

Gosport Borough Local Plan 2011-2029

Statement on Issues and Questions

Issue 1.8

Should the Gunboat Sheds be designated separately from the rest of the Haslar Marine Technology Park, as a mixed use area in line with the designation of the Blockhouse?

Date: February 2015



GOSPORT
Borough Council

Introduction

1.1 The Haslar Gunboat Yard has been until very recently within the ownership of the QinetiQ group and was seen as part of the Haslar Marine Technology Park which is owned by QinetiQ. The company were consulted on the various earlier versions of the Local Plan and gave no indication of seeking an alternative use for this part of the site or that they intended to release it. The release of this site now provides an opportunity to reconsider the most appropriate use for this site.

Proposed Uses

2.1 The publication version of the Gosport Borough Local Plan 2011-29 (GBLP) Policy LP6 allocates this site as an existing employment area. The Council still considers that the preferred use for the Haslar Gunboat Yard and Sheds should be employment use given the site's connection to other employment uses. However it is recognised that the adjoining Blockhouse 3 site is currently being used for maritime leisure uses and the use of the Gunboat Yard for leisure uses would also be appropriate.

2.2 The Gunboat sheds are a scheduled ancient monument which is on English Heritage's Schedule of At Risk buildings. It is also an important part of the Haslar Peninsula Conservation Area. It is therefore of significant historic value.

2.3 Any development proposal would need to undertake research to determine the full extent of the significance of this asset and associated historic assets. Bringing the buildings back into an economic use would have the benefits of ensuring the building is maintained and therefore avoiding their deterioration. However there is concern that the re-use of the buildings for residential units and thereby breaking the buildings into separate units and the associated changes that would be needed to the building could harm the historic buildings. Ideally maintaining the buildings in their current form either as part of a marine employment use (such as boat sheds) or the use of the buildings to display gunboats or other similar features would be preferable. There may be scope for an alternative well-design employment use which maintains the open plan of the site.

2.4 Notwithstanding these concerns residential use may be appropriate in the following circumstances:

- i) to allow for the successful re-use of historic buildings where other uses would not be appropriate or viable; or
- ii) if it can be demonstrated that an element of residential development is required to enable the development of other uses on the site in terms of securing a viable scheme.

2.5 Accordingly it would be appropriate to re-allocate the Haslar Gunboat Yard to a mixed use designation similar to that for the Blockhouse site. The same policy

requirements identified in Policy LP6 points 1, 4 and 5 will apply to this site as well as other relevant policies in the GBLP.

Conclusion

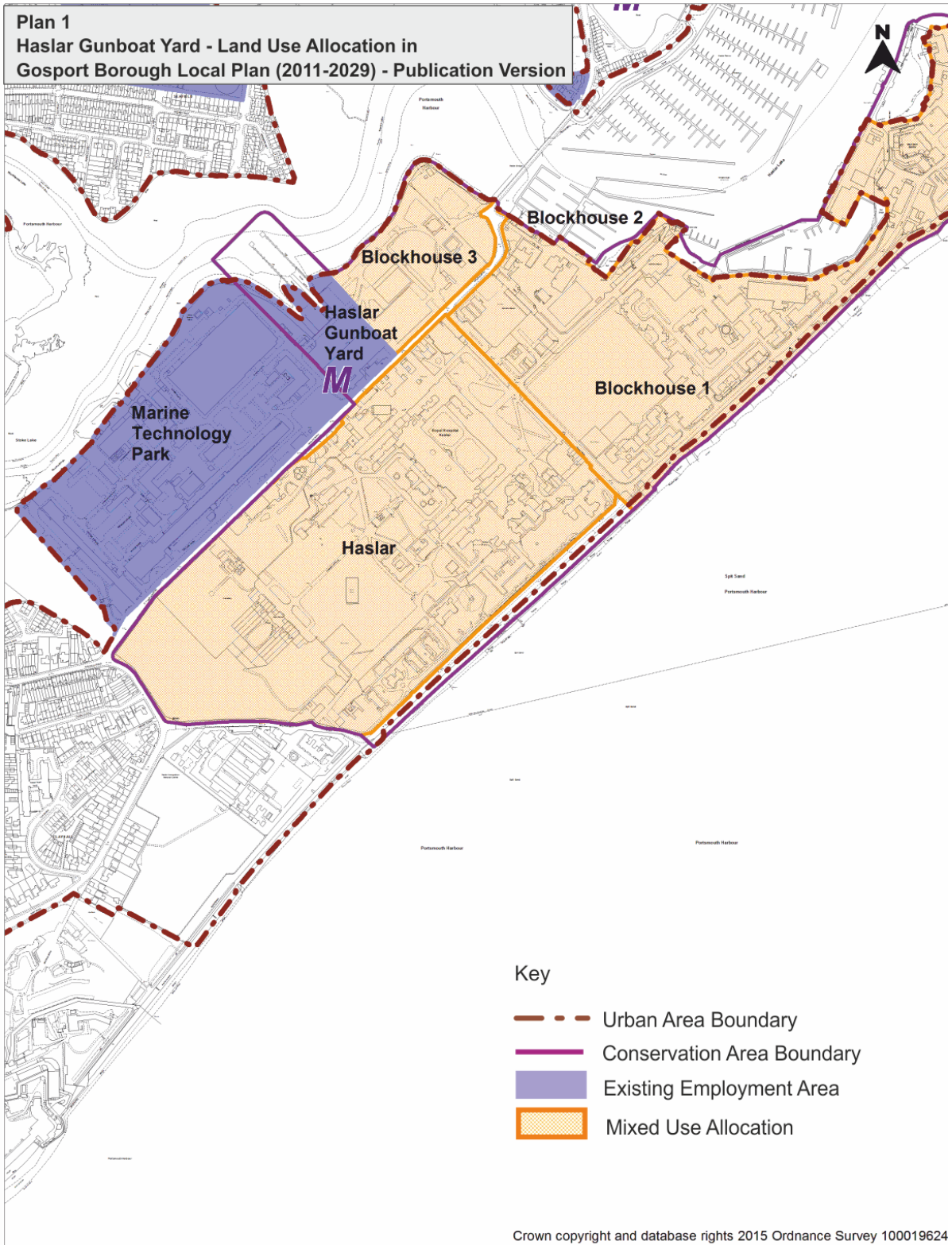
3.1 The Council proposes to modify the GBLP Policies Map to change the designation of the Haslar Gunboat Yard from an existing employment area to a mixed use allocation as indicated in Appendix 1. It also proposes to modify the text to Policy LP6 and the associated supporting text in the section Regeneration Area 3: Haslar Peninsula to reflect this change. This text is shown in Appendix 2 (new text is underlined and deleted text is struck through).

3.2 As the proposed modification changes the designation of an area of land the proposed modification has been subject to a revised Sustainability Appraisal. This can be seen in Appendix 3.

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APPENDIX 1 - Proposed Modification to Policies Map



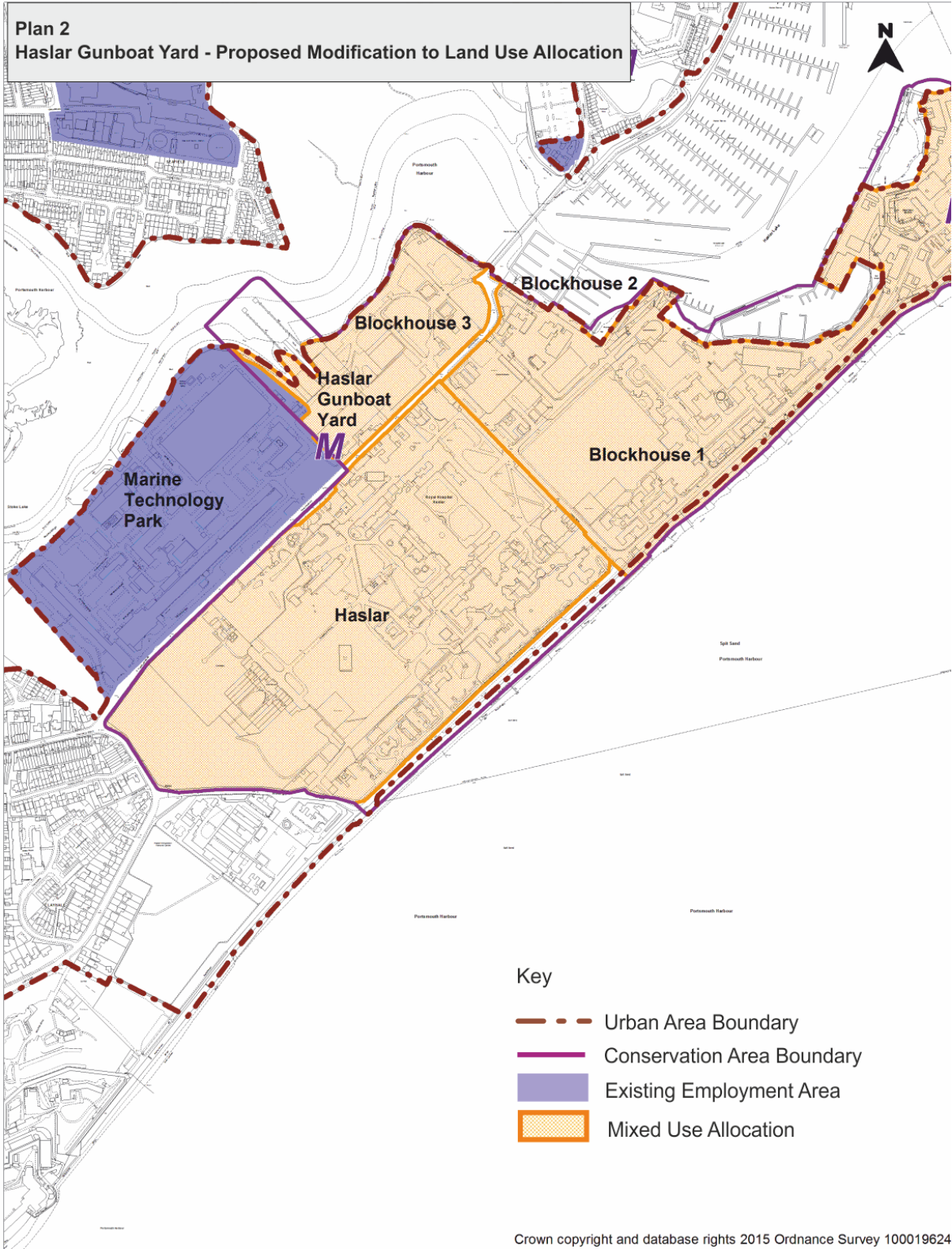
GOSPORT
 Borough Council

DATE : 09/01/2015

Scale 1:7000
 0 60 120 180 240 300 m

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Plan 2
Haslar Gunboat Yard - Proposed Modification to Land Use Allocation

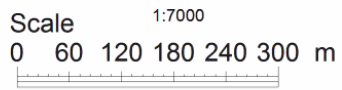


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APPENDIX 2 GBLP: Modified text for Regeneration Area 3 - Haslar Peninsula

