

# SHLAA Assessment Summary Appendix

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## Appendix 2: Developable SHLAA sites – assessment summary

The following sites are considered **developable** within the plan period.

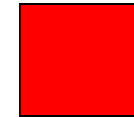
### KEY



Unconstrained in broad terms: the site is deemed suitable, available and/or achievable



Site may be acceptable, subject to further study, infrastructure or mitigation works, or policy requirements



Site is currently not suitable for allocation

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
<b>AG  Anglesey</b>							
AG005	Royal Hospital Haslar	Significant brownfield mixed-use regeneration site with nationally important heritage assets. Site has a number of constraints and viability issues however cross-subsidy with residential units is making development achievable. It is considered appropriate to continue to allocate the site in the Local Plan to enable the implementation of the existing consent and sufficient flexibility.				Outstanding permissions 262 C3 and 151 C2 as C3	Outstanding permissions 262 C3 and 151 C2 as C3
AG006	Fort Gilkicker	The site has permission for conversion to 26 residential units. The site has significant heritage conservation, ecology and flood risk challenges but is considered developable within the plan period.				26	26
AG007	The Piggeries	Awkward shaped site with constraints including being Protected Open Space. There may be scope to look at partial development on the site and providing new publicly available open space. Significant flood risk on the western part of the site makes this unsuitable for development, this has resulted				60	60

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		in a lower capacity estimate for the site.					
<b>AG008</b>	Land south of Fort Road	Sensitive site which has some capacity for development. Level of density identified is considered appropriate given the significant constraints on the site which include a scheduled ancient monument, being outside the urban area and significant viability concerns.				15	15
<b>AG015</b>	Haslar Barracks	The site is considered suitable, available and achievable within the Plan Period and is considered suitable for allocation. There is potential to deliver a CCRC on the site which could involve veteran's accommodation. In addition, new build housing on the field area could be appropriate subject to suitable design, flood risk mitigation and Brent goose mitigation.				225	225
<b>AG026</b>	Blockhouse 1	It is considered that significant parts of the Blockhouse 1 site, particularly those located near to Portsmouth Harbour should be retained and maximised for employment uses. However other parts of the site are considered suitable for mixed-use development including approximately 325 dwellings. Blockhouse provides an opportunity to provide approximately 325 dwellings concentrated on the area of the site parallel to the Solent. The proposed area is entirely within the Haslar Peninsula Conservation Area and located in close proximity to the Haslar Hospital Grade II listed historic park.				325	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		The dwelling capacity figure therefore takes account of these design constraints and works on the basis that no buildings exceed the height of the listed Submarine Escape Training Tower (SETT) to ensure it remains visually preeminent within the wider Blockhouse townscape.					
<b>AG027</b>	Fort Blockhouse	The site has the potential to accommodate up to approximately 150 dwellings in addition to other viable retail/leisure uses. The numbers set out in the SHLAA are based on-reuse of Fort Blockhouse's heritage assets where it can be clearly demonstrated that the significance of heritage assets is sustained and enhanced and is consistent with their long-term conservation. It will be necessary to include specific and stringent policy criteria to ensure appropriate re-development of the sensitive site.				150	150
<b>AV   Alverstoke</b>							
<b>AV002</b>	Anglesey Lodge	Sensitive site with heritage issues and existing care development aims. Permission granted for 20 assisted living units 10.12.18 (ref. 18/00104/FULL). Permission has been able to overcome constraints. Higher number of units is able to make the site more viable. The site should be allocated and given specific policy criterion.				11 (20 C2)	11 (20 C2)
<b>BH   Brockhurst</b>							
<i>There are no developable sites in this ward</i>							

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
<b>BN   Bridgemy North</b>							
<b>BN002</b>	Land at Stoners Close	This brownfield site is assessed as having good suitability for residential development. As landowner, the Council is looking to take the site forward for redevelopment with affordable housing. The site is therefore considered achievable within the plan period.				8	8
<b>BN003</b>	Land at Laphorn Close	This brownfield site is assessed as having good suitability for residential development. As landowner, the Council is looking to take the site forward for redevelopment with affordable housing. The site is therefore considered achievable within the plan period.				10	10
<b>BN015</b>	Land at Prideaux-Brune Avenue	This brownfield site is considered suitable for approximately five bungalows. This would still allow for any required parking in the area to be accommodated on the site, unlike many other garage sites assessed in the SHLAA, this site benefits from a wide access which could safely accommodate vehicles and pedestrians. While the site does not have Council approval at this time, it is considered that this site could be brought forward for development within the plan period.				5	5
<b>BN023 a</b>	Land between Woodside and Wych Lane	The site is considered suitable for approximately five flats and could be provided as affordable housing by the Council as landowner. The site is considered suitable, available and achievable within the plan period.				5	5
<b>BN036</b>	Land at Bridgemy Road	Potentially developable site within the plan period but the site would require				6	6

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		consideration by the Council regarding detailed proposals for the site. At this time the site is considered to offer sufficient suitability, availability and achievability to be deliverable within the plan period.					
<b>BS   Bridgemy South</b>							
<b>BS001</b>	Land at Rowner Road Service Station	Potential housing site with permission currently being sought. Proposals will need to consider the adjacent woodland and SINC.				20	20
<b>BS006</b>	Land at Montgomery Road	Areas of open space that could potentially be developed to provide 8 dwellings as part of the Council's affordable programme. Contributions would need to be secured to upgrade the quality of open space within the local area.				8	8
<b>CC   Christchurch</b>							
<b>CC014</b>	39-45 Stoke Road and 79-81 Jamaica Place	The site has planning permission and is being implemented. The progress of the site will be monitored, it is however considered appropriate to allocate the site in the Local Plan.				11	11
<b>EL   Elson</b>							
<b>EL006</b>	Land at Heritage Way and Frater Lane	Potential development site although previously identified as open space of medium value in the open space monitoring report. Site could potentially be developed on the basis that land at Ham Lane (EL007) is improved as an open space. It will also be necessary to investigate land contamination on the site at an early stage.				55	55

