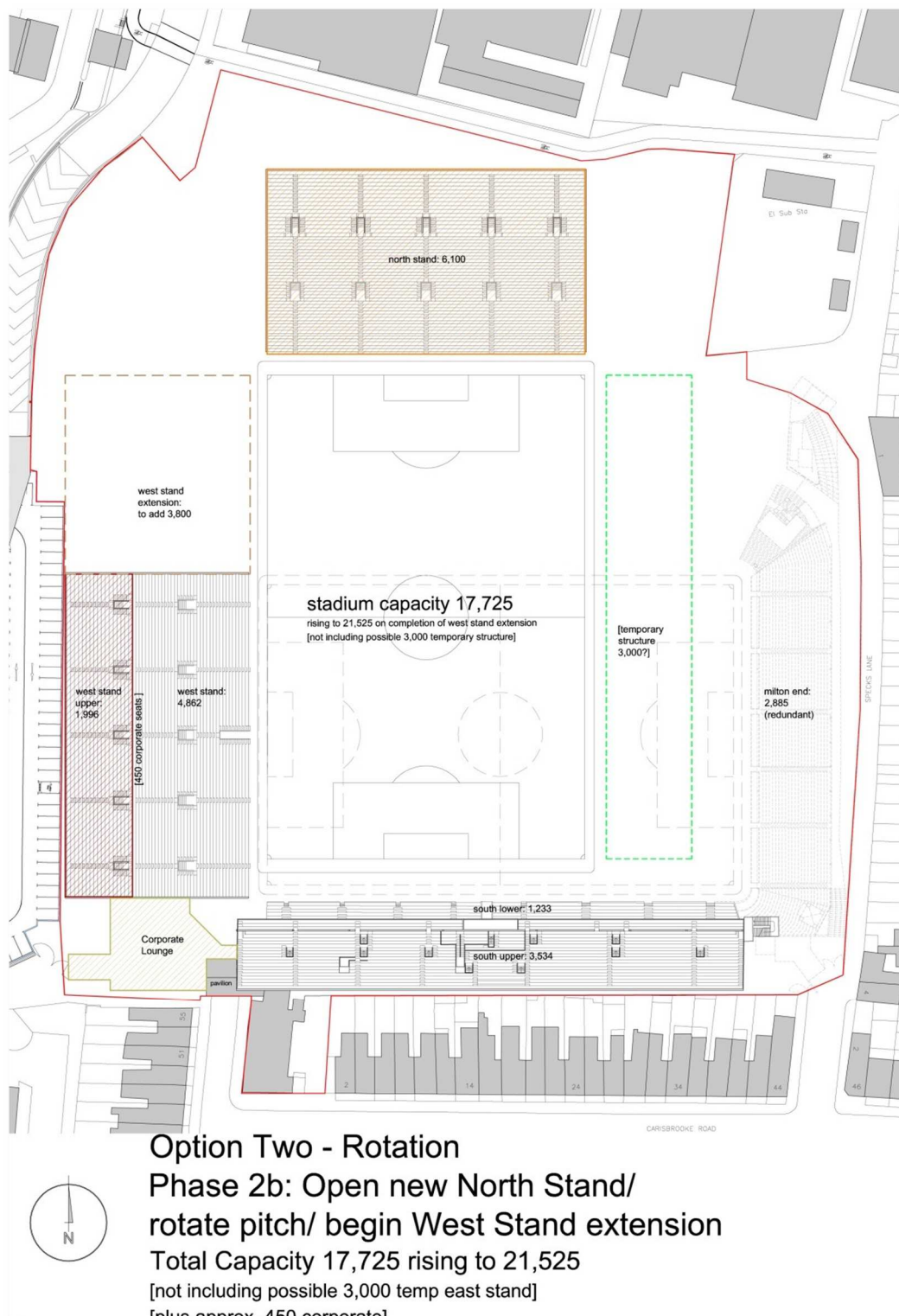


Figure 15:
Option Two
Phase 2b
 Demolish existing North Stand and rotate pitch
 (Milton End could still be used but with poorer sightlines due to distance from pitch, or a temporary stand on the east touchline could be erected)