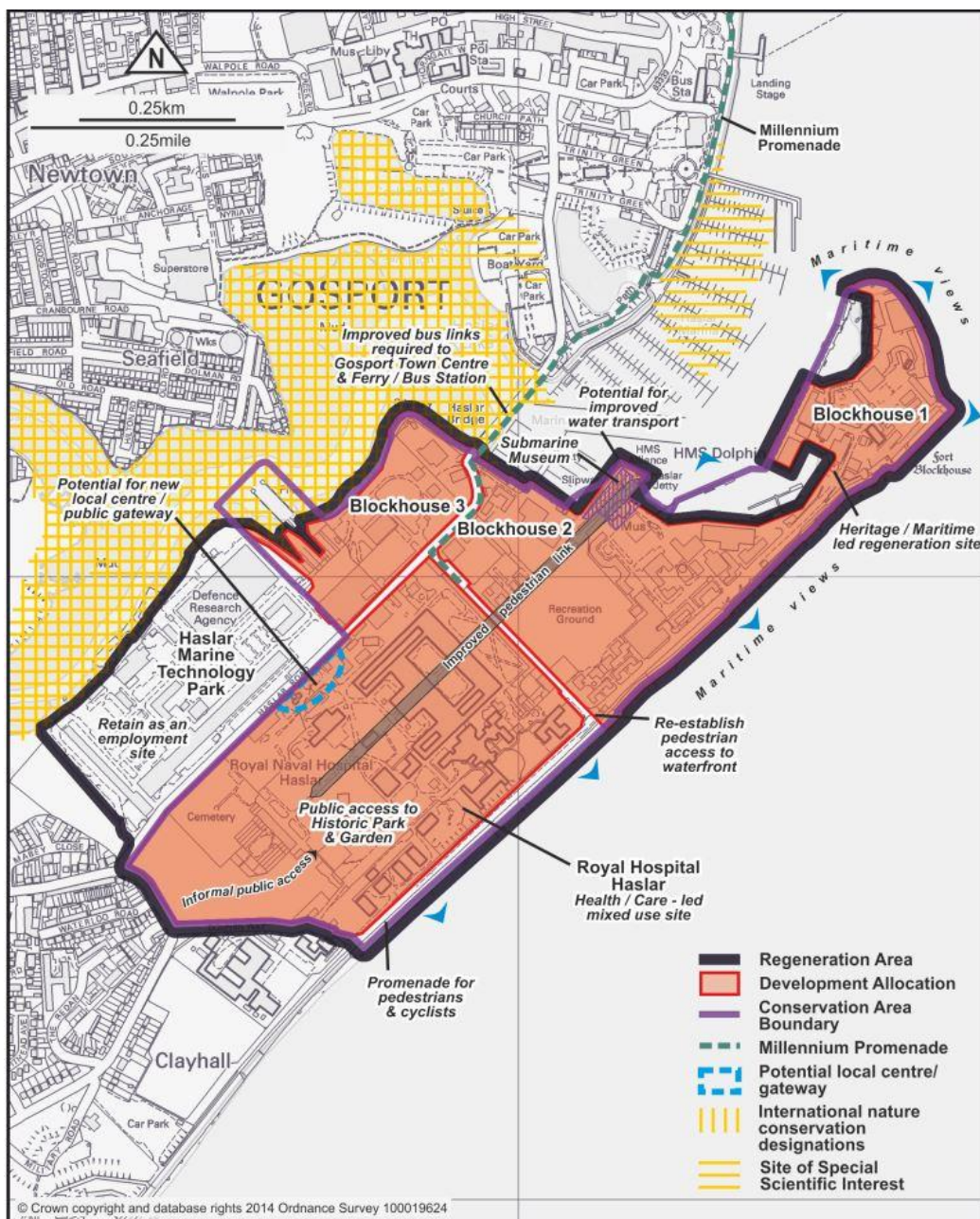
INTRODUCTION

7.1 The Haslar Peninsula, is a significant area of change and consists of three large sites:

- Royal Hospital Haslar;
- Blockhouse/Haslar Gunboat Yard; and
- The Haslar Marine Technology Park including QinetiQ.

7.2 Policy LP6 below sets out general principles for all parts of the Haslar Peninsula as well as specific considerations for each of the sites.

Plan 6: Haslar Peninsula Regeneration Area



General principles

- 1. Planning permission will be granted for development provided that:**
 - a) the distinctive built heritage and setting of the Haslar Peninsula is conserved and enhanced, and opportunities are taken to interpret the historic significance of Royal Hospital Haslar and Blockhouse/Haslar Gunboat Yard;**
 - b) it accords with the principles set out in Policy LP45 on flood risk including the need to undertake a Flood Risk Assessment with the appropriate flood defences and mitigation measures;**
 - c) measures to avoid and mitigate any adverse impacts on internationally important habitats are taken. Proposals should protect and enhance biodiversity on-site and within the vicinity including protected species and important habitats;**
 - d) opportunities to improve public transport services and cycling/pedestrian access to and from the site are taken as appropriate;**
 - e) any additional traffic generated by the development should be within the capacity of the existing road network and should not compromise the safety of existing roads; and**
 - f) contamination issues are addressed.**

Royal Hospital Haslar

- 2. Planning permission will be granted to provide a number of uses at the Royal Hospital Haslar site (as shown on the Policies Map) as set out below:**
 - a) medical, health and care facilities including residential care will be the prime uses on this site including the re-use of existing facilities and buildings;**
 - b) other employment uses will be encouraged including the re-use of buildings for small offices and workshops;**
 - c) there may be opportunity for the development of a range of small scale retail facilities and services to serve the site and the local community;**
 - d) appropriate leisure and tourism uses;**
 - e) up to 300 dwellings (Use Class C3) will be considered if it can be demonstrated that it is necessary for facilitating the other medical, health and care uses on this site and that it is appropriate to the character and setting of the Hospital site.**
- 3. In addition to the general principles (set out in Point 1), planning permission will be granted provided:**
 - a) The Listed Buildings and the Historic Park and Garden are conserved and where appropriate enhanced;**
 - b) that public access to the Historic Park and Garden and the Solent frontage is secured; and**
 - c) the development is served by sufficient levels of infrastructure including:**
 - i) a connection to the sewerage system at an appropriate point of adequate capacity;**
 - ii) requirements outlined by other policies in the Local Plan.**

Blockhouse/Haslar Gunboat Yard

4. Planning permission will be granted to provide a number of uses at the **Blockhouse/Haslar Gunboat Yard** site (as shown on the Policies Map) as set out below:
 - a) employment and training uses including marine and associated sectors;
 - b) leisure and tourism uses that best utilise the heritage and coastal setting;
 - c) residential uses will be considered:
 - i) to allow for the successful re-use of historic buildings where other uses would not be appropriate or viable; or
 - ii) if it can be demonstrated that an element of residential development is required to enable the development of other uses on the site in terms of securing a viable scheme.
5. In addition to the general principles (set out in Point 1), planning permission will be granted provided:
 - a) the Submarine Museum is retained as an important focus for the area;
 - b) public access along the waterfront is secured where appropriate;
 - c) the existing sports field on the site is retained; and
 - d) the development is served by sufficient levels of infrastructure as required by other policies in the Local Plan.

Haslar Marine Technology Park

6. Planning permission within the Haslar Marine Technology Park (as defined on the Policies Map) will be granted for employment uses (B uses) with high-tech employment uses given priority.

EXPLANATION OF POLICY LP6: GENERAL PRINCIPLES (Point 1 of policy LP6)

Preserving and enhancing the Peninsula's heritage and setting (Point 1a of Policy LP6)

- 7.3 The Haslar Peninsula contains significant built heritage in an attractive coastal setting adjacent the Solent and at the mouth of Portsmouth Harbour. Most of the Peninsula is within the Haslar Peninsula Conservation Area and the Council's Conservation Area Appraisal sets out the historic development of the Peninsula and its heritage value.¹
- 7.4 The protection and enhancement of the historic buildings, and the park and grounds are a key priority and consequently it is important that the buildings are re-used appropriately at an early stage to prevent them falling into disrepair. Further investigations will need to be conducted in order to understand the archaeology and historical development of the site including a landscape assessment. It will be necessary to include some form of interpretation of the history of the Haslar sites.

Safeguarding against Flood Risk (Point 1b of Policy LP6)

- 7.5 Early discussions with the Environment Agency and the Eastern Solent Coastal Partnership will be necessary. Flood risk will be a major consideration for development proposals on the Peninsula particularly in relation to **Blockhouse/Haslar**

¹ See the Haslar Peninsula Conservation Area Appraisal (GBC March 2007) <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/conservation/conservation-areas/area-appraisals/>

Gunboat Yard which is mainly within Flood Zone 3. Significant flood defence infrastructure is likely to be required on the Peninsula with the precise nature and scale still to be determined. This would include improvements to sea walls on the Solent frontage of Royal Hospital Haslar and Blockhouse. The emerging River Hamble to Portchester Castle Flood and Erosion Study² will provide further details.

- 7.6 Most of the Royal Hospital Haslar site is within Flood Zone 1 but is surrounded by higher risk areas. There is one small area in the south west corner (which will be retained as open space) within Flood Zone 2. The areas proposed for re-use and potential redevelopment meet the sequential test as they are within Flood Zone 1 and consequently the exception test is not required. An assessment of sea-level rise over the next century indicates that areas of proposed development (i.e. not the area to be retained as historic park and garden) would still be within Flood Zone 1. Therefore the risk of tidal (as well as fluvial flooding) is considered to be low.
- 7.7 The Flood Risk Assessment (FRA) for the site will need to address a number of issues including:
- the potential of overtopping of the Solent sea wall flood defences (particularly for the eastern edge of the site) over the next century;
 - a flood response plan; and
 - the capacity of the existing sewer network which drains surface water run-off and whether it is satisfactory to meet the needs of the new development and changing climatic conditions. The use of sustainable drainage systems may have a role to help reduce any impact and measures for their long-term management will need to be considered.
- 7.8 The flood risk issues at Blockhouse/Haslar Gunboat Yard will be a determining factor on the location, type and scale of uses within the site as significant parts of Blockhouse/Haslar Gunboat Yard are within Flood Zones 2 and 3. Consequently the Flood Risk Assessment will need to consider whether it is appropriate to locate vulnerable uses (as defined by the NPPF) on certain parts of the site. Issues that need to be addressed by a Flood Risk Assessment include:
- the condition of the existing Solent seawall defences and the risks of defence failure;
 - whether the sea defences are adequate to deal with future climatic condition and what improvements would be required;
 - the potential of overtopping of sea defences;
 - a flood response plan; and
 - the capacity of the site to deal with surface water and whether sustainable drainage systems can assist.
- 7.9 As the Royal Hospital Haslar site and parts of Blockhouse site within Floodzone 1 could potentially be surrounded by tidal floodwater in an extreme flood event it will be necessary for the FRA to include a flood response plan. This will need to be developed in conjunction with the Borough Council to ensure that it could be an appropriate and effective method for managing risk. The response plan will need to consider flood notification and evacuation arrangements including maintaining safe access and egress routes. Alternative on-site arrangements (whilst not the preferred method) may also need to be considered to provide a robust flood response to ensure the continuing safety of people on the site during a flood event, particularly as there are likely to be vulnerable people on-site given the proposed care and health-related uses.