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
<b>FT   Forton</b>							
FT001	Land at Forton Road	The Council considers the site suitable for residential redevelopment and has engaged through a pre-application in previous years. It is considered appropriate to allocate the site in the Local Plan.				23	23
FT003	Land at Wheeler Close	The site is considered developable and is expected to form part of the Council's initial affordable housing programme.				6	6
<b>GR   Grange</b>							
<i>There are no developable sites in this ward</i>							
<b>HD   Hardway</b>							
HD005	Priddy's Hard Heritage Area	Granted permission. Continue to monitor and allocate in Local Plan in line with existing consent and to allow further mixed-use development on the site.				120	120
HD008	Land at Grove Road	Potential development site although has previously been identified as an amenity green space of medium value, primarily because of the TPO, in the open space monitoring report. It will therefore be important that existing open space in the vicinity of the site is enhanced through a financial contribution. In addition the TPO tree and its immediate environment should be protected.				28	28
HD021	116-118 Priory Road	Potential development site that currently has outstanding permission. It is considered appropriate to allocate the site in line with the existing permission.				5	5

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
<b>LE   Lee East</b>							
<i>There are no developable sites in this ward</i>							
<b>LW   Lee West</b>							
LW020	Remaining land at former HMS Daedalus	It is considered that the site could facilitate a heritage-led mixed-use scheme comprising commercial, community uses and approximately 300 Class C3 and/or C2 residential dwellings. In addition there are significant opportunities for employment and/or residential-led mixed use at the triangular shaped site. All development proposals for the site should address heritage assets and their settings to ensure they are conserved and enhanced through appropriate and viable uses, and all possible opportunities to interpret their historic significant are taken.				300	300
<b>LL   Leesland</b>							
LL007	Land at Whitworth Close	The site is considered suitable for development. The area is characterised by residential properties which could be replicated on this site. There is potential for dwellings of a greater height on the south west corner of the site. Further detailed design work would need to be undertaken to understand the sites capacity for dwellings. The current landowner has permission to demolish some buildings on the site to facilitate future development. The site is therefore deemed available and achievable for residential development.				18	18



Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
<b>PC   Peel Common</b>							
<i>There are no developable sites in this ward</i>							
<b>PV   Privett</b>							
<i>There are no developable sites in this ward</i>							
<b>RH   Rowner and Holbrook</b>							
<i>There are no developable sites in this ward</i>							
<b>TN   Town</b>							
<b>TN027</b>	Land at Addenbrooke House, Willis Road	Site has planning consent for 60 dwellings. It is considered appropriate to allocate the site in the Local Plan in line with the existing consent.				60	60
<b>TN028</b>	Land at Gasworks Site, Mariners Way	The landowner Southern Gas Networks are looking to dispose of the site as part of their nationwide programme to dispose of older gas storage sites which are no longer used. The land owner has confirmed the site is surplus to requirements and will be disposed of within 5 years. The site is considered developable for residential accommodation subject to full de-contamination of the site.				60	60
<b>BL   Broad Locations</b>							
<b>WTSPD   Town Centre and Waterfront SPD sites (now called the Harbour Regeneration Area in the draft GBLP 2038)</b>							
<b>WTSP D01a</b>	Land at Gosport Bus Station	The preferred development approach for the Bus Station is to replace the existing bus station and ancillary uses with a revised Bus Station and provide additional new restaurant/bar and other commercial development in a manner which adds to the vitality and viability of the adjacent Falkland Gardens and this end of the town centre. Issues of parking, bin storage and flooding				240	240

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		will need to be addressed as part of a proposal. The proposal will likely include a mix of uses including food and beverage on the ground floor, a heritage and tourism information centre, other commercial space (e.g. a gym) and residential development. It is expect to include 189 dwellings. The scheme has potential to include a 5.000 sq.m hotel however if this did not come to fruition it is expected that a further 70-100 dwellings could be achieved.					
<b>WTSP D03</b>	Land at Gosport Marina	Preferred elements in the SPD include: partial redevelopment on the southern and western parts of the site to provide high density residential development. Retention of marine uses in the northern part of the site associated with the marine use. Improvements to be allowed to increase the competitiveness of the marine use where possible. Flood defences will need to be incorporated into the site to ensure protection against future sea level rise. Harbour Road could potentially be extended to improve street scene and provide alternate access. The site is currently successfully used as a marina so it will be necessary to retain this on the site. Overall it is considered that mixed use development can be achieved on parts of the site including residential development where appropriate.				190	190
<b>WTSP D05</b>	West of Harbour Road	Preferred approach in adopted SPD is to retain the site as marine employment.				70	70

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		However after further assessment as part of the SHLAA it is considered that there is potential for residential development on the site. The shape and location of the plot lends itself to high density residential development. The site has the potential to significantly improve the frontage onto both Mumby and Harbour roads, and provide part of a joined up flood defence along the waterfront through its construction. There is also scope to retain marine-related commercial uses on the ground floor with residential above.					
<b>WTSP D06</b>	Crewsaver	The site has permission for 31 dwellings. It is considered that approximately 41 dwellings could be accommodated on the site. The site should be allocated in the Local Plan for residential development in line with the existing consent but with sufficient flexibility for a slightly larger scheme if design matters and other considerations are suitably addressed.				41	41
<b>WTSP D11</b>	Land at Mumby Road Lorry Park	The Gosport waterfront and Town Centre SPD identifies this site as a preferred option for development as it has been demonstrated that the Town Centre has a large surplus of parking spaces and that this needs to be rearranged. The SPD background paper provides further information in this regard. Prior to the release of any car park the Council require a car parking strategy to be produced to confirm that each site, in combination, are the most appropriate for				50	50

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		<p>release.</p> <p>For the purposes of the SHLAA this site has been considered appropriate to be included as suitable, available and achievable. The lorry park is not used anywhere near to capacity. There is potential to redevelop the site for housing if an alternative lorry park in an area of the borough suitable for HGV's can be found. It will be necessary to consider the potential cumulative impacts of releasing the site; this is being assessed as part of the car parking strategy. The site could be redeveloped for residential development as a key gateway site for the Town Centre. There is the potential to partially recreate St. Matthews Square in any design.</p>					
<b>WTSP D12</b>	Minnit Road North Car Park	<p>While the Gosport Waterfront and Town Centre SPD did not identify this site as a preferred option for development, the site is considered as a suitable site for residential development subject to the findings of a car parking strategy. The Town Centre has a large surplus of parking spaces and this needs to be rearranged, it may not be necessary to retain this site. Prior to the release of any car park the Council require a car parking strategy to be produced to confirm that each site, in combination, are the most appropriate for release. It is considered that the site could accommodate approximately 25 flats over three storeys. Ground floor parking for the new dwellings</p>				25	25