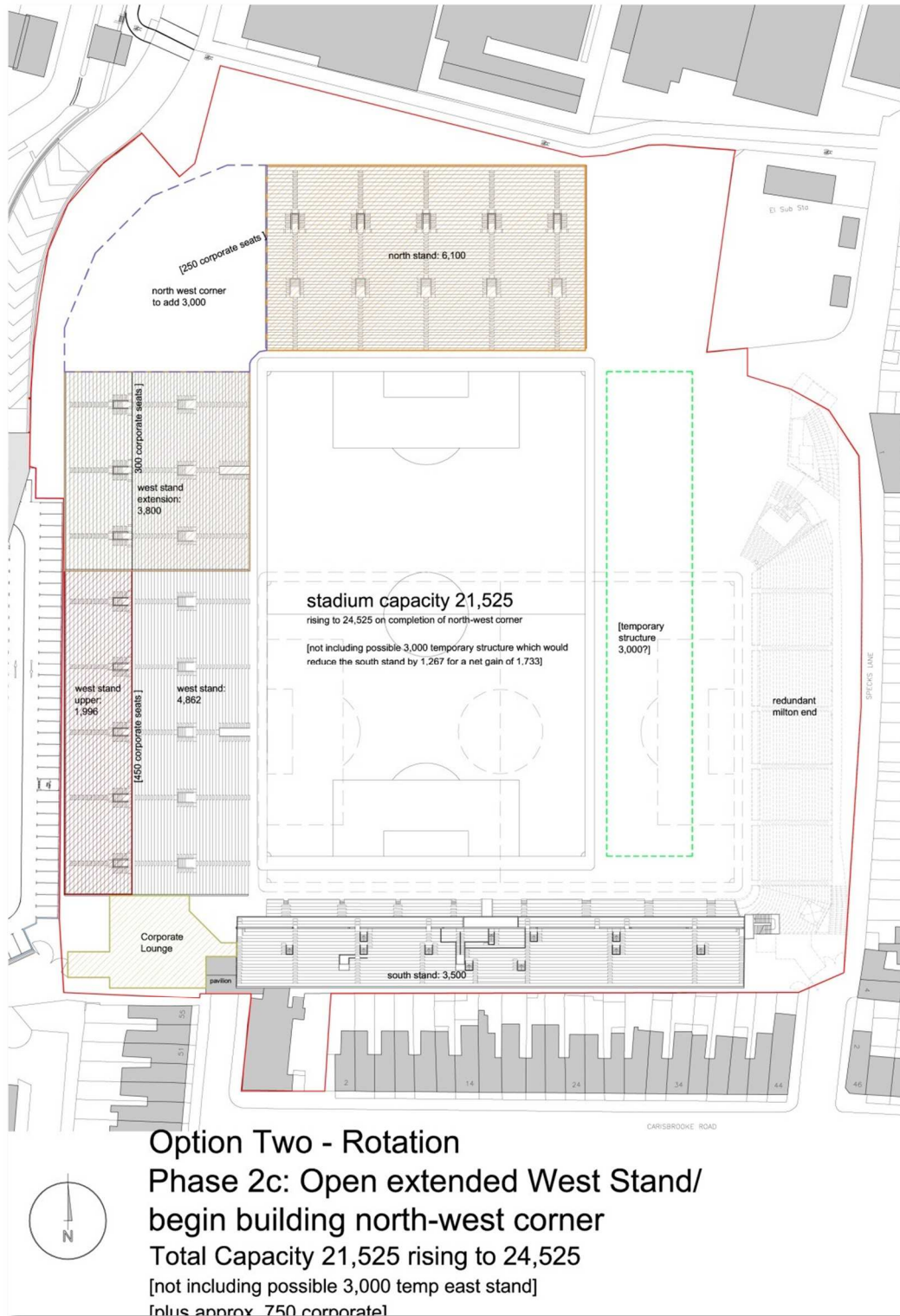


Figure 16:
 Option Two
 Phase 2c
 Extend West Stand (northwards)