² The River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy is being prepared by the East Solent Coastal Partnership

- Protection of Nature Conservation Interests (Point 1c of Policy LP6)
- 7.10 The Haslar Peninsula is adjacent internationally important habitats (Portsmouth Harbour SPA and Ramsar Site). Consequently it will be necessary to assess proposals for the sites in terms of their potential impact on the important habitats in combination with other proposals.
- 7.11 The Habitats Regulation Assessment for the Local Plan³ recognises that development on the Haslar Peninsula has the potential to have a detrimental impact on the internationally important habitats. Consequently it will be necessary to ensure proposals avoid and mitigate any adverse impacts on internationally important habitats (or areas outside of the designated sites known to be of importance to the internationally important species). A number of measures should be considered including those highlighted in the HRA Report as well as those identified as part of the Solent Disturbance and Mitigation Project⁴.
- 7.12 A project level HRA⁵ is likely to be required at the planning application stage depending on the location and the nature of the proposal on the Haslar Peninsula. It will be necessary to ensure that development does not have a detrimental impact on the features of the European sites either alone or in combination with other plans and projects. If there was such an impact the proposal would not be in accordance with the Council's planning policies and would be refused⁶.
- 7.13 Particular consideration will need to be given to the potential impact that development could have on Haslar Lake. There will need to be careful management to prevent access onto the intertidal area, with sufficient screening to ensure dog walkers and cyclists do not disturb birds within the SPA/Ramsar. The policy also requires that sections of the Solent frontage are opened up to public access. While there are no SPA/Ramsar designations along this stretch, the southern seawall is a potentially important wader roost. Proposals to open up the route will require additional bird surveys and careful planning and design.
- 7.14 Part of the Royal Hospital Haslar site has been identified as a Site of Importance for Nature Conservation (SINC) due to the presence of important plant life. There is also evidence of badgers and nesting birds on-site and the potential for bats and reptiles. Consequently it will be necessary to undertake all the relevant on-site ecological assessments. The site also contains a number of mature trees which are worthy of protection and any works would require the Borough Council to be notified since they are within a Conservation Area. Any proposal will need to include details of the on-going management of the site to protect and enhance the site's biodiversity particularly in relation to habitats and species included in the national and local Biodiversity Action Plans. In addition it will also be necessary to consider the impacts of development on other known or potential nature conservation interests in the vicinity.

Accessibility: (Points 1d-e of Policy LP6)

- 7.15 The Haslar Peninsula is connected to Gosport Town Centre by Haslar Road which passes over Haslar Creek on a 200m long single lane bridge. It is signal controlled to allow traffic travelling in each direction to use the bridge alternately.

³ www.gosport.gov.uk/localplanreview2029

⁴ [http://www.solentforum.org/forum/sub_groups/Natural Environment Group/Disturbance and Mitigation Project/](http://www.solentforum.org/forum/sub_groups/Natural%20Environment%20Group/Disturbance%20and%20Mitigation%20Project/)

⁵ often referred to as 'an appropriate assessment'

⁶ Unless it could be shown that the project was of overriding public interest and could secure any necessary compensatory measures in accordance with the Habitats Regulations 2010.

- 7.16 The Haslar Peninsula Regeneration Area is also served from the south-west by Clayhall Road, a residential distributor road; and by Fort Road, which provides direct access to Stokes Bay, which in part is a narrow winding lane. Neither road is of suitable character to carry significant volumes of additional traffic.
- 7.17 In view of the limitations of the existing access roads and the finite capacity of the bridge Hampshire County Council as the Highway Authority consider that proposed development on the Haslar Peninsula should not result in significantly more traffic than that arising when the proposed sites were fully occupied by the Ministry of Defence. The scale of development on the Haslar Peninsula will therefore need to be kept within the capacity of the current bridge and highway network.
- 7.18 It will be necessary to ensure that any development on the Haslar Peninsula mitigates any adverse impact on the strategic road network (SRN) or the rest of the highway network. Consequently appropriate proposals will normally require a transport assessment (see policies LP21 and LP22) to demonstrate whether there are any impacts and how these will be mitigated.
- 7.19 To improve accessibility, proposals will need to include a range of measures to accommodate and encourage non-car trips and consequently Travel Plans will be required. By working with the Highway Authority and transport providers opportunities should be sought and implemented to improve public transport and cycling to the Haslar Peninsula. Key transport proposals which will improve accessibility to this Regeneration Area are set out in Policy LP21 and accompanying text.
- 7.20 There may be opportunities for dedicated mini-bus services to serve proposed care, health or residential institutional and educational uses. Consideration shall also be given to water based transport from Blockhouse.

Contamination (Point 1f of Policy LP6)

- 7.21 Due to the long-term military and medical uses of the sites it will be necessary to ensure that any contamination issues are satisfactorily mitigated in accordance with Policy LP47. It will also be necessary to ensure that any land disturbance does not create a pathway which could have an impact on coastal waters including the adjacent internationally important habitats.

ROYAL HOSPITAL HASLAR (Points 2 and 3 of Policy LP6)

Background

- 7.22 The Royal Hospital Haslar closed as a military hospital in 2007 and the NHS ceased operating from the site in July 2009. The Ministry of Defence held an Enquiry by Design workshop⁷ to identify uses on the site which has helped inform the Local Plan. Subsequently the site has now been sold to private developers. A planning application for a mixed use development was submitted in 2013.
- 7.23 The site which overlooks the Solent is approximately 23 hectares and has been designated as a Grade II Registered Park on English Heritage's Register of Parks & Gardens of Special Historic Interest. The site includes a number of Listed Buildings and other important historic buildings. Construction begun in 1745 and was the first purpose-built naval hospital for the sick and wounded in England. The site also includes significant areas used for burial. The key characteristic of the Hospital site is the formality of the layout and the form of the buildings and grounds with the

⁷ Royal Naval Hospital Haslar EbD [Enquiry by Design] Workshop Report (The Prince's Regeneration Trust (January 2009)

subservient scale of buildings to the main hospital. More details can be found in the Conservation Area Appraisal⁸.

Site Uses (Point 2 of Policy LP6)

- 7.24 It is envisaged that the facilities of the site will largely be used for medical, health and care purposes. Due to the large amount of floorspace at Royal Hospital Haslar there will be a range of other uses that could be accommodated on the site which are compatible with these health-related uses. It will also be important to create as many jobs as possible to replace the employees recently working on the site and help address the current residential/employment imbalance in the Borough. Key proposed uses are outlined below.

Medical Health and Care Facilities (Point 2a of Policy LP6)

- 7.25 The site is suitable for a range of medical and health uses including public medical and health facilities, private healthcare and specialist practices. The site could also include preventative treatment and facilities such as a health club/spa uses and a gym.
- 7.26 The site is suited to care facilities including opportunities for a veterans care facility with all the relevant associated facilities and/or a Continuing Care Retirement Community (CCRC) as well as extra-care facilities. The site has the potential to play an important role in meeting the demands of an increasingly ageing population.

Employment Uses (Point 2b of Policy LP6)

- 7.27 There are also opportunities for other types of employment including office and workshop type uses, (particularly in the north-west part of the site) including those linked to medical uses, but also those linked with other important business clusters in the Borough as well as knowledge based industries. It is estimated the site could accommodate approximately 4,000 sq.m of employment floorspace (B1 uses).

Retail/Community Uses and Leisure/Cultural Facilities (Points 2c and d of Policy LP6)

- 7.28 It is considered that buildings close to the existing main entrance of the site could include community facilities and a convenience store to serve the site and the immediate local community. This would represent a new public gateway to the site.
- 7.29 It is anticipated that a limited retail need will arise as part of any development to meet the requirements of new residents. The floorspace of such provision should be restricted and serve the immediate residential/employment catchment for everyday and small-scale shopping needs, as suggested by the Borough Council's latest evidence⁹. Depending on the nature of the rest of the development a small amount of specialist shops/services may also be appropriate on the site for example relating to health uses. Similarly food and drink uses are likely to be appropriate to serve the uses of the site including visitors to the Historic Park and promenade.
- 7.30 Any retail proposals will need to accord with the policy tests set out in the National Planning Policy Framework and more detailed policy elements contained elsewhere in the Local Plan (LP29).
- 7.31 The site is considered suitable for hotel/conferencing uses which can utilise the assets of the site (historic grounds and buildings and the Solent views), and has potential synergies with the health and care facilities on the site. A hotel will bring visitors to the site and the town as a whole making for a more viable development. It is considered that the site is sufficiently close to the town centre and bus/ferry

⁸ www.gosport.gov.uk/sections/your-council/council-services/planning-section/conservation/conservation-areas/area-appraisals/

⁹ Gosport Retail Capacity Study 2014 (GBA 2014)

interchange to be accessible by modes other than the private car. If further hotel facilities were proposed then it would be necessary for the proposal to accord with the relevant tests (sequential and impact) as outlined in the NPPF.

Residential (Points 2e of Policy LP6)

- 7.32 In order to ensure a health/care-led scheme is viable, open market housing is likely to be required. Residential use may also represent the best use of particular historic buildings. It is considered that around 300 dwellings (Use Class C3) could be accommodated on the site. The enabling role of any dwellings will need to be clearly demonstrated by a developer.
- 7.33 It will be necessary to ensure that associated parking and bin/cycle storage do not detract from the character, setting and appearance of the Listed Buildings and the Historic Park.

Development Considerations (Point 3 of Policy LP6)

- 7.34 In addition to the considerations set out in Part 1 it will be necessary to consider additional site specific issues relating to the Royal Hospital Haslar site.

Protection and enhancement of heritage assets (Point 3a of Policy LP6)

- 7.35 It will be necessary to ensure that the nationally important buildings and grounds will be protected and where appropriate opportunities are taken to enhance the assets. Due to the presence of the historic park and garden there is limited scope for new buildings within the site but where opportunities do exist planning applications should be accompanied with the relevant supporting material demonstrating how the proposal respects the historic features and setting of the Hospital site.
- 7.36 It is acknowledged that the site does contain some later twentieth century buildings which have had no regard to the historic setting and in such cases demolition may be appropriate. If the 'cross-link' building is removed it will be necessary to restore this part of the site as open space in character with the rest of the site. The site also includes significant burial areas which need to be protected.

Public enjoyment of the Historic Park and Solent Frontage (Point 3b of Policy LP6)

- 7.37 An important objective for the redevelopment of the site is to encourage public use of the historic grounds. The Borough Council will also require that public access to the Solent frontage is secured with links to the historic park.

Infrastructure Requirements (Point 3c of Policy LP6)

- 7.38 Detail is contained in the Council's latest Infrastructure Assessment Report¹⁰ and Delivery Plan¹¹. Key requirements include:
- Provision of on-site care and health facilities;
 - Travel plan measures to reduce car travel on the Haslar Peninsula;
 - Provision of community facilities to serve the needs of the site;
 - Suitable flood evacuation measures;
 - Provision of adequate utility infrastructure including measures to improve the local foul sewer capacity as well as the necessary on-site provision and connections for water supply, telecommunications, electricity and gas supplies;
 - Public space, green infrastructure and public access to the Solent frontage;
 - Recreational open space; and
 - Other requirements as appropriate for the type of development proposed.