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		could be provided within the footprint of the existing site.					
<b>WTSP D14</b>	North Cross Street Car Parks	<p>The Gosport Waterfront and Town Centre SPD identifies this site as a preferred option for development as it has been demonstrated that the Town Centre has a large surplus of parking spaces and that this needs to be rearranged. The SPD background paper provides further information in this regard. Prior to the release of any car park the Council require a car parking strategy to be produced to confirm that each site, in combination, are the most appropriate for release.</p> <p>For the purposes of the SHLAA this site has been considered appropriate to be included as suitable, available and achievable. The car parks and the adjoining market stall store can be redeveloped for retail/commercial development on the ground floor with residential uses on upper floors. The development should look to reflect the size and scale of properties on the opposite side of the street. The short stay parking provision will need to be replaced with the equivalent number to replace Long Stay spaces in the Walpole Park Car Park.</p>				20	20
<b>WTSP D16</b>	Clarence Road Public Car Park	The Gosport Waterfront and Town Centre SPD identifies this site as a preferred option for development as it has been demonstrated that the Town Centre has a large surplus of parking spaces and that this needs to be				18	18

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		<p>rearranged. The SPD background paper provides further information in this regard. Prior to the release of any car park the Council require a car parking strategy to be produced to confirm that each site, in combination, are the most appropriate for release.</p> <p>For the purposes of the SHLAA this site has been considered appropriate to be included as suitable, available and achievable. There is potential for a higher density residential development with undercroft parking. The site has potential to be developed in conjunction with the adjoining Masonic Hall. It will be necessary to consider the potential cumulative impact of the release of this site and the Mumby Road Lorry/Car Park on parking arrangements for the Waterside Medical Centre. This will be assessed as part of the car parking strategy.</p>					
<b>WTSP D21</b>	Coates Road Car Park	<p>The Gosport Waterfront and Town Centre SPD identifies this site as a preferred option for development as it has been demonstrated that the Town Centre has a large surplus of parking spaces and that this needs to be rearranged. The SPD background paper provides further information in this regard. Prior to the release of any car park the Council require a car parking strategy to be produced to confirm that each site, in combination, are the most appropriate for release.</p>				20	20

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		For the purposes of the SHLAA this site has been considered appropriate to be included as suitable, available and achievable. The site could be developed for a higher density of residential development and has potential to be developed as part of a wider redevelopment of South Street for a residential led mixed use scheme including the adjoining Waterside Centre, Precinct and Police Station.					
<b>WTSP D23</b>	Gosport Shopping Precinct	The site can be redeveloped for high density residential development with the retail development potentially being reprovided along a new South Cross Street frontage. The site has potential as part of a wider redevelopment of South Street for a residential led mixed use scheme including the adjoining Coates Road Car Park, Precinct and Police Station. While there remains uncertainty whether the current land owner wishes to develop the site it is considered appropriate to take an aspirational approach to regeneration on the site so the Council will facilitate this through Local Plan policy. The site is therefore considered available and achievable within the Plan Period.				24	24
<b>WTSP D24</b>	Former Police Station Site	The site can be redeveloped for high density residential development with the retail development potentially being reprovided along a new South Cross street frontage. The site has potential as part of a wider				90	90

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		redevelopment of South Street for a residential led mixed use scheme including the adjoining Coates Road Car Park, Precinct and Waterfront Church. There is potential to include a taller focal building as part of the site.					
<b>WTSP D27</b>	84-86 High Street	This site is considered a suitable location for high density residential development however it is imperative that rear service access to the ground floor retail unit is maintained. Providing parking is adequately addressed and rear servicing not impeded, intensification above the retail unit and to the south east of the site fronting south street would be appropriate. This would extend the frontage on South Street and offer potential improvements to the street scene.				50	50
<b>WTSP D32</b>	Church Path Car Park	The Gosport Waterfront and Town Centre SPD identifies this site as a preferred option for development as it has been demonstrated that the Town Centre has a large surplus of parking spaces and that this needs to be rearranged. The SPD background paper provides further information in this regard. Prior to the release of any car park the Council require a car parking strategy to be produced to confirm that each site, in combination, are the most appropriate for release. For the purposes of the SHLAA this site has been considered appropriate to be included as suitable, available and achievable. The				6	6



Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		site can be redeveloped for high density residential as part of a wider redevelopment around Trinity Green. Any development will need to respect the scale and setting of Trinity Green and Trinity Church. It will be necessary to consider the existing residential permit provision on the site.					
<b>WTSP D33</b>	Barclay House (Extended Area)	The site could be redeveloped for high density residential. Any development will need to respect the scale and setting of Trinity Green and Trinity Church. Any proposal will need to contribute to public realm and open space improvements in the vicinity to compensate for the loss of open space.				60	60
<b>WTSP D34</b>	Area immediately to the east of Barclay House	There is potential to develop the site directly in conjunction with Barclay House. The proposal will create street frontages respecting the historic form of this part of the town. Any proposal will need to contribute to public realm and open space improvements in the vicinity to compensate for the loss of open space.				20	20
<b>WTSP D51</b>	17a High Street	The site has planning permission for 9 flats. It is considered appropriate to allocate the site within the Local Plan.				9	9
<b>WTSP D54</b>	9-11 High Street	The site is considered developable and permission has been granted for 11 flats. It is considered appropriate to allocate the site in the Local Plan.				11	11

## Appendix 3: Discounted SHLAA sites – assessment summary

The following sites have been **discounted** from the SHLAA assessment.

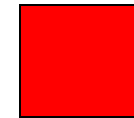
### KEY



Unconstrained in broad terms: the site is deemed suitable, available and/or achievable



Site may be acceptable, subject to further study, infrastructure or mitigation works, or policy requirements