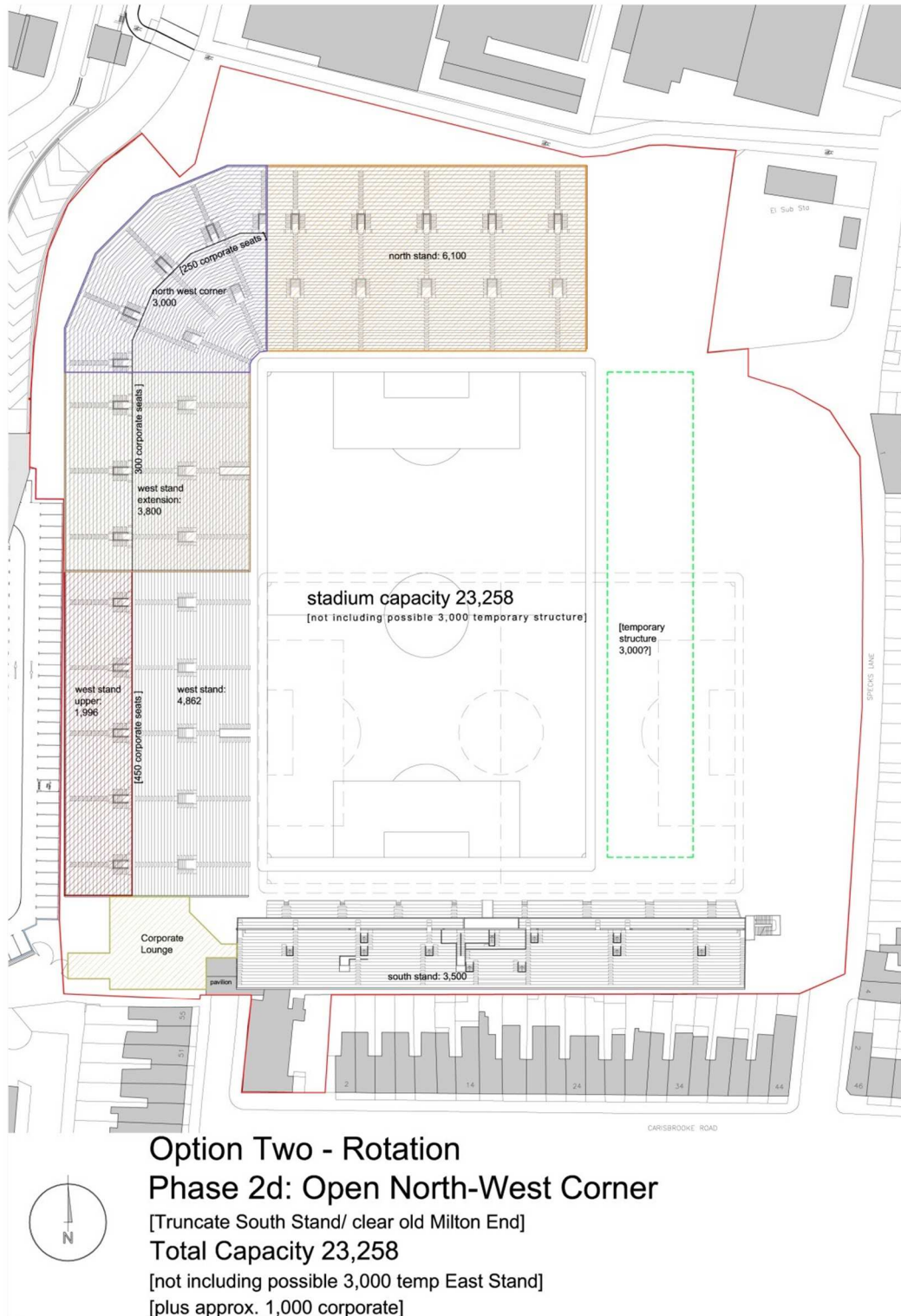


Figure 17:
 Option Two
 Phase 2d
 Build North West Corner

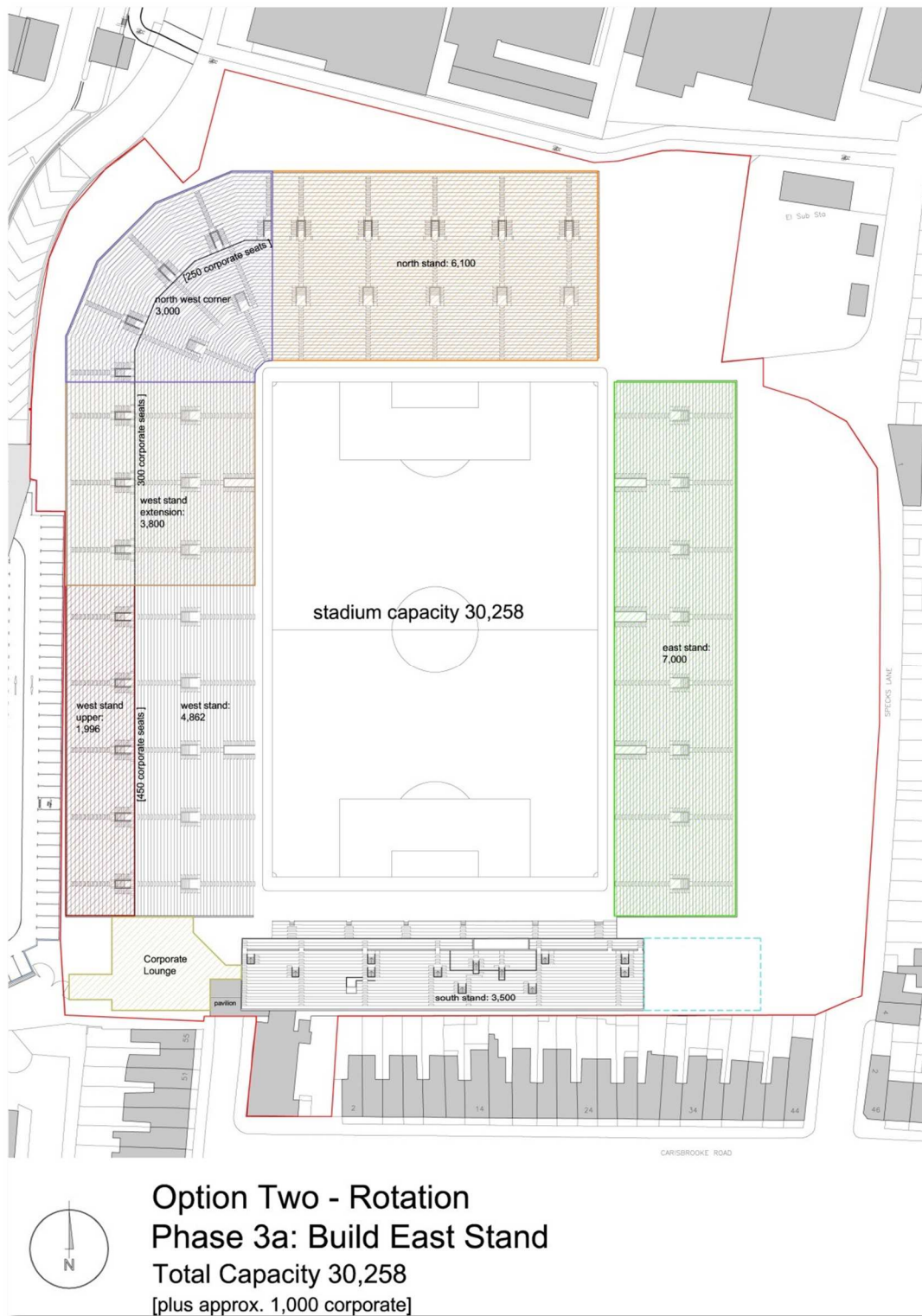


Figure 18:
Option Two
Phase 3a
Build East Stand

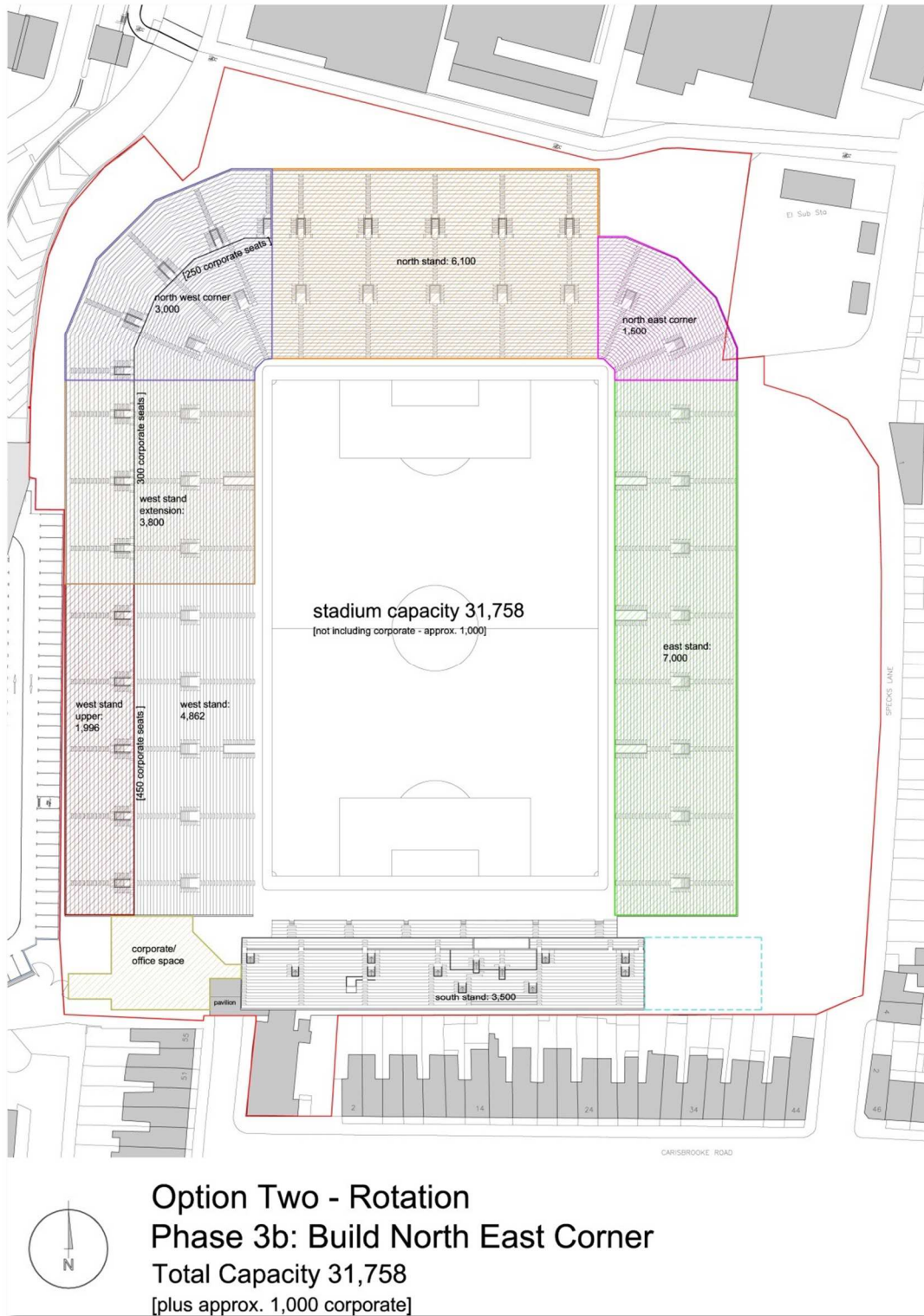


Figure 19:
 Option Two
Phase 3b (final phase)
 Build North East Corner
Total Capacity 31,758

9. Comparison of Options

9.1 This section of the report compares the two options against the objectives stated previously in section 5.

Total capacity

9.2 Both options demonstrate the ability to provide a stadium with a capacity of over 30,000 on the land available. Option two (31,758 plus 1,000 corporate) enables a greater total capacity than option one (30,802 plus 1,000 corporate), although the difference is relatively small (956 seats). However option two, because it has not been developed to the same level of detail as option one, has the potential for its capacity to increase further in the design process. The difference in capacity between the two options could be 2-3,000. Assumptions made in both options have been cautious, but both would see a reduction in capacity from those stated once provision for disabled supporters were taken into account.