¹⁰ www.gosport.gov.uk/localplan2029

¹¹ www.gosport.gov.uk/localplan2029

- 7.39 Southern Water has identified that there is insufficient capacity in the local sewerage system to meet the anticipated demand from the development proposed at Royal Hospital Haslar. New and/or improved local sewerage infrastructure will therefore be required to serve the development, or separation of surface water which currently drains to a combined system. In addition it is also necessary to protect existing on-site infrastructure including underground sewers and water mains present on the site. This infrastructure must be allowed to continue to fulfil its function and must not be damaged or built over (see Policy LP39).

BLOCKHOUSE/HASLAR GUNBOAT YARD (Points 4 and 5 of policy LP6)

Background

- 7.40 The MoD has notified the Borough Council that it may release the Blockhouse sites although timescales and details are not known at this stage. Whilst the site has been identified as a mixed use allocation on the Policies Map due to the limited details available at this stage no quantum of development has been set out and consequently the site does not currently contribute to the housing and employment figures set out in Policy LP3. However it is important to recognise the potential of this site for delivering regeneration benefits and its linkages with the Royal Hospital Haslar site.
- 7.41 The site is adjacent to the mouth of Portsmouth Harbour and has a frontage with the Solent and Haslar Lake. A blockhouse or fortified tower is known to have been located on this spit of land from 1417 and the site has been developed considerably since then. It contains significant historic buildings including two scheduled ancient monuments (Fort Blockhouse and Haslar Gunboat Yard¹²) and the Submarine Escape Training Tank (SETT) which is a Grade II Listed Building.
- 7.42 The ~~Blockhouse~~ site occupies ~~three~~ four land parcels known as Blockhouse 1, 2 and 3 and Haslar Gunboat Yard.
- Blockhouse 1 (former HMS Dolphin) includes the Submarine Escape Training Tank and 33 Field Hospital as well as MoD administration, training, living accommodation and sports and welfare facilities.
 - Blockhouse 2 includes the RN Submarine Museum and the Joint Services Adventurous Sailing Training Centre (JSASTC). The Museum is a popular visitor attraction that will be retained on the site.
 - Blockhouse 3 (former HMS Hornet) is separated from Blockhouse 1 and 2 by Haslar Road and is used jointly by the JSASTC and the Hornet Sailing Club primarily as a boatyard.
 - Haslar Gunboat Yard includes the underused historic gunboat sheds and yard.
- 7.43 The intensity of use on the whole site is considerably lower than when the site was used as a submarine base. It currently employs almost 400 people, whilst in 1986 it employed just under 2,500 people¹³.
- #### **Site Uses (Point 4 of policy LP6)**
- 7.44 The Blockhouse/Haslar Gunboat Yard area provides a significant opportunity to create a new heritage/leisure quarter focusing on the strengths of its Harbour-mouth location, historic buildings and the Royal Naval Submarine Museum. As with other sites it will be important to replace existing employment on the site. Key proposed uses are set out below.

Employment, training, tourism and leisure uses (Points 4a, b and c)

¹² Identified on the local authority historic buildings at risk register

¹³ University of Portsmouth 2008 - The Impact of the Defence Sector on the Economy of Gosport

- 7.45 The site has a number of features which are potentially attractive to the marine, marina and associated sectors including: deep and sheltered water close to the Solent; a cluster of marina and other technology businesses close by (such as the Haslar Technology Park); as well as on-site assets which may be suitable for re-use (such as the diving tank). The site also has the potential to expand its training and skills potential particularly as the JSASTC is likely to be retained on the site. The marina itself will offer enhanced visitor opportunities and potential for linked employment uses.
- 7.46 Given its strong heritage features including the existing Submarine Museum, the site will be an attractive location for residents and visitors to spend time and consequently has the potential for a number of tourism/leisure uses including hotel/conferencing facilities, arts/craft studios, food and drink establishments and heritage interpretation attractions. It will be important to ensure that the uses on the site bring genuine regeneration benefits enhancing the local economy.
- 7.47 Other employment opportunities will need to be considered including small scale offices and workshops.

Residential (Point 4d of Policy LP6)

- 7.48 It is acknowledged that housing will assist bringing forward the employment objectives for this site. A developer will need to demonstrate that the proposed level of residential development is required to: help facilitate the delivery of employment generation on the site; protect heritage assets; or represents the most appropriate re-use of an existing building. Consideration will need to be given to the risk of flooding on parts of the site and appropriate evacuation measures when necessary (see Point 1c).
- 7.49 It is recognised that a number of blocks used by service personnel on the site could be converted to some form of accommodation either institutional types (Class C2) or private residential (C3).

Development Considerations (Point 5 of policy LP6)

- 7.50 It will be important to conserve and enhance the character and appearance of the site's built heritage and bring forward proposals in order to ensure that the site does not become derelict and under-used. Proposals will need to consider the historic and functional links with the Hospital site including the continuity of the route from the Harbour, through Blockhouse to the Hospital site as well opening the route from Haslar Road to the seawall. Proposals for Blockhouse should have regard to the historic context and the potential use of the Gunboat yard and sheds (a scheduled ancient monument) ~~which covers parts of Blockhouse and the adjacent Haslar Marine Technology Park.~~
- 7.51 In addition to the considerations set out in Point 1 relating to heritage, flood risk, nature conservation and accessibility it will be necessary to consider other specific issues outlined below.

Retention of the Submarine Museum (Point 5a of Policy LP6)

- 7.52 The Submarine Museum is a major visitor attraction and will need to be retained as part of any future proposals for Blockhouse. It offers significant opportunities to be a major focus and attraction for the whole site and consequently proposals should be designed to enhance the Museum's prominence on the site.

Public access to the waterfront (Point 5b of Policy LP6)

- 7.53 It is important that as parts of Blockhouse/Haslar Gunboat Yard are developed opportunities are taken to improve public access to the site and along the waterfront.

It will be necessary to ensure proposals do not harm important nature conservation interests such as over-wintering birds on important habitats adjacent Blockhouse/Haslar Gunboat Yard.

Retention of the sports field (Point 5c of Policy LP6)

- 7.54 The sports field on the site should be retained to be used as open space which is most suited to the development.

Infrastructure Requirements (Point 5d of Policy LP6)

- 7.55 Detail is contained in the Council's latest Infrastructure Assessment Report¹⁴ and Delivery Plan¹⁵. Key requirements include:

- Flood defences and other flood risk measures;
- Measures to reduce car travel on the Haslar Peninsula;
- Provision of adequate utility infrastructure including measures to improve the local foul sewer capacity as well as the necessary on-site provision and connections for water supply, telecommunications, electricity and gas supplies;
- On-site public space and green infrastructure;
- Community and education facilities where appropriate; and
- Other requirements as appropriate for the type of development proposed.

HASLAR MARINE TECHNOLOGY PARK (Point 6 of policy LP6)

- 7.56 This site includes a cluster of high-technology, research and development, and specialist engineering marine businesses. The Borough Council requires that this site be retained for employment purposes with the focus remaining on its current strengths. There may be scope to provide linkages and synergies with Blockhouse and the Royal Hospital Haslar site. The site has been allocated on the Policies Map as an 'Existing Employment site' and will be protected as such.
- 7.57 Key development considerations are set below and it will be necessary for proposals to accord with the relevant policies of the Plan. Proposals will need to conserve and enhance the site's historic assets. The eastern part of the site is within the Haslar Conservation Area and the site includes ~~the Haslar Gunboat Sheds and Yard scheduled ancient monument~~, the No2.Cavitation Tunnel which is a Grade II Listed Building and two ship testing tanks which are locally listed buildings. The site is adjacent internationally important habitats and consequently the relevant considerations (as set out in Policy LP42) apply. If they arise opportunities should be taken to improve public access along the waterfront subject to operational and environmental considerations outline above.

Further information:

Transport for South Hampshire and Isle of Wight Evidence Base – Gosport Borough Local Plan (201-2029) (Systra March 2014);

Employment Land Review (GBC 2012);

Gosport Retail Capacity Study 2014 (GVA 2014)

Haslar Peninsula Conservation Area Appraisal (GBC 2007);

Infrastructure Assessment Report (GBC 2014);

Royal Naval Hospital Haslar: EbD [Enquiry By Design] Workshop Report (The

¹⁴ www.gosport.gov.uk/localplan2029

¹⁵ www.gosport.gov.uk/localplan2029

Princes Regeneration Trust January 2009);

Strategic Flood Risk Assessment (PUSH/Atkins);

Strategic Flood Risk Assessment (GBC 2014);

Strategic Housing Land Availability Assessment (GBC 2014);

APPENDIX 3 - Modified Sustainability Appraisal

Supplement to Annex C: Assessment of Options: Spatial Strategy, Regeneration Areas and Allocation of the Sustainability Appraisal which supports the Gosport Borough Local Plan (2011-2029): Publication Version.

Haslar Gunboat Yard (Jan 2015)

Background

The Sustainability Appraisal (Annex C) that accompanies the Publication version of the Gosport Borough Local Plan 2011-2029 includes the following introduction regarding sites on the Haslar

The Haslar Peninsular Regeneration Area consists of Royal Hospital Haslar, Blockhouse and Haslar Marine Technology Park (this includes QinetiQ Haslar). Royal Hospital Haslar is currently vacant having closed to the public in 2009. Blockhouse is a military establishment located right on the end of the Haslar Peninsula. The Council has considered a number of broad development options for both the Royal Hospital Haslar and Blockhouse sites. Haslar Marine Technology Park is not expected to be comprehensively redeveloped over the plan period and has therefore not been subject to the findings of the sustainability appraisal. However, it is acknowledged that it could offer some scope for intensification of the existing uses.

Since this document was published representations were received as part of the consultation on the Publication version of the Gosport Borough Local Plan by Mr David Brace, who is promoting new development on a site known as the Gunboat Sheds which is within the Haslar Gunboat Yard. The representation outlines proposals for a mixed use development which includes residential and B1/B2 employment uses.

The site in the publication version of the emerging local Plan is shown as part of an existing employment site known as the Haslar Marine Technology Park (HMTP), as until very recently the Gunboat sheds and yard formed part of this larger site. It appears that the site has now been disposed of to Mr Brace. Despite previous consultation with QinetiQ, which operates HMTP, no indication has been given that this site was due to be released, although options for other sites in their ownership were identified by the company.

Consequently up to this point it was considered that employment uses as part of the wider HMTP, which can only be accessed through a security gate, would be the most appropriate use. This change of ownership and suggestions of alternative uses has therefore meant it necessary to review the options for the site. Undertaking an SA of the site options therefore helps assess the options and identify key issues that arise from both planning policy terms and as part of any future planning application.

The five sections that follow therefore follow the same format as the site options in Annex C of the Sustainability Appraisal published in July 2014.