Site is currently not suitable for allocation

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
<b>AG   Anglesey</b>							
AG004	82-84 Clayhall Road	While the site is suited to residential development and is located in an area of existing residential, the site is considered unavailable and therefore unachievable. The landowner was contacted in the Call for Sites however no response was received to indicate that they wish to develop or sell the site. The site is therefore discounted from the SHLAA.				10	0
AG009	Arminers Close	The site has no obvious use and following a site visit has been confirmed to be an overgrown concrete area. Although the site could accommodate a limited number of dwellings, there are significant access constraints, with access only available via narrow alleys to the rear of existing gardens in Arminers Close. There also appears to be limited scope to acquire more appropriate access. As a result, it is considered that the site should be retained and improved. The site has potential to be a communal garden				0	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		and improvements could be considered by the Council. The site would also fall below the threshold for the SHLAA.					
AG010	Land South of Arminers Close	The landowner is the Council which currently has no intention to sell or develop the site at this time. The site is therefore assessed as unsuitable, unavailable and unachievable for development within the plan period.				15	0
AG011	Lennox Close	Site is assessed as medium value open space in the Open Space Monitoring Report. There are a number of mature trees and vegetation on the site, some of which may be worthy of tree protection orders. The site could form an effective link between housing to the north and the park to the south, with investment into play equipment on the site as identified in the open space report.				5	0
AG013	Fort Road Car Park	Site is currently underused, but does provide a parking facility for visitors to the coast. It is considered best to include this site in the wider redevelopment of the Haslar Barracks site with the potential to provide a park to serve this development and the wider neighbourhood. Open space improvements would secure access to the coast. The site is therefore discounted from the SHLAA.				38	0
AG014	Stokesmead Playing Field	The Stokesmead site of 1.18 ha occupies a very prominent location in the Anglesey Conservation Area and is adjacent to the Alverstoke Conversation Area. This area of open space is located adjacent to Stoke Lake which is internationally protected for its				35	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		<p>nature conservation interest. The Borough Council strongly considers that this site should remain as open space. Successive Open Space Monitoring Reports have identified the site as being of high value in terms of recreational and amenity functions. In addition:</p> <ul style="list-style-type: none"> <li>• The site suffers from significant flood risk, with much of the site in Floodzone 3.</li> <li>• The site is considered to be a significant open area within the setting and character of both the Anglesey and Alverstoke Conservation Areas, as well as enhancing the setting of a number of listed buildings including St. Mary's Church Alverstoke.</li> <li>• The site is adjacent to internationally important habitats of Stoke Lake which form part of the Portsmouth Harbour Special Protection Area (SPA), Ramsar site, and Site of Special Scientific Interest (SSSI) due to the presence of over-wintering birds.</li> </ul>					
<b>AG019</b>	Land at the Redan	The site forms a small piece of open space which offers recreational/amenity benefits to those living in the area. The landowner has no intentions of selling or developing the site at this time. As a result, the site is unavailable and unachievable.				5	0
<b>AG023</b>	Institute of Naval Medicine	The Council has received no indication from the land owner that the site will become available. The site is an operational facility. While it is recognised the site offers				100	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		suitability for residential development in the event that the site did become available in the future the design of any development would need to be sensitive to a number of constraints.					
AG024	Haslar Gunboat Yard – Blockhouse 3	<p>The NPPF states that plans should set out positive strategies for the conservation and enjoyment of the historic environment taking into account, inter alia, the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. As such, for this site the Council will take a positive approach to proposals for suitable viable uses in which the heritage assets and their setting is sustained and enhanced. This could include either commercial uses such as marine employment, leisure uses or open air sales. Marine employment and related uses could complement uses at the adjacent Gunboat Yard site and the Qinetiq Haslar Marine Technology Park. The site may also be appropriate as a heritage attraction benefiting from being in close proximity to other naval heritage attractions in the area. The long-term viability of such an operation would need to be considered and it could be linked to an established attraction in the area or a national charity.</p> <p>The potential for residential use will be limited given the constraints of the site in terms of the building form of the Grade I</p>				0	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		listed structures, their setting and access arrangements. Although this option with a strong design solution could be explored further. All development proposals should however clearly demonstrate that the use would not give rise to significant harmful amenity impacts on existing and prospective residents in the local area.					
<b>AG025</b>	Blockhouse 2	It is considered appropriate to retain this land for employment uses and parking facilities to enable the redevelopment of adjacent parts of the Blockhouse site. This part of the Blockhouse site is therefore discounted from housing development in order to facilitate the wider regeneration of the Haslar Peninsula.				0	0
<b>AV   Alverstoke</b>							
<b>AV001</b>	North Stokes Bay Road	Highly constrained site with multiple gardens under different land ownership, this would make development difficult to achieve. There is also a high flood risk so further assessment would be required if the site was to be developed. The western portion of the site is unlikely to be suitable due to the mature trees. Given the constraints identified, it is considered most appropriate to not pursue the site any further.				2	0
<b>AV003</b>	Former Civil Defence Control Centre	The site includes a Grade II listed building. The site should be retained in its current use for the community. In the event that the site did become available, development or conversion to residential would be unlikely due to the heritage constraints and the sites				2	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		immediate proximity to the school. The site is considered unsuitable for the SHLAA.					
AV006	Ambulance Station	Potentially suitable for residential development but still currently operational with a critical public service. No response was received regarding the site being available from the landowner. The site is therefore considered unavailable at this time. Should the owner wish to develop the site in the future, an alternative and suitable provision for the existing use will likely need to be found within the Borough.				10	0
AV007	Alvercliffe Drive	Given the layout of the existing area it would likely be difficult to achieve an attractive development. The open space provides amenity value to local residents and contains numerous mature trees which contribute towards the character of the overall area. In addition, a listed wall borders the west of the site. The site should therefore be retained as open space for the benefit of the local community.				15	0
AV008	St Marys Church Parish Centre	The site is an existing community use and allocated as such in the adopted Local Plan. The Council therefore has no intentions to take this site any further and has received no indication that they owner wishes to do so.				6	0
AV009	Broadsands Drive, Tower Close	The small site size limits the level of development achievable. There is also likely to be issues caused by the multiple ownership of the garages and the parking requirements for existing dwellings. An				5	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		overriding issue is flood risk, the site is not considered to be viable given the small number of dwellings that could be accommodated and the significant flood risk.					
AV012	Portland Drive	While the site has some potential for residential development, this is not considered to be more than approximately five dwellings. Given the complex leasehold situation on the site, the site is considered unavailable at this time. The limited number of dwellings that could be gained is not deemed to be worth the significant effort required to find an alternative parking provision for many residents.				5	0
AV015	Green Road	AV015a is important to the character of the Conservation Area. AV015b is an important open space to the front of terraced dwellings and contributes toward the overall street scene character. The site was also assessed as unable to accommodate five dwellings. As a result, the site is not suitable for inclusion in the SHLAA.				3	0
<b>BH   Brockhurst</b>							
BH002	Land South of Huhtamaki	The site is within an existing employment area and should be retained for the purposes of potential expansion for employment uses. Vehicular access is also constrained and would make it less viable given land ownership.				70	0
BH005	Redhouse	The Redhouse site is occupied by a large amount of mature vegetation which provides a green buffer in this urbanised part of the				40	0



Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		Borough. The site offers recreational and amenity value to local residents and is considered important to retain. The site has scope to be more user friendly and more effective management could increase its value for nature and greater community involvement.					
<b>BH006</b>	Brougham Lane	While the site has potential for some development. The latest expectation is that the Council will retain the site however opportunities for a release could be explored in the future if the demand for parking in this area changes.				10	0
<b>BH008</b>	Land at Brune Park School	The site is part of a school and was submitted in the Call for Sites for residential development. The site was considered suitable for a flatted development on this portion of the school site. However, the school is now seeking permission to build a community facility on the site and is therefore no longer available or achievable for residential and has been discounted from the SHLAA.				10	0
<b>BH009 a</b>	Sultan Parcel 1	If the site were to be released there is potential for residential development on parcel 1, with a potential for between 465 and 580 dwellings. This estimate is based on a broad assumption of between 40dph and 50dph. HMS Sultan is identified in the Gosport Borough Local Plan as an Employment Priority Site in order to ensure that if the site is release by the MOD it				465	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		retains its role as a major employment site in the Borough. In November 2016, the Government announced proposals to release Blockhouse by 2026. More recently, the MOD have announced that a further decision regarding the disposal of HMS Sultan will be made in 2029. Whilst the Council strongly considers that HMS Sultan should be retained as a major MOD training facility. If the site is disposed of the Council's preferred option for the long term future of Sultan is to retain and enhance employment opportunities on the site.					
<b>BH009d</b>	Sultan Parcel 4	There are significant concerns with the condition of the current Fort and viability work has shown that there would be extremely high costs associated with converting the Fort to residential which would make it highly unlikely to occur within the plan period. This work has been undertaken in collaboration with One Public Estate as part of the Heritage Action Zone. It is considered most likely that residential development could be accommodated in the current parking area to the south east of Parcel 4 and south of Fort Rowner. A broad estimate of approximately 34 dwellings is likely to be appropriate – this would be of similar density to the area of housing to the north of Fort Rowner (17 dwellings at approximately 30dph). HMS Sultan is				34	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		identified in the Gosport Borough Local Plan as an Employment Priority Site in order to ensure that if the site is release by the MOD it retains its role as a major employment site in the Borough. In November 2016, the Government announced proposals to release Blockhouse by 2026. More recently, the MOD have announced that a further decision regarding the disposal of HMS Sultan will be made in 2029. Whilst the Council strongly considers that HMS Sultan should be retained as a major MOD training facility. If the site is disposed of the Council's preferred option for the long term future of Sultan is to retain and enhance employment opportunities on the site.					
<b>BH009 g</b>	Sultan Parcel 7	If fort could be converted to residential there is potential for up to 70 units. One Public Estate funded projects as part of the Heritage Action Zone are underway to look at the feasibility of the site.				70	0
<b>BH009 h</b>	Sultan Parcel 8	Existing house on the site could potentially be demolished to accommodate residential development. Previous estimations of between 192-240 dwellings by developing parcels 8 and 9 in combination have been made. HMS Sultan is identified in the Gosport Borough Local Plan as an Employment Priority Site in order to ensure that if the site is release by the MOD it retains its role as a major employment site in the Borough.				67	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		In November 2016, the Government announced proposals to release Blockhouse by 2026. More recently, the MOD have announced that a further decision regarding the disposal of HMS Sultan will be made in 2029. Whilst the Council strongly considers that HMS Sultan should be retained as a major MOD training facility. If the site is disposed of the Council's preferred option for the long term future of Sultan is to retain and enhance employment opportunities on the site.					
<b>BH009</b> <b>i</b>	Sultan Parcel 9	<p>Previous estimations of between 192-240 dwellings by developing parcels 8 and 9 (4.8ha) in combination have been made. Were the existing building on parcel 9 to be retained approximately 52-65 dwellings could be achieved. This is based on conversion of the existing floor space as measured in GGP. HMS Sultan is identified in the Gosport Borough Local Plan as an Employment Priority Site in order to ensure that if the site is release by the MOD it retains its role as a major employment site in the Borough.</p> <p>In November 2016, the Government announced proposals to release Blockhouse by 2026. More recently, the MOD have announced that a further decision regarding the disposal of HMS Sultan will be made in 2029. Whilst the Council strongly considers that HMS Sultan should be retained as a</p>				52	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		major MOD training facility. If the site is disposed of the Council's preferred option for the long term future of Sultan is to retain and enhance employment opportunities on the site.					