Maintenance of capacity during construction

9.3 The total capacity of the stadium during the suggested phases of each option are as shown in the following table.

Total Capacity

Option One		Option Two	
Existing	18,930	Existing	18,930
Phase		Phase	
1.	19,305	1.	20,926 (+450 corp)
2.	21,301	2a.	20,926 (+750 corp)
3a.	18,564 (+776 corp)	2b.	17,725 (+750 corp)
3b.	26,271 (+776 corp)	2c.	21,525 (+1,000 corp)
4.	27,413 (+776 corp)	2d.	23,258 (+1,000 corp)
5.	30,802 (+1,000 corp)	3a.	30,258 (+1,000 corp)
		3b.	31,758 (+1,000 corp)

This shows that both options would result in a relatively small reduction in overall capacity in one of the earlier phases of development, but that option one is slightly better in this respect. Option two however provides an earlier introduction of corporate facilities.

Pitch size

9.4 Option one retains the playing pitch length (goal line to goal line) as existing (100 metres), whereas option two enables the pitch length to be restored to its original length of 106 metres and meet the recommendations of the UEFA Stadium Design Guide. Both options would enable the pitch width to be increased slightly to the recommended 68 metres.

Proximity of stands to pitch

9.5 In option one, as a result of moving the pitch northwards to enable any future development of the south stand, the distance between the touchlines and the north and south stands, currently 3 metres, would be increased to 9 metres (though the “run offs”

between goal lines and the west and east stands would remain similar to existing). Such a distance would exceed the UEFA recommendation of 6 metres and detract from the existing “close knit” character of the existing stadium. Option two would enable either the existing or the UEFA recommended “run off” distances to be achieved.

Distinct stands

9.6 Both options, though linked by corner stands in the northwest and northeast give the opportunity for distinct, yet integrated new stands with an individual character.

Maximise income / Disabled supporters / Community facilities / Sustainability

9.7 Similarly both options would offer the opportunity to increase income generation, provide improved facilities for disabled supporters and the community, and achieve a sustainable design.

Cost

9.8 As far as cost is concerned, option one is estimated as approximately £44.5 million and option two as £48.8 million, the latter figure representing the slightly higher capacity and the replacement of the existing seats which would be lost in the south stand. The earlier introduction of corporate facilities in option two however would be of financial benefit. Again it must be stressed that costs quoted are indicative figures only.

Continuity of development

9.9 Option one essentially proposes a phased redevelopment of each stand in turn, thereby ensuring the maintenance of stands on all four sides of the stadium. Whereas option two, by rotating the pitch, involves the loss of the existing east stand (Milton End) and could result in a three sided stadium for a period of time, unless a temporary stand was built. The rotation of the pitch would also create more disturbance.

Playing pitch orientation

9.10 Only option two would achieve the preferred orientation for football pitches, recommended in the UEFA Guide, although it is accepted the existing orientation has existed for 118 years.

Historic character

9.11 Both options would enable the existing character to be maintained, though option one may be preferred in terms of maintaining the existing orientation of the ground. Option two would also require the loss of the eastern end of the historic south stand designed by Archibald Leitch.

9.12 In summary, the two options are not dissimilar in respect of minimising loss of capacity during construction, design of stands, income generation, disabled and community facilities, and maintaining historic character. Option one offers a more integrated phasing, compared to the possibility of a three sided stadium in option two, and less disturbance. Option two offers slightly greater capacity and enables a lengthening of the playing pitch and its reorientation, without increasing the existing distance between spectators and the pitch.