PART 1: SITE PROFILE FOR GUN BOAT YARD, HASLAR – PRELIMINARY CONSIDERATIONS

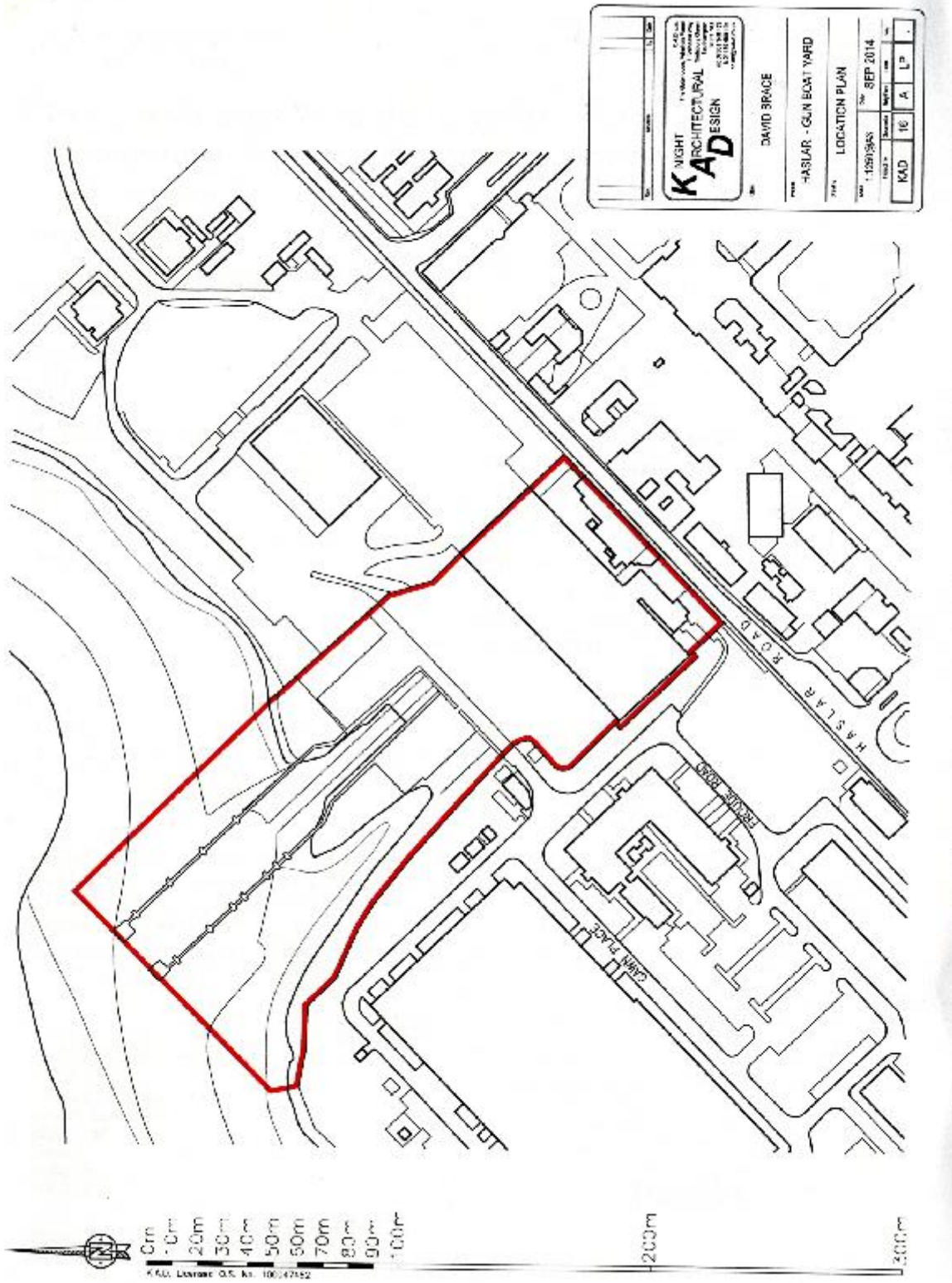
| | |
|-------------------------------|---|
| Site name | Haslar Gunboat Yard |
| Address | Haslar Road, Gosport |
| Ward | Anglesey |
| Area | 1.4 ha (excluding piers and slipway) |
| Current use | <p>The Gunboat sheds and associated yard and land from part of the Haslar Marine Technology Park and is identified for employment land.</p> <p>It is understood that the site is currently under-utilised.</p> |
| Adjacent uses | <p>This part of the Regeneration Area is located in the south eastern part of Gosport Borough adjacent the Haslar Lake inlet of Portsmouth Harbour.</p> <p>It forms the eastern part of the Haslar Marine Technology Park. To the east is Blockhouse 3 which forms part of a mixed use allocation in the emerging Local Plan (leisure/maritime led). The site is currently used for boat storage and sail training facilities.</p> <p>To the south on the opposite side of the road of Haslar Road is the former Haslar Hospital site which is also subject to a major mixed use regeneration project (care-led with residential)</p> |
| Brownfield/greenfield? | Brownfield. |
| Heritage | On-site or in proximity? |
| Listed building | <p>None currently identified on the site</p> <p>The Listed Building complex of Haslar Hospital is opposite</p> <p>The Haslar Marine Technology Park includes ‘No2 Cavitation Tunnel’ (Grade II)(320 metres SW)</p> |
| Local list | None currently identified within the site. The Haslar Ship Testing Tanks are within 100 metres (Haslar Marine Technology Park) |
| Historic Park | None, although the site is opposite the Haslar Hospital Registered Park |
| Local historic park | None |
| Scheduled ancient monument | <p>Haslar Gun Boat Yard: miscellaneous buildings and walls/</p> <p>The Haslar Gun Boat shed.</p> <p>These form the dominant feature on the site.</p> <p>The site is on English Heritage’s Historic Buildings at Risk</p> |
| Archaeology | <p>The Haslar Gunboat Shed and Yard and miscellaneous buildings have significant archaeological interest.</p> <p>Within or adjacent</p> |
| Conservation Area | Haslar Peninsula Conservation Area |
| Special Character Area | No |
| Design considerations | <p>There will be implications relating to the design of new development due to the presence of the Scheduled Ancient Monuments associated with Gunboat shed and yards as well as the</p> |

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| site's location within the Haslar Peninsula Conservation Area. | |
| Nature conservation | On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA |
| SPA/SAC/Ramsar | The site is located adjacent to Haslar Lake which is covered by the SPA and Ramsar designations (Portsmouth Harbour SPA and Ramsar site) |
| SSSI | The site is located adjacent to Haslar Lake which is covered by this designation (Portsmouth Harbour SSSI) |
| SINCs | No SINCs within or adjacent the site |
| LNR | No LNRs within or adjacent the site |
| Known protected species | Brent Goose and Redshank are known to use the water adjacent the piers (Ref G41 BG/Waders Strategy 2010) and therefore is classified as 'Important'. |
| Known BAP target species | Not known |
| Any natural features of note (established trees, woods, ponds, hedges etc.) | Shoreline |
| Contamination Consider previous uses, any known studies etc. | Land potentially contaminated due to the history of the site in military and defence uses. Other land in the vicinity may also be contaminated. |
| Flood risk | The northern half of the site is within Floodzone 3 (tidal) with a small additional adjacent area in floodzone 2. The southern half of the site is within Floodzone 1 (Aug 2014) including the Gunboat sheds. Findings of the SFRA: By 2115 most of the site is within Flood Zone 3 (tidal) (Approximately 80%). Approximately 20% including part of the Gunboat shed is within Floodzone 1. A Level 2 SFRA confirmed that by 2115 a substantial part of the site is at risk of flooding. |
| Noise/Vibration – proximity to noise emitting uses, busy roads, factories, airfield etc. | The site is located between: the Marine Technology park, which is an industrial employment site; and Blockhouse 3 which is used for sailing training with the storage of large boats. Potential amenity issues |
| Air pollution (any known/potential issues)- | No known issues at this stage |
| Light pollution -is the area currently unlit or adjacent a significant unlit area | No known issues. Site is located within a predominantly urban area. |
| Safeguarded Area | No |
| Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc. | Location between two marine related sites may raise amenity issues (noise, fumes etc). |
| Any open space? | No formally identified open space. However the open yard and |

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| | <p>associated open land between the Gun Boat sheds and Haslar Lake is an integral element of both the character and function of the Gun Boat sheds and the wider Conservation Area. It would appear that this area would need to be retained in some form. Further research and assessment is required on its significance as part of the heritage asset.</p> <p>There is also an issue of retaining land on the shoreline to become part of a public access walkway should opportunities arise in the future with adjoining parcels of land.</p> |
| <p>Included as part of any other designations (policies in the current adopted Local Plan)</p> | <p>Within the Urban Area Boundary (R/DP1)</p> <p>Within the Coastal Zone Policy Area (R/CH1)</p> <p>Existing Employment Area (R/EMP3)</p> <p>Marine Related Employment (R/EMP4) –this is a waterside site.</p> <p>Haslar Peninsula Conservation Area (R/BH1)</p> <p>Scheduled Ancient Monument (R/BH8)</p> <p>Listed Buildings opposite at the former Royal Hospital Haslar (R/BH3)</p> <p>Located adjacent SSSI, SPA and RAMSAR designations (R/OS11)</p> |
| <p>Accessibility -public transport (see plan) - -local/ town centre - other facilities in proximity</p> | <p>Proximity of Town/Local centre</p> <p>The site is only 1 kilometre walking distance (via Haslar Bridge) from the shopping area boundary for Gosport Town Centre and Gosport Ferry/Bus station interchange.</p> <p>Other facilities nearby</p> <p>Business and office units at Haslar Marina including chandlery. Restaurant along Haslar Road.</p> <p>Local newsagents located along Clayhall Road.</p> <p>Outline planning permission has been granted for a range of facilities at Haslar Hospital including a health centre, small convenience retail unit, community hall and A3 uses as well as offices and employment units</p> <p>Public transport accessibility</p> <p>The site is within 100 metres of a bus stop (bus services run along Haslar Road) although these service are very limited - one bus every two hours.</p> |
| <p>Road access- availability, safety</p> | <p>The site is located on the Haslar Peninsula therefore meaning that it is situated in a constrained location in terms of road access with access via the Haslar Bridge or via Clayhall Road and Fort Road to the west.</p> <p>Even more so in this instance it is unclear how the site will be</p> |

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| | <p>accessed given that on eastern side the site is an operational boat yard and on the western side the site is being retained as a secured employment site (Haslar Marine Technology Park).</p> <p>There are unused access points from the site straight onto Haslar Road but it is uncertain whether these would be adequate to serve the site and whether it can meet the required levels of safety.</p> |
| Parking | <p>Much of the parking depends on whether an appropriate access can be created to serve the site and what level of development is proposed. There could be potential capacity, access and safety issues.</p> |
| Potential for improving pedestrian/cycling network? | <p>It is the Council's intention to provide opportunities for public access along the entire shoreline where appropriate and opportunities arise. Given the aforementioned access issues to the east and west it is unlikely that a connected public route could be achieved as a result of this development alone. However a strip of land to allow future opportunities for a connected public route must be safeguarded to enable this to occur in the future should land be released to the east and west.</p> <p>The site will be able to access pavements along Haslar Road.</p> |
| Comprehensive development issues | <p>The development of this site appears to be affected by the existing uses on either side and would benefit to be considered as part of a larger site: (either as part of the Haslar Marine Technology Park (it currently forms part of this employment site); or in connection with Blockhouse 3 used as a boat yard and sailing facility which would link well with the Gunboat Yard.</p> |
| Any known infrastructure issues? | <p>Highway infrastructure is recognised as an issue due to the location of the site within the Haslar Peninsula. Any regeneration that could potentially take place will also increase pressures upon the utilities infrastructure.</p> <p>Further information is required on flood defences.</p> |
| Any known deliverability issues (land ownership, accessibility, viability issues etc.)? | <p>Land ownership of adjacent properties may have an impact on the deliverability of certain aspects of any potential scheme.</p> |
| Other issues/comments | <p>None</p> |

Map of Gunboat Yard site



PART 2: CONSIDERATION OF POTENTIAL OPTIONS FOR THE HASLAR GUN BOAT YARD SITE, HASLAR PENINSULA

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| <ul style="list-style-type: none"> Option 1: Employment(particularly marine related)/Leisure(Heritage) Uses The site until recently formed part of the Haslar Marine Technology Park site and has been allocated for employment uses in the Publication Version of the Gosport Borough Local Plan 2011-2029. It is considered that some marine related employment could take place on this site, particularly as the site to the east is a boat yard/sailing centre. In addition the site may have the potential to accommodate historic boats linked to heritage naval attractions in the area and thereby restoring their original function albeit in a heritage rather than defence function. Option 2: Residential Use The objector to the Local Plan has identified the site as a mixed use site including residential and employment (B1 uses). As option 1 includes employment uses it is considered useful to establish the residential option separately and if is considered appropriate then consider in the preferred options section (section 4) the appropriateness for combining options 1 and 2. |
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PART 3: SUSTAINABILITY APPRAISAL OF POTENTIAL OPTIONS FOR THE GUN BOAT SHED SITE, HASLAR PENINSULA

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| Effects over time: ++ major positive + positive o neutral ? uncertain - negative -- major negative | | | |
| Theme | | | |
| Sustainability Objective | | | |
| Decision-making criteria (from the SA Framework) | Identified Effects | | Comment – Includes a consideration of the following where appropriate; <ul style="list-style-type: none"> Likelihood of effect Spatial scale Temporary or permanent effects Short, medium or long term effects Cumulative effects |
| | Option 1: Employment (particularly marine-related/Leisure (Heritage) uses | Option 2: Residential use | |
| Transport and Accessibility | | | |
| SO1: To reduce the need to travel and to reduce the effects of traffic on local communities | | | |
| Will it reduce traffic volumes and congestion? | ?/+ | -/? | Comment: As the site has not been used for a significant period of time, both option 1 and 2 and a combination of these two options would increase traffic in the immediate locality including traffic using Haslar Bridge. However Option 1 could help towards reducing traffic volumes, congestion and traffic related air and noise pollution in total by alternative work opportunities created on the site for local residents rather than out-commuting. Whereas the residential option could potential increase the number of commuters on the wider road network. For both options if the site was developed separately without establishing a suitable |
| Will it reduce road traffic accidents? | ? | ? | |
| Will there be an increase in traffic related air pollution? | ? | ? | |
| Will there be an increase in traffic related noise pollution? | ? | ? | |

| Effects over time: ++ major positive + positive o neutral ? uncertain - negative -- major negative | | | |
|---|--|------------------------------|---|
| Theme | | | |
| Sustainability Objective | | | |
| Decision-making criteria (from the SA Framework) | Identified Effects | | Comment – Includes a consideration of the following where appropriate; |
| | Option 1: Employment (particularly Heritage) related/Leisure uses | Option 2: Residential use | |
| | | | road access through the main existing access points for Blockhouse 3 and the Haslar Marine Technology Park, there is some uncertainty regarding the suitability of the existing narrow access points from the Gunboat Shed onto Haslar Road. It would thereby preferable, particularly for the employment uses to develop the site in conjunction with one of the two adjacent uses. |
| SO2: To facilitate modal transfer away from use of the private car to other forms of travel including public transport, cycling and walking | | | |
| Will it increase the proportion of journeys using modes other than the car? | + | +/? | Comment: The site is relatively close to the facilities of the Town Centre and the Gosport Ferry/Bus Station Interchange and therefore relatively accessible by foot and cycle. Bus is more limited as there is only one bus every two hours. Consequently there opportunities for both employees of Option 1 and residents of Option 2 to use modes other than the private car. That said new residents working off the Peninsula are likely to use their car, whereas employment uses could be easily reached by local residents. |
| SO3: To improve accessibility to a range of quality services and facilities including health, transport, education, training, employment, and leisure opportunities. | | | |
| Will it improve accessibility to local services? | ++ | o | Comment: Option 1 would help to improve accessibility to employment opportunities or heritage; option 2 being residential would not increase accessibility to any particular services. |
| SO4: To improve accessibility for those most in need. | | | |
| Will it make access more affordable? | o | o | Comment: The site is relatively close to the Town Centre and Gosport Ferry/Bus Station Interchange and therefore in easy walking/cycling distance. It will also be adjacent the proposed facilities at the Haslar Hospital site. |
| Will it make access easier for those without a car? | + | + | |
| Community Activity and Neighbourhoods | | | |
| SO5: To encourage a sense of community identity and improve the quality of where people live. | | | |
| Will it encourage engagement in community activities? | o | o | Comment: The restoration of the Gunboat sheds for either a marine employment or a marine heritage facility would be supported by the community particularly if part or all of the site was |
| Will it increase the ability of | o | o | |

| Effects over time: ++ major positive + positive o neutral ? uncertain - negative -- major negative | | | |
|--|--|------------------------------|---|
| Theme | | | |
| Sustainability Objective | | | |
| Decision-making criteria (from the SA Framework) | Identified Effects | | Comment – Includes a consideration of the following where appropriate; <ul style="list-style-type: none"> Likelihood of effect Spatial scale Temporary or permanent effects Short, medium or long term effects Cumulative effects |
| | Option 1: Employment (particularly related/Leisure (Heritage) uses | Option 2: Residential use | |
| people to influence decisions? | | | open to the public with views across Haslar Lake (which are limited in this section of the coast). |
| Will it improve ethnic relations? | o | o | Whilst residential may offer the chance to restore these buildings there may be a feeling than an opportunity to restore them to a function more akin to its original use would be missed. |
| Will it improve the level of investment in key community services? | o | o | |
| Will it improve the satisfaction of people with their neighbourhoods as places to live? | + | ?/+ | |
| Crime and Disorder | | | |
| SO6: To reduce crime and the fear of crime and reduce the instances of anti-social behaviour. | | | |
| Will it reduce actual levels of crime? | ? | ? | Comment: It is possible that both Options could help to reduce a fear of crime within the area. Such uses could provide a degree of natural surveillance therefore helping to reduce any associated fear and any perceptions of crime. |
| Will it reduce the fear of crime? | ?/+ | ?/+ | |
| Will it reduce actual noise levels? | ? | ? | As the site is currently unused the noise levels at the site would undoubtedly increase whether these would be significant depends on the scale and nature of the operations. The Local Plan includes specific policies which address these issues. |
| Will it reduce noise concerns? | ? | ? | |
| Poverty and Deprivation | | | |
| SO7: To reduce poverty and social exclusion and close the gap between Gosport and other areas in the South East region. | | | |
| Will it reduce poverty and social exclusion in those areas most affected? | + | ? | Comment: Option 1 could potentially reduce the potential for poverty and social exclusion amongst the population of Gosport as a whole by providing employment opportunities. However, further details would be required in order to assess whether the type of employment opportunities that could be provided would provide local employment. It is less certain as to whether Option 2 would have such potential benefits unless the scheme could provide an element of affordable housing. This however may be unlikely to be forthcoming on this type of site, with its |

| Effects over time: ++ major positive + positive o neutral ? uncertain - negative -- major negative | | | |
|---|---|------------------------------|--|
| Theme | | | |
| Sustainability Objective | | | |
| Decision-making criteria (from the SA Framework) | Identified Effects | | Comment – Includes a consideration of the following where appropriate; <ul style="list-style-type: none"> Likelihood of effect Spatial scale Temporary or permanent effects Short, medium or long term effects Cumulative effects |
| | Option 1: Employment (particularly related/Leisure uses Heritage) marine- | Option 2: Residential use | |
| | | | particular viability issues and also any proposed development may fall below threshold for seeking affordable housing. |
| Health | | | |
| SO8: To improve the health and wellbeing of the population, reduce inequalities in health and improve health facilities. | | | |
| Will it reduce health inequalities in those areas most affected? | o | o | Comment: Neither option is likely to have a particularly significant impact on these health matters. |
| Will it reduce death rates? | o | o | |
| Will it encourage healthy lifestyles? | o | o | |
| Will it improve access to high quality, health facilities? | o | o | |
| Housing | | | |
| SO9: To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home. | | | |
| Will it reduce homelessness? | o | +/? | Comment: The type of housing proposed on this site (option 2) is likely to be a very niche higher-end dwelling to deal with the characteristics of the Gunboat shed and the site in general. Also any proposed development may fall below threshold for seeking affordable housing. Consequently whilst potentially providing decent homes it would not necessarily reduce homelessness or affordability. Whether the building can be made energy efficient very much depends on the quality of the eventual design and standard of build. Option 1 relating to employment and leisure (heritage uses) is not particularly applicable to these criteria. |
| Will it increase the range and affordability of housing for all social groups? | o | +/? | |
| Will it increase the number of decent homes? | o | + | |
| Will it be energy efficient? | o | ? | |
| Education and Skills | | | |
| SO10: To raise educational achievement and develop the opportunities for everyone to acquire the skills needed to find and remain in work. | | | |
| Will it improve the qualifications and skills of young people? | ?/+ | o | Comment: It is possible that Option 1 would help towards improving the qualifications and skills of young people and help to improve the qualifications and skills of the population overall in respect of employment and specialist leisure uses being pursued. Much depends on the eventual scheme. |
| Will it improve the qualifications and skills of the population overall? | ?/+ | o | |

| Effects over time: ++ major positive + positive o neutral ? uncertain - negative -- major negative | | | |
|--|---|------------------------------|--|
| Theme | | | |
| Sustainability Objective | | | |
| Decision-making criteria (from the SA Framework) | Identified Effects | | Comment – Includes a consideration of the following where appropriate; |
| | Option 1: Employment (particularly Heritage/Leisure uses) | Option 2: Residential use | |
| Employment | | | |
| SO11: To provide opportunities for local residents to work locally rather than out-commute and thereby providing greater potential for people to use public transport, cycle or walk to work. | | | |
| Will it reduce commuting? | ?/+ | -/? | <p>Comment: It is possible that Option 1 could help towards reducing commuting, improving accessibility to work by public transport, walking and cycling and with reducing the effect of traffic congestion on the economy. This is because of the employment approach to development that would be taken which could potentially lead to new jobs being created within the site therefore providing a potential for residents to live and work within the Borough which could therefore result in these benefits.</p> <p>It is possible that Option 2 could have potentially negative impacts upon reducing out-commuting, improving accessibility to work by public transport, walking and cycling and upon reducing congestion on the economy due to the provision of new homes without a sufficient provision of new jobs also being created.</p> |
| Will it improve accessibility to work by public transport, walking and cycling? | ?/+ | -/? | |
| Will it reduce the effect of traffic congestion on the economy? | ?/+ | -/? | |
| SO12: To develop and maintain a skilled workforce to support the long-term competitiveness of the Borough. | | | |
| Will it increase the skills of the local workforce? | ?/+ | o | Comment: It is possible that Option 1 would help towards increasing the skills of the workforce in respect of employment uses being pursued. |
| SO13: To ensure high and stable levels of employment so everyone can benefit from the economic growth of the Borough. | | | |
| Will it reduce unemployment overall? | ++ | o | <p>Comment: It is considered to be very likely that Option 1 would help to reduce unemployment overall by providing new employment. It is also possible that this option could help to reduce long-term unemployment and help to provide job opportunities for those most in need of employment. However, it is not known at this stage as to whether this option would help towards improving earnings. A residential scheme would not deliver these benefits.</p> |
| Will it reduce long-term unemployment? | ?/+ | o | |
| Will it provide job opportunities for those most in need of employment? | ?/+ | o | |
| Will it help to improve earnings? | o | o | |