10. Associated Stadium Development

10.1 It may be seen from figures 12 and 19 that in both options the stadium itself would not require much of the additional land not owned by PFC. However the stadium would need significant additional land for: access (both vehicular and pedestrian); essential car parking for match days (players, officials, staff, corporate and disabled supporters) and non-match days (community and other facilities); cycle parking; and emergency and media vehicles and facilities. Consideration would also need to be given to bus stops (including the possibility of park and ride buses) and coach parking / drop off points for away supporters. The existing “Pompey in the Community” education facilities in Anson Road would also need to be re-provided.

10.2 It is therefore considered that the area of land up to the south side of Rodney Road should be included in the overall scheme to meet these needs, to achieve a satisfactory comprehensive development, and to create a proper setting for the stadium on a prominent site fronting a major traffic route.

11. Enabling Development

11.1 In order to achieve a comprehensive development of any land not required for associated stadium purposes it is necessary to consider other possible uses which would be suitable on the site. Policy PCS7 of the Portsmouth Plan not only safeguards the site for a football stadium, but proposes B1 and B2 employment uses for the remainder of the site (B1 = Business [offices / light industrial] and B2 = General Industrial). It may be argued that the Tesco development has provided significant employment, as would some of the activities a suitably redeveloped stadium provide, such as conference and corporate hospitality lounges.

11.2 However the changing use of the area may promote more residential-led facilitating development, such as private, affordable or student accommodation. Other uses might include a hotel. The site affords the opportunity for elements of high rise development, whether residential or office use with commercial / retail uses on the ground floor. It would be possible to place the car parking on the ground floor of the site and cover it with a decking, effectively forming a podium at first floor level where retail / bar / restaurant uses could face onto a plaza or pedestrian square and form a gateway setting for the stadium and increase its use beyond the usual match day environment.

12. Masterplan

12.1 Figure 20 is an illustrative masterplan showing how the site could be developed to achieve a new stadium and a comprehensive development.