| Effects over time: ++ major positive + positive o neutral ? uncertain - negative -- major negative | | | |
|--|---|------------------------------|---|
| Theme | | | |
| Sustainability Objective | | | |
| Decision-making criteria (from the SA Framework) | Identified Effects | | Comment – Includes a consideration of the following where appropriate; <ul style="list-style-type: none"> Likelihood of effect Spatial scale Temporary or permanent effects Short, medium or long term effects Cumulative effects |
| | Option 1: Employment (particularly Heritage/Leisure uses) | Option 2: Residential use | |
| Economy | | | |
| SO14: To increase investment in Gosport's economy in order to facilitate the sustainable regeneration of the Borough. | | | |
| Will it make use of previously developed land? | ++ | ++ | Comment: Option 1 in respect of the employment/leisure particularly in relation to marine uses would make use of previously developed land for economic development. It is also therefore considered to be very likely that this option would help to improve business development and enhance competitiveness, help to improve the resilience of business and the economy and help to make land and property available for business development. It could also contribute to important local key sectors and clusters, particularly marine industries with marine type businesses and uses located either side of this site. The residential option would make use of previously developed land but would not necessarily directly improve the other economic considerations. |
| Will it improve business development and enhance competitiveness? | ++ | o | |
| Will it improve the resilience of business and the economy? | ++ | o | |
| Will it promote growth in key sectors and clusters? | ++ | o | |
| Will it make land and property available for business development? | ++ | o | |
| SO15: To improve the social and environmental performance of the economy. | | | |
| Will it encourage ethical trading? | o | o | Comment: n/a |
| Will it encourage good employee relation and management practices? | o | o | |
| SO16: To encourage the development of a buoyant, sustainable tourism sector. | | | |
| Will it positively contribute to the local tourism industry and improve the image of Gosport as a destination? | ++/? | ? | Comment: It is likely that pursuing Option 1 could help to contribute to the local tourism industry and improve the image of Gosport as a destination if a heritage use was secured for the Haslar Gunboat Yard. Other marine employment uses could support the Borough's marina and sailing industries which attracts tourists to the Borough. Option 2 could assist if the site was opened up to the public so that can they can view the buildings and enjoy the vista |

| Effects over time: ++ major positive + positive o neutral ? uncertain - negative -- major negative | | | |
|--|--|---------------------------------|--|
| Theme | | | |
| Sustainability Objective | | | |
| Decision-making criteria (from the SA Framework) | Identified Effects | | Comment – Includes a consideration of the following where appropriate; |
| | Option 1: Employment (particularly Heritage) Leisure uses | Option 2: Residential use | |
| | | | across Haslar Lake. This would very much depend on the overall proposal. |
| Town and Local Centres | | | |
| SO17: To ensure the vitality and viability of the Borough's principal, district, local and neighbourhood centres. | | | |
| Will it improve the accessibility to, and quality of, shopping facilities? | o | o | Comment: The scale of development at this site is not likely to have a significant effect on town or local centre uses. The site is within easy walking and cycling distance to Gosport Town Centre so could have a marginal beneficial effect by increasing local customers (either as residents, employees or visitors). |
| Will it improve accessibility to and quality of other town or local centre uses? | o | o | |
| Will it improve the vitality and viability of centres? | o | o | |
| Leisure and Culture | | | |
| SO18: To improve the quality and accessibility of leisure and cultural opportunities within the Borough. | | | |
| Will it improve the range of sporting facilities in the Borough? | + | o | Comment: The site could be used for leisure related activities including sailing. A heritage use such as the display of a gunboat would enhance the Borough's defence attraction still further providing a particularly strong cluster of attractions on the Haslar Peninsula. |
| Will it improve the range of cultural facilities in the Borough? | +/? | o | |
| Open Space, Coast and Harbour | | | |
| SO19: To ensure that the Borough protects and enhance the quality of its public areas and green spaces including the provision of good access to the coast and harbour. | | | |
| Will it protect or enhance the Borough's network of greenspace? | ?/+ | ?/+ | Comment: With either option much would depend on the final scheme. However with both options maintaining the open area in front of the Haslar Gunboat Yard this would preserve and enhance the setting of the gunboat sheds ensuring that its original relationship with Haslar Lake is maintained. Safeguarding the frontage of the site as part of a possible harbourside walk if land to the east and west were to be released would help improve public access to the borough's coast, although appropriate consideration would need to be given to protected bird species. Such access would enable the public to view the gunboat sheds whatever its eventual use. A leisure heritage use on the site would potentially ensure that the public can access the gunboat sheds and the wider |
| Will it protect or enhance the quality of the Borough's coast and harbour frontage? | ?/+ | ?/+ | |
| Will it maintain or improve public access to the Borough's coast and harbour frontage? | ?/+ | ?/+ | |

| Effects over time: ++ major positive + positive o neutral ? uncertain - negative -- major negative | | | |
|---|--|------------------------------|---|
| Theme | | | |
| Sustainability Objective | | | |
| Decision-making criteria (from the SA Framework) | Identified Effects | | Comment – Includes a consideration of the following where appropriate; |
| | Option 1: Employment (particularly related/Leisure (Heritage) uses | Option 2: Residential use | |
| | | | <ul style="list-style-type: none"> Likelihood of effect Spatial scale Temporary or permanent effects Short, medium or long term effects Cumulative effects |
| | | | <p>site. An employment use (such as a boat yard) would likely limit public access to the site until such time a public walkway could be developed on the frontage. A residential scheme could potentially enable the public to view the site at an earlier stage although it there would be no access to the gunboat sheds themselves.</p> |
| Biodiversity and Geology | | | |
| SO20: To conserve and enhance the Borough's biodiversity and geological assets. | | | |
| Will it maintain and enhance sites designated for their nature conservation interest? | ? | ?/- | <p>Comment: It is uncertain at this stage as to whether Options 1 and 2 could impact upon existing SPA/Ramsar site at Haslar Lake. Redeveloping the site for leisure, employment and residential uses would need to be carefully assessed including issues such as noise and vibration disturbance and lighting. It has been determined that all residential development in the Borough will have an impact on SPA due to recreational disturbance. This will need to be mitigated.</p> <p>A full ecological assessment would be required for any proposal.</p> |
| Will it conserve and enhance local habitats and species diversity, and avoid harm to protected species? | ? | ?/- | |
| Heritage and Design | | | |
| SO21: To protect and enhance the Borough's distinctive built heritage. | | | |
| Will it protect and enhance sites, features and areas of historical, archaeological and cultural value? | ++/? | ?/- | <p>Comment:</p> <p>The Gunboat sheds are a scheduled ancient monument which is on English Heritage's Schedule of At Risk buildings. It is also an important part of the Haslar Peninsula Conservation Area. It is therefore of significant historic value</p> <p>Any proposal would need to undertake research to determine the full extent of the significance of this and associated historic assets. Whilst bringing the building back into an economic use would have benefits of ensuring the building is maintained and therefore avoiding their deterioration. However there is concern that the re-use of the building for residential units and thereby breaking the building into separate units and the associated changes that would be needed to the building could harm the historic building.</p> |

| Effects over time: ++ major positive + positive o neutral ? uncertain - negative -- major negative | | | |
|--|--|------------------------------|--|
| Theme | | | |
| Sustainability Objective | | | |
| Decision-making criteria (from the SA Framework) | Identified Effects | | Comment – Includes a consideration of the following where appropriate; |
| | Option 1: Employment (particularly related/Leisure (Heritage) uses | Option 2: Residential use | |
| | | | <p>Ideally maintaining the building in its current form either as part of a marine employment use (such as boat sheds) or the use of the building to display gunboats or other similar features would be preferable. There may be scope for an alternative well-design employment use which maintains the open plan of the site.</p> <p>Consequently a residential scheme could pose particular issues. Further consideration would need to be given on the merits of such a scheme.</p> |
| SO22: To ensure that there is a high quality townscape incorporating good design principles for buildings and surrounding spaces. | | | |
| Will the design enhance the quality of the townscape? | ?/+ | ?/+ | Comment: Both options have the potential to enhance the quality of the townscape with much depending on the type and quality of the scheme. Sensitively re-using the buildings and maintaining the open yard in front of the building would be key elements of any scheme. Both options would be beneficial in improving an underused area of the Borough. |
| Will it improve the appearance of untidy areas? | ++ | ++ | |
| Will it reduce crime, the fear of crime and anti-social behaviour? | ? | ? | |
| Air Quality | | | |
| SO23: To reduce air pollution and ensure air quality continues to improve. | | | |
| Will it improve air quality? | ? | ? | <p>Comment: In terms of option 1 much would depend on the end user (type of employment and leisure) in terms of industrial air pollution and the scale and type of traffic generated by the site/ Also whether the creation of new employment would reduce overall car-borne pollution with less and/or shorter car trips.</p> <p>Option 2 could potentially increase out-commuting car trips and therefore increasing overall air pollution, but again much depends on the end user.</p> |
| Use of Energy Resources | | | |
| SO24: To increase energy efficiency and the proportion of energy generated from renewable sources in the Borough. | | | |
| Will it reduce emissions of greenhouse gases by reducing energy consumption? | ? | ? | Comment: It is considered to be uncertain as to whether Options 1 and 2 would help to reduce emissions of greenhouse gases through reduced energy consumption. In respect of Option 1 providing more jobs locally could help to |
| Will it lead to an increased | o | o | |

| Effects over time: ++ major positive + positive o neutral ? uncertain - negative -- major negative | | | |
|--|--|------------------------------|--|
| Theme | | | |
| Sustainability Objective | | | |
| Decision-making criteria (from the SA Framework) | Identified Effects | | Comment – Includes a consideration of the following where appropriate; <ul style="list-style-type: none"> Likelihood of effect Spatial scale Temporary or permanent effects Short, medium or long term effects Cumulative effects |
| | Option 1: Employment (particularly Heritage) uses | Option 2: Residential use | |
| proportion of energy needs being met from renewable resources? | | | <p>reduce travel which could have a positive impact upon reduced emissions of greenhouse gases through reduced energy consumption. There could be increases through industrial operations.</p> <p>In respect of Option 2, much would depend on the level of residential development that could be pursued and whether this would result in a greater potential for increased commuting.</p> <p>It is unlikely that either option would lead to an increased proportion of energy needs being met from renewable resources.</p> |
| Use of Land Resources | | | |
| SO25: To improve efficiency in land use through the re-use of previously developed land and existing buildings. | | | |
| Will it reduce the amount of derelict, degraded and underused land? | ++ | ++ | Comment: It is likely that both Options would help reduce the potential for the site to become derelict, degraded and underused in respect of the development that would be proposed. Pursuing both options could also help towards the cleaning up of any contaminated land that could be associated with the previous MoD use. |
| Water Management | | | |
| SO26: To maintain and improve the water quality of the Borough. | | | |
| Will it improve the quality of river water? | o | o | Comment: It is uncertain as to whether both Options 1 and 2 would have a detrimental impact upon water quality at this stage since there are no further details as to how development under both these options would be progressed. Careful consideration would need to be given on ensuring any redevelopment does not create any pathway from potential contaminated land to either the coastal waters or ground waters. It will also be necessary to ensure that any industrial processes or use of the residential properties does not lead to direct contamination of the water bodies (oil, paint, detergents etc). |
| Will it improve the quality of coastal water? | ? | ? | |
| Will it improve the quality of groundwater? | ? | ? | |
| SO27: To reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment. | | | |
| Will it minimise the risk of | ? | -/? | Comment: Need to consider outcome of |

| Effects over time: ++ major positive + positive o neutral ? uncertain - negative -- major negative | | | |
|---|---|------------------------------|--|
| Theme | | | |
| Sustainability Objective | | | |
| Decision-making criteria (from the SA Framework) | Identified Effects | | Comment – Includes a consideration of the following where appropriate; |
| | Option 1: Employment (particularly related/Leisure (Heritage) uses marine- | Option 2: Residential use | |
| flooding to people and property? | | | <p>SFRA but there may be opportunities to improve the coastal defences along this stretch as part of the development.</p> <p>The northern, currently undeveloped, part of the site is within Floodzone 3 and at the highest risk of flooding; whereas the gunboat shed is currently with Floodzone 1 although part of this area would be in Floodzone 3 by 2115.</p> <p>The employment/leisure uses are less vulnerable than residential uses. A full flood risk assessment will be required to ensure the users of the buildings are safe throughout the lifetime of the development.</p> |
| SO28: To provide for sustainable sources of water supply. | | | |
| Will it reduce water consumption? | ?/- | ?/- | Comment: As the site is currently unused new uses would increase water consumption and consequently it would be necessary to ensure water efficiency measures are introduced where practical. |
| Waste Management | | | |
| SO29: To reduce waste generation and disposal, and achieve the sustainable management of waste. | | | |
| Will it lead to reduced consumption of materials and resources? | ?/- | ?/- | Comment: As the site is currently unused new uses would increase the consumption of materials and resources and generate waste. It will therefore be necessary to ensure these effects can be limited and materials and waste recycled as far as possible and to ensure water efficiency measures are introduced where practical. |
| Will it reduce household waste? | o | - | |
| Will it increase waste recovery and recycling? | ? | ? | |
| Will it reduce hazardous waste? | ? | o | |
| Will it reduce waste in the construction industry? | ? | ? | |
| Will it reduce commercial and industrial waste? | - | o | |
| Consumption of other natural resources | | | |
| SO30: To reduce the global, social and environmental impact of the consumption of natural resources. | | | |

| Effects over time: ++ major positive + positive o neutral ? uncertain - negative -- major negative | | | |
|---|---|------------------------------|---|
| Theme | | | |
| Sustainability Objective | | | |
| Decision-making criteria (from the SA Framework) | Identified Effects | | Comment – Includes a consideration of the following where appropriate; <ul style="list-style-type: none"> Likelihood of effect Spatial scale Temporary or permanent effects Short, medium or long term effects Cumulative effects |
| | Option 1: Employment (particularly marine- related/Leisure (Heritage) uses | Option 2: Residential use | |
| Will it use renewable and sustainable sourced materials? | ? | ? | Comment: It is not known at this stage as to whether pursuing Options 1 and 2 for the site would result in the use of renewable and sustainable sourced and locally produced materials. |
| Will it use locally produced materials? | ? | ? | |

PART 4: GBC PREFERRED OPTIONS FOR THE HASLAR GUN BOAT YARD SITE, HASLAR PENINSULA

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|--------------------------------|---|
| Conclusion of Appraisal | <p>Both options have particular benefits primarily re-using an historic asset that is currently on English Heritage’s ‘At Risk’ Register. Related to this both options have the benefits of re-using an unused area of the Borough with the potential for public access and enhancing the local townscape.</p> <p>Both had their specific benefits with option 1 providing employment, training as well as the potential for heritage-related tourism; whilst Option 2 would create a small number of new homes.</p> <p>Each option have their uncertainties and these would need to be mitigated through a potential policy for this specific site as well as the more generic policies of the emerging Local Plan on issues such as nature conservation, flood risk, contamination and pollution.</p> |
| Preferred Option(s) | The Borough Council’s preferred option is a hybrid of Option 1: employment (particularly marine-related)/leisure and Option 2 Residential. |
| Justification | On-balance given the buildings previous use as boatsheds and its location adjacent two marine sector uses it is considered that retaining some of marine use whether it is more employment-focussed or heritage focused would provide greater benefits to the Borough in terms of employment, training and investment, particularly when waterfront sites for employment uses across the South Hampshire area are finite and are such an important part of |

the sub-regional economy.

It is clear from the findings of the SA assessment and from considering the characteristics of the site that it is well suited for a marine employment/leisure led development utilising existing strengths. The site is focussed on boat sheds has a large yard in front of it with access to the water with jetties and a slipway. It is adjacent a boat yard and a sailing training centre to the east. It also adjacent the Haslar Marine Technology Park. Whilst the Haslar Gunboat Yards were formerly part of that site and disposed of, presumably as it not required for its ongoing operation, it is clear that the retention of marine uses would be preferable at this location and could provide future synergies with uses on either side.

There may be particular amenity issues for a residential use on this between two non-residential uses. One of the key issues that favour the employment/heritage option is that such a use is more likely to respect the significance of the heritage asset as it would not result in a division of the building and would be closer to its original function. Even other employment uses could be designed to respect the open plan nature of the building whereas residential would require many significant alterations to the gunboat sheds.

Residential use may be appropriate in the following circumstances:

- i) to allow for the successful re-use of historic buildings where other uses would not be appropriate or viable; or
- ii) if it can be demonstrated that an element of residential development is required to enable the development of other uses on the site in terms of securing a viable scheme.

It is accepted that to develop marine employment/leisure (heritage) uses on this site or indeed other uses it is likely some form of agreement on access through either of adjoin sites would need to be negotiated given the limited nature of the Gunboat sheds immediate access onto Haslar Road. There may a similar issue for residential but there may be more scope to use the smaller access.

It is recognised that with either options that there were a number of uncertainties raised by the SA. Many are dependent on the details of an eventual scheme including its design, scale and functions. There a number of policies in the emerging local plan that can address these issues (biodiversity, contamination, flood risk etc.) but if the designation of this site were to be amended there would need to be a specific policy relating to this site which would address some fundamental site specific issues including:

- Preferred uses
- the sensitive re-use of the Scheduled Ancient Monument;
- the retention of the open yard in front of the Gunboat sheds, which would preserve the setting and of the historic building and wider Conservation Area and thereby maintaining the visual and potential

| | |
|---|---|
| | <p>functional link between the sheds and the Harbour;</p> <ul style="list-style-type: none"> • flood risk; • contamination; • ecological particularly in relation to the SPA/Ramsar site; • vehicular access • Explore opportunities for the public to gain access to the site including the potential to safeguard land on frontage for a future harbourside path to be developed in conjunction with any land releases to the east and west. |
| <p>Recommendation – with regard to Local Plan modification</p> | <p>Allocate site as a Mixed Use Allocation in the Local Plan.</p> |

PART 5: MITIGATING ADVERSE EFFECTS AND MAXIMISING BENEFICIAL EFFECTS FOR BLOCKHOUSE

In taking on board the hybrid Mixed Use Option, the following mitigating adverse effects and maximising beneficial effects measures have been identified.

| Mitigating Adverse Effects |
|---|
| SO1, SO11: The policy relating to the Haslar Gunboat Yard site or an alternative development management policy will need to ensure that measures are introduced that can minimise the effects of travel. |
| SO2, SO11: The policy relating to the Haslar Gunboat Yard site or an alternative development management policy will need to ensure the site is well connected to public transport links and that it is accessible to cyclists and pedestrians. |
| SO6: The appropriate development management policy will need to ensure that any uncertainty relating to noise related issues and those design issues relating to crime/disorder matters) can be addressed when considering any planning applications. This will therefore help to eliminate any uncertainty which could arise on this issue. |
| SO19: The policy relating to the Haslar Gunboat Yard would need to protect the open yard between the Haslar Gunboat Yard and Haslar Lake in order to protect the character of the Conservation Area and the setting and ideally the function of the Gunboat sheds themselves. |
| SO20: The policy relating to the Haslar Gunboat Yard site would need to ensure that internationally and nationally protected adjacent habitats were fully considered and that development would not cause harm to the identified nature conservation features. Opportunities should be taken to protect and enhance habitats. |
| SO21 and SO22: The policy relating to the Haslar Gunboat Yard site would need to ensure that proposals for new development protect the significance of the heritage asset and takes opportunities to enhance the existing built heritage and overall design of new development. |
| SO23: The appropriate development management policy will need to ensure that the uncertain effects relating to wider and local air quality can be addressed when considering any planning applications. This will therefore help to eliminate any uncertainty on this issue. |
| SO24: The appropriate development management policies as well as Building Regulations can help reduce emissions of greenhouse gases through reduced energy consumption. |
| SO26: The policy relating to the Haslar Gunboat Yard site and/or an alternative development management policy will need to ensure that the uncertain effects particularly relating to relating to coastal and ground water quality can be addressed when considering any planning applications. Policies will also need to incorporate appropriate mitigation measures as advised by the Environment Agency and where appropriate the water companies. This will therefore help to eliminate any uncertainty on this issue. |
| SO27: It is essential that the policy that would be developed for the Haslar Gunboat Yard site and/or an alternative policy fully incorporates appropriate flood risk measures particularly in relation to parts of the site being located in Flood Zones 2 and 3. It should also be informed by a Strategic Flood Risk Assessment which minimises the risk of flooding to people and property. |
| SO28: The appropriate development management policies as well as Building Regulations can help minimise water consumption. |
| SO29: The appropriate development management policies as well as Building Regulations can help to ensure waste related issues arising from new development proposals are appropriately dealt with. |

Maximising Beneficial Effects

SO9: If the appropriate threshold is reached, which may not be the case due to the limitations for this site for residential, it will be necessary to ensure that dwellings are provided that can deliver decent, affordable, sustainably constructed and energy efficient homes.

SO10, SO12, SO13: Where appropriate in accordance with the applicable policy provisions to require developers to produce training and employment plans should be taken which can help to deliver jobs and enhanced skills and training.

SO14: Consider whether the policy for the Gunboat Shed site and/or an alternative policy should promote business growth in key sectors and clusters (i.e. marine, tourism, leisure-led). Such businesses will help to utilise local skills and are known to be highly productive value added sectors.

SO16 SO18: Consider the role of encouraging the site to become a visitor attraction including for example displaying gunboat exhibits or similar in connection with other naval heritage attraction in Portsmouth harbour area. The Submarine Museum is located close-by and with Historic Park and Gardens and listed buildings of the former Naval Hospital at Haslar would provide a cluster of attractions.

SO19: Measures should be consider in the site specific policy and other relevant policies of the emerging Plan which safeguard the frontage as a potential future harbourside path which would link with potential releases of land to the east and west.

SO20: Consider whether the policy for the Gunboat Shed site and/or an alternative policy could include measures which seek a net gain in biodiversity.