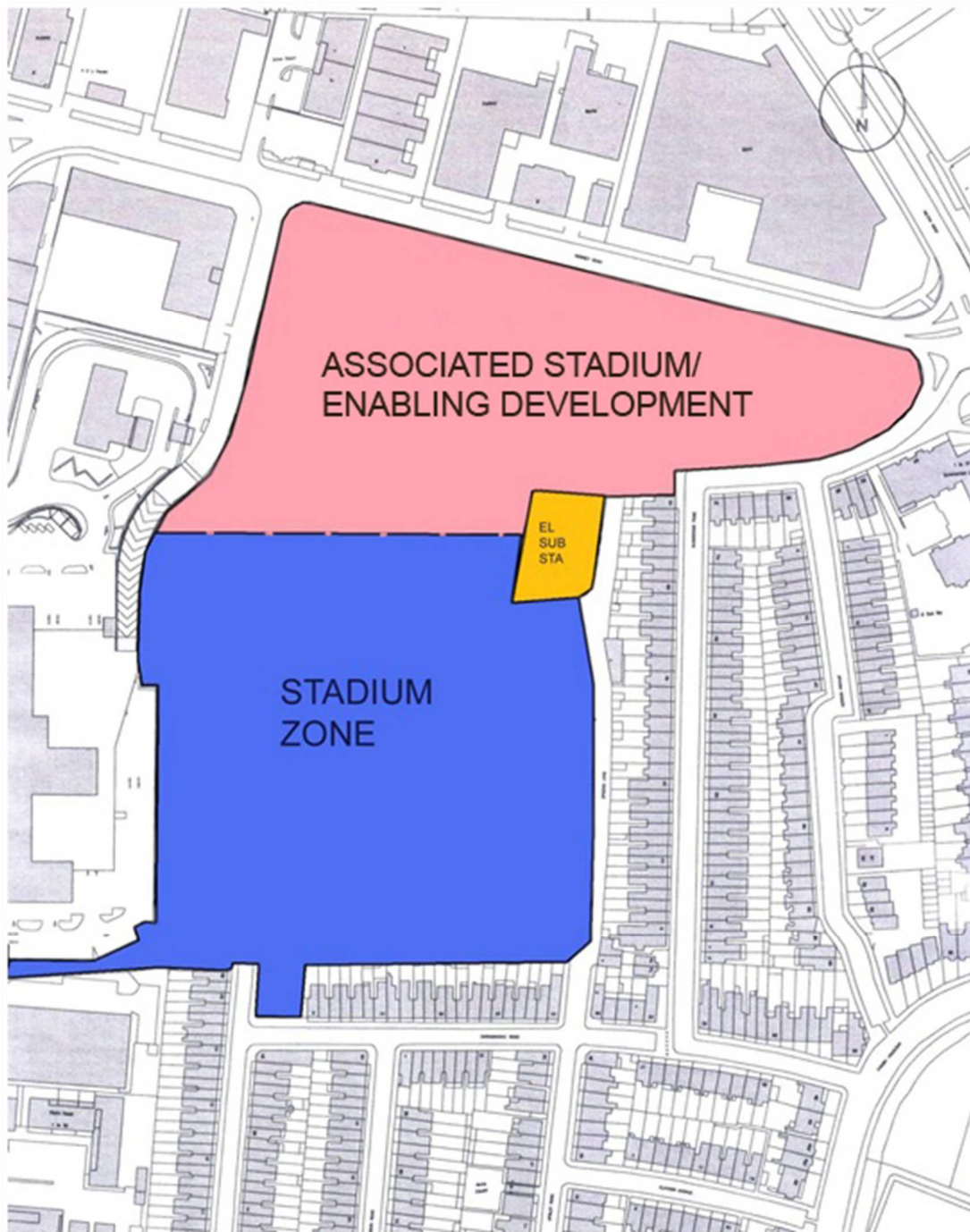


Figure 20: Masterplan diagram showing in pink the area which could be used to help facilitate stadium development

13. Review of Portsmouth Plan

13.1 It should be noted that Portsmouth City Council as Local Planning Authority is currently beginning the process of reviewing the existing Local Plan, including policy PCS7. As this policy is at the heart of this Group's recommendations to remain at Fratton Park and to take advantage of the development opportunities which it offers, it is strongly advised that PFC should inform the City Council as soon as possible of its wish to maintain this policy in any revised Local Plan.

14. Conclusion

14.1 This report has been prepared by a group of Pompey Supporters' Trust (PST) Members that expressed an interest to help the PST guide Portsmouth FC over the future development of the football club and the complex studies into the future of where the football club plays.

14.2 This report is intended as a guidance document from the perspective of supporters of Portsmouth FC who have seen many attempts to rebuild or relocate the football club's infrastructure, fail over the years. In conjunction with the first part of this report which focused on previously explored sites around the city, this report is informed by professional and local knowledge of a subject which has been on the agenda for over 40 years.

14.3 This is a long and complex report and the subject of considerable work, but its main conclusions are relatively simple:

- The existing planning policy for Fratton Park and the surrounding land (PCS7) offers very real scope for significant development of the existing stadium.
- A stadium of over 30,000 capacity is capable of achievement if the existing orientation is maintained, and an even larger capacity if the stadium is rotated through 90 degrees.
- Portsmouth FC should inform Portsmouth City Council as Local Planning Authority at the earliest opportunity of its wish to pursue the existing policy and therefore its request to maintain policy PCS7 in any future review of the existing Portsmouth Plan.

This document has been approved by all members of the Pompey Supporters' Trust Stadium Sub-Group (Long Term Strategy):

Michael Saunders BA(Hons) DipArch MA RIBA	Architect & PST Board Member
Barry Harmer MA(Oxon), Dip. TP, MRTPI	Retired Chartered Town Planner (Portsmouth CC)
Mike Allgrove BA (Hons), Dip TP, MRTPI	Chartered Town Planner (Chichester DC)
Andrew Smith	Former Chair of Chichester DC Planning Committee
Steve Higgins MSc MSaRs MIET	
Dr Nick Moore	General Practitioner
Alan Stillwell	Senior Facilities Engineer
Gary Buckner	
Colin Redman	Stadium & Hospitality Management
David Benneworth	Frattonise Editor & founder of The Pompey Party
David Maples BA (Hons)	Senior Housing Development Officer
Andrew Harnor	
Paul Simpson MA, BA (Hons) PGCE	
Tony Camilleri	