<b>BN   Bridgemary North</b>							
<b>BN001</b>	Land to the rear of 52-88 Woodside	Unsuitable housing site with substantial access, tree preservation order and biodiversity constraints. The site is an old railway embankment the topography of which is unsuitable for development. The site also has complex landownership. As a result, the site was found to be unsuitable for the SHLAA.				8	0
<b>BN008</b>	Meadow Walk	This open space is an integral part of the character of the area and has the potential to be improved for local residents. The site provides a facility for dog walking and amenity and the landowner has no intention to release the site for development.				14	0
<b>BN009</b>	Land at 21 Wych Lane	Throughout the call for sites process and Local Plan review the Council has received no indication from the landowner of this garden site that they would wish to sell or develop. Although in principal the site is considered a suitable location for residential development, with accessibility to the Bus Rapid Transit offering an opportunity to build at higher density, the site is considered unavailable and thus unachievable. It is not considered appropriate to pursue this site any further at this time.				5	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
<b>BN010</b>	Tukes Avenue, Kent Road	The open space forms an integral part of the streetscene and original character of the area. Development would be unsuitable on this site. The site could be improved for amenity use and street trees planted to improve its contribution to the overall character of the area.				13	0
<b>BN011</b>	Pettycot Crescent	The open space forms an integral part of the streetscene and was intentionally designed to form part of the character of the area. Development would be unsuitable on the site. The site has the potential for improvement for amenity use and further street trees planted to improve its contribution to the overall character of the area.				10	0
<b>BN012</b>	Osborn Crescent	While the site has been assessed as low value, its importance in this urbanised part of the Borough is considered high. It is considered most appropriate to retain this site and consider improvements. Residential development of the site would likely result in an area with very little amenity space for existing and future residents.				12	0
<b>BN013</b>	Land at Tukes Avenue	The site is not considered developable at this time as the Council has no intentions to sell or develop the site, it is therefore discounted from the SHLAA.				20	0
<b>BN014</b>	Harwood Close	Land ownership constraints mean gaining access to the site would be difficult. The site also provides an area for local residents to use and is considered appropriate to protect.				7	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		The site is therefore discounted from the SHLAA.					
<b>BN018</b>	Dayshes Close	The open space forms an integral part of the streetscene and was intentionally designed to form part of the character of the area. Development would likely be unsuitable and lead to an unattractive built environment, with properties overlooking each other and limited amenity space for residents.				9	0
<b>BN019</b>	Laphorn Close Amenity Space	The open space forms an integral part of the streetscene and was intentionally designed to form part of the character of the area. Development would likely be unsuitable as it would be in close proximity to the fronts of existing dwellings and would limit the amenity area available for residents.				5	0
<b>BN020</b>	Stoners Close Amenity Space	The open space forms an integral part of the streetscene and was intentionally designed to form part of the character of the area. Development would likely be unsuitable and lead to an unattractive built environment, with properties overlooking each other and limited amenity space for residents.				9	0
<b>BN026</b>	Prideaux-Brune Avenue	The site has poor highway access and would likely only be able to accommodate approximately 5 dwellings. The site also provides parking for neighbouring dwellings and is considered appropriate to retain.				5	0
<b>BN029</b>	Wycote Road	Overall, all the sites are below the threshold for the SHLAA. The capacity figure is based on dwellings on individual sites. All of the sites provide parking or storage areas for				7	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		neighbouring properties and are considered best retained for this use. The sites are therefore discounted from the SHLAA.					
<b>BN033</b>	Fareham Road, Land Adjacent to KFC	The site is within an existing employment area, has utilities running underneath and is adjacent to Fareham Road. The Fareham trade park fronts the A32. Uses include self-storage, auto repairs, hardware and a fast-food outlet. There is some flat, unused land with frontage to the A32, which has an existing permission for a food/drink use and thus is unlikely to be available for residential development. It is considered most appropriate to retain the site as an employment area, scoring 70 in the EDNA/ELLA it is a key employment site for the Borough.				10	0
<b>BS   Bridgemy South</b>							
<b>BS010</b>	Green Crescent Amenity Area (Central)	The site was previously identified as an amenity green space of medium value in the open space monitoring report. Site is important to the overall appearance of the street scene although there may be potential to improve the green space and plant more street trees.				10	0
<b>BS011</b>	Green Crescent Amenity Area (South)	This site provides an important area of green space for local residents and contributes to the overall appearance of the street scene. Further development could lead to the feeling of overdevelopment and not make for an attractive residential environment. It is considered appropriate to retain the site in its				8	0



Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		current use.					
<b>BS012</b>	Land West of Tichborne Way	It is considered that the site should be retained in its current use. The site is occupied by many mature trees and vegetation and forms a barrier between Tichborne Way and neighbouring residential development. The site has limited potential for housing and any scheme would likely have to overcome highway issues. Although the site has previously been assessed as low value open space, it is considered appropriate to continue to retain the site and potentially make improvements in regard to public access and planting. The site has therefore been discounted from the SHLAA.				5	0
<b>BS015</b>	Green Crescent Amenity Areas (North)	The open space forms an integral part of the character of the street scene and should be protected. New development would be situated in close proximity to existing properties and unlikely result in an attractive built environment.				0	0
<b>BS016</b>	The Spinney Small Amenity Area	The site has been assessed as medium value in the Open Space Monitoring Report and is considered necessary to retain for the amenity of residents. The site also forms part of a wider corridor of green spaces providing benefits for nature, residents and the overall quality of the built environment.				30	0
<b>BS018</b>	Brewers Lane Amenity Area	Sites topography is largely unsuitable for development. The open space plays an integral role in the street scene and is part of the Listed bridge. It is therefore highly				2	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		unsuitable for development and should be retained.					
<b>BS019</b>	Cunningham Drive Amenity Areas	Northern parts of the site are unsuitable for development. The area to the south of Cunningham Drive could be a potential site although the site plays an important role in the appearance of the street scene and is considered appropriate to retain. The open areas provide an attractive entrance to this area of Gosport. Improvements to the open space could be considered including the planting of additional street trees.				10	0
<b>BS021</b>	Harris Road, Gregson Avenue Amenity Areas	There is limited space on this site and any development would likely limit the amenity of existing occupiers in the adjacent bungalows to an unacceptable level. The open space is considered important to the character of this area and is appropriate to retain for the benefit of local residents.				0	0
<b>BS023</b>	Gregson Road Amenity Areas ABCD	The sites topography highly constrains the site suitability for development. A steep slope down from the highway to existing dwellings is highly unlikely to be viable for the limited number of dwellings that could fit within the footprint.				0	0
<b>BS024</b>	Keyes Road	The sites size and location makes it highly unsuitable for development. Although this open space is limited and likely serves limited amenity value, it is considered important to the character of the streetscene. The site should be retained as it currently is.				0	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
BS027	Jacobswell Church	Although this site could accommodate dwellings it is constrained by access to the site. The access road is not very wide and there is limited/no space for widening without using the gardens of neighbouring properties. This would require the agreement of neighbours and likely be a complicated process. The site is also designated as a community use in the Local Plan and a facility would need to be retained on the site. Put together these constraints limit the sites suitability.				10	0
BS030	Acorn Close Scout Hut	There is no intention to develop this site. Part of the site is occupied by a Scout Hut which is protected by Policy LP32 and subject to a leasehold agreement with the Council. The Council has no intention to sell or develop the site. While there are numerous qualities of the site which make it suitable for some residential development, due to its allocation as a community use the site is unsuitable at this time.				7	0
BS032	Harris Road – Rear of Gregson Avenue Shops	Given the fragmented land ownership on the site it is considered unachievable for development. It would likely be difficult to develop the site whilst retaining servicing access to the commercial units and residential properties. However, there may be potential for intensification of residential uses above the commercial units in the future.				5	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
BS034	Units 2-9 Venture Industrial Park	The site was submitted as part of the Council's Call for Sites. While it is acknowledged that the landowner has submitted the site in anticipation of a change economic climate in the future, at this current point there is insufficient evidence that the site is surplus to requirements. Given Gosport's low job density and the fact that the site remains occupied at this time, it is considered appropriate to retain the site as an employment designation. Should circumstances change in the future, existing Local Plan policies provide sufficient flexibility should appropriate evidence and rationale be provided.				10	0
<b>CC   Christchurch</b>							
CC010	28-31 Ferrol Road	While the site has potential to be redeveloped at a higher density there is no sign the landowner intends to do so. The site is occupied by a number of dwellings; as a result the Council has no intention to progress this site any further. The site is discounted from the SHLAA.				4	0
CC018	Land to the West of Spring Garden Lane	The site is occupied by many mature trees which are important to protect and retain. The site is also a community garden which is open to the public at certain times of the year. The gardens have historical significance and are inappropriate for residential development. As a result it is considered most appropriate to retain the site in its current use.				14	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
<b>EL   Elson</b>							
EL001	Land South of Naish Drive	The landowner of the majority of the site was contacted through the Call for Sites process. The owner confirmed they had no intention to sell the site or develop it. It is therefore considered important to not consider this site again in this plan period. While the site has potential suitability for residential development, its continued use by the existing business is a welcome addition to the Borough.				20	0
EL007	Ham Lane	The site was identified as an amenity green space of medium value in the latest Open Space Monitoring Report. It is considered appropriate to improve the existing open space with residential development on other sites in this area.					
EL009	Brockhurst Industrial Estate, Alphage Road	As an employment site it is considered important to retain this site for further intensification of employment uses. The sites close proximity to existing industrial units makes it less appropriate for residential uses.				20	0
EL010	No 1 Quay Lane	The site is located in an existing employment area and should be retained for improvements for employment purposes. The site is also located adjacent to a conservation area and various nature designations within Portsmouth Harbour, it is therefore essential that any development carefully considers these factors. There is potential for limited residential development					0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity <i>potential</i>	Total Supply <i>potential</i>
		to facilitate investment into the employment use, although any loss of employment space should result in employment gains to safeguard the use of land while making it more efficient. Any development will need to be in compliance with adopted policies in the Gosport Borough Local Plan.					
<b>FT   Forton</b>							
<b>FT013</b>	162 Forton Road (Former Filling Station)	Potential development site although land owners intentions remain unclear at this stage. Dwellings achievable could be higher depending if flats or houses are built. It is felt that the site could be developed with the adjacent retail site and the Council would work with the landowner to facilitate redevelopment on the site if this was desired. This could involve retail at ground floor and residential above.				10	0
<b>FT014</b>	Lidl, Forton Road	There has been no indication that Lidl is looking to dispose of the site. In the event that this decision was taken by the land owner there is potential for residential development subject to a review of the neighbourhood centre retail boundary. The site could be developed in combination with the adjacent former fuel filling station (FT013).				20	0
<b>FT015</b>	Sorting Office, Forton Road	The Royal Mail facility provides a highly important service to residents of the Borough. There has been no indication that Royal Mail is looking to dispose of this site, however in the event that this was the case				25	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		the site may have potential for some residential development in combination with the adjacent former Solent Building supplies (FT001). If the site was disposed of, Royal Mail would need to supply an alternative collection provision of similar convenience in the Borough.					
<b>FT016</b>	Hewitt Close	The Council is not currently looking to develop this site. The site offers suitability for redevelopment given the poor condition of the existing housing stock. It is important that any new development does not negatively impact the amenity of surrounding occupiers.				11	0
<b>FT017</b>	Behrendt Close	The Council is not currently looking to develop this site. The site offers suitability for redevelopment given the condition of the existing housing stock. It is important that any new development does not negatively impact the amenity of surrounding occupiers.				25	0
<b>GR   Grange</b>							
<b>GR003</b>	Central Rowner: Ensign Drive	The site has recently been assessed as high value in the open space monitoring report. The site has merits as open space to serve the wider area, and could benefit from further improvement to increase its quality. Appropriate improvements could include child play provision, a football pitch, and benches. Given the value of this site, it is not considered suitable for residential development. If the neighbouring area to the north was to be developed, this site could form a green corridor linking areas to the				40	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		north and south. As a result of this assessment, the site has been discounted from the SHLAA.					
GR013	Ayling Close	Site was previously identified as important green corridor in Open Space Monitoring Report. Any development on this site would remove an important buffer between the Wildgrounds SSSI and the existing residential development to the north. It is therefore considered appropriate to discount this site from the SHLAA.				0	0
GR020	Cornwell Close	This site contains parking that should be retained for the surrounding area which is densely developed. The site could be considered as part of a wider redevelopment scheme of the area. Given the local parking requirements and potential future development options this site has been discounted from the SHLAA.				6	0
<b>HD   Hardway</b>							
HD004	Land at St Helier Road Car Park	Potential development site although local parking requirements would need to be carefully considered. The Council is not currently considering the release of the site. If the site is released for development, it may be best to consider a partial release depending on the car parks usage and parking requirements on the adjacent road network.				12	0
HD007	Land East of Quay Lane	There is potential for residential development on this site to facilitate investment into the employment use. This could involve greater				50	0



Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		<p>exploitation of the sites proximity to Gosport's marina's and intensification of marine related employment uses. It is important that any residential development respects the nearby conservation area, considers any impacts upon the adjacent designated sites and potentially includes the provision of public access along the harbour edge of the site.</p> <p>Ultimately, any loss of employment space should result in employment gains so employment land within Gosport Borough can be safeguarded while the use of land made more efficient.</p>					
HD011	Bucklers Road	<p>Open space forms an integral part of the overall character of the area. There is potential for greater integration of the village green with the surrounding area, this could include conversion of the road to the south to a shared space to reduce segregation between users of the open space and road traffic. Given the sites contribution to the overall character of the area it is considered most appropriate to retain the site.</p>				0	0
HD012	Sapphire Close LAP	<p>The site has been assessed as medium value and is considered an important part of this area. It is considered appropriate to retain the site for the amenity of local residents and visual appeal of the built environment in this area. The site is not only too small to accommodate five dwellings but it also considered unsuitable for</p>				0	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		development and has therefore been discounted from the SHLAA.					
HD013	Grafton Close LAP	The site has been assessed as medium value and is considered an important part of this area. It is considered appropriate to retain the site for the amenity of local residents and visual appeal of the built environment in this area. The site is not only too small to accommodate five dwellings but it also considered unsuitable for development and has therefore been discounted from the SHLAA.				1	0
HD014	Hayling Close LAP	The site has been assessed as medium value and is considered an important part of this area. It is considered appropriate to retain the site for the amenity of local residents and visual appeal of the built environment in this area. The site is not only too small to accommodate five dwellings but it also considered unsuitable for development and has therefore been discounted from the SHLAA.				0	0
HD015	Charlotte Drive LAP	The site has been assessed as medium value and is considered an important part of this area. It is considered appropriate to retain the site for the amenity of local residents and visual appeal of the built environment in this area. The site is not only too small to accommodate five dwellings but it also considered unsuitable for development and has therefore been discounted from the SHLAA.				1	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity <i>potential</i>	Total Supply <i>potential</i>
HD016	Castle View	Potential for comprehensive redevelopment with adjacent site to the west. Complex land ownership would likely make this difficult to achieve. There has been no indication that the land owner(s) wish to sell or develop the site.				8	0
HD018	Dartmouth Court	Development of this council owned amenity and playground area is considered unsuitable. The area plays an important role in the character of this area of Hardway and has been purposefully designed to provide the neighbourhood with an attractive environment. Given the amenity this site provides, the Council will not be looking to sell the site. The site is therefore considered unsuitable, unavailable unachievable.				6	0
HD026	Roebuck Drive	The site forms and important part of the overall streetscene and should be retained and improved as open space. Development on the site would be in close proximity to existing dwellings and detract from the appearance of the area.				4	0
<b>LE   Lee East</b>							
LE003	Land South of Antice Court, Cherque Farm	The site is considered unsuitable for residential development as it provides an important community garden and parking that is used by the community use nearby. It is important that the garden is retained for continued use by local residents and the Council will continue to support this position.				15	0
LE012	Harrier Close	The site has previously been identified as amenity green space of high value in the				15	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		Open Space Monitoring Report. Given that this site provides considerable amenity to local residents with multiple health and wellbeing benefits it is considered appropriate to retain the site. Given this, the site is discounted from the SHLAA and the Council have no intention to sell or develop the site.					
LE013	Megson Drive	The site has previously been identified as amenity green space of high value in the Open Space Monitoring Report. Given that this site provides considerable amenity to local residents with multiple health and wellbeing benefits it is considered appropriate to retain the site. Given this, the site is discounted from the SHLAA and the Council have no intention to sell or develop the site.				35	0
LE014	Land at Skipper Way	The Council currently has no intentions of selling or developing the site at this time and therefore the site is unavailable and unachievable. In addition, the site is low value open space which could benefit from improvements.				13	0
LE016	Cherque Farm – existing local areas for play	The amenity area layouts limit the level of development achievable on individual sites. Many sites are considered unsuitable as they play an important role in the street scene of the surrounding residential area and provide important open space which contributes to local amenity and wellbeing. The Council considers it important to protect				8	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		these areas and would not be willing to sell for development. As a result the site is considered not suitable for the SHLAA or any residential development.					
<b>LW   Lee West</b>							
LW009	Land at Manor Way	The Council is shortly intending to locate new allotments on the majority of this site due to a shortage of allotment space in the Borough and their popularity. The site will therefore be designated as an allotment allocation community facility in the Local Plan review. In combination with this, improvements will be considered to the open space adjacent to Manor Way with suitable screening of the allotment site from the road. The site is therefore discounted from the SHLAA and has no potential for housing development.				40	0
LW014	Browndown Training Camp	Site located in high risk area for flooding, outside the urban area boundary and in a settlement gap. The council will look to consider the use of the site for recreational purposes but doesn't foresee the site being a viable residential location.				0	0
<b>LL   Leesland</b>							
LL001	Salvation Army, The Crossways	The site has been improved as a community use by charities; this includes the provision of a AstroTurf sports pitch. Given this, there is no intention to redevelop the site for other uses and the facility will continue to be protected for community uses.				10	0
LL004	St Faiths Close	The site was previously identified as High				10	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		Value in the Open Space Monitoring report. Given the character of the built environment in the area and the high number of dwellings within a short distance of the facility, it is considered essential to retain this open space. There is potential for improvements to the open space into the future.					
LL006	Toronto Place Car Park	The site is a former car park which whilst it could accommodate a limited amount of residential development is likely in an unsuitable location. The site is accessed via an industrial area and is adjacent to car repair and other industrial uses. The site is therefore considered unsuitable given its location.				3	0
LL008	Motorhaven Cars	The site is considered unsuitable for residential development at this time. The site is located within an employment area, it is important to preserve the land for potential intensification of employment uses into the future.				5	0
LL010	Spinnaker Cars, 115 Forton Road	The site is considered unsuitable for residential development at this time. The site is located within an employment area, it is important to preserve the land for potential intensification of employment uses into the future.				5	0
LL013	Land to the north of St Vincent College	The Council considers that there is potential for a scheme on land to the north of the College (as shown on the site plan) and would be happy to consider potential schemes. An assessment of the site, utilising				30	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		the area to the north, shows that approximately 30 units may be accommodated. It would however be necessary to design a scheme that protected and enhanced the heritage assets, provided adequate parking and did not impede the function of the college. Despite contacting the landowner in the Call for Sites, the Council has received no indication that earlier plans will be progressed. The site is therefore considered unavailable and unachievable at this time.					
LL014	The Towers, Forton Road	The site is likely to be available in the plan period. While the site has the potential to accommodate residential development it is considered necessary to ensure that any undesignated heritage/design features on the site are fully considered. It is important that appropriate safe access can be provided as the site is surrounded on three sides by busy roads. Appropriate parking is required to facilitate the number of flats the land owner may wish to deliver. It is considered appropriate to deal with these issues through the development management process as further evidence will be required as part of a detailed proposal.				28	0
LL015	The Sanderson Centre	The site was submitted by the landowner in the Call for Sites. The Council considers that the existing employment area designation should remain to ensure the site is protected for employment purposes. This does not				100	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity <i>potential</i>	Total Supply <i>potential</i>
		prevent the redevelopment and modernisation of the site for employment uses – in addition Local Plan policies allow for residential development as part of an employment led mixed use scheme provided that it is demonstrated that it is not viable to redevelop the whole site for employment uses or other types of economic development; and the overall proposed development will generate the same of a greater number of jobs than recent levels on the site. Overall it is therefore considered that there is sufficient flexibility to allow for the sites modernisation and redevelopment should the landowner desire whilst ensuring the site is protected for employment uses.					
<b>PC   Peel Common</b>							
PC006	Wych Lane	Site has previously been identified as open space of medium value in the open space monitoring report. The site plays an important role in the character of the overall street scene in this area and it is considered important that the site is retained. The sites proximity to Bridgemary School means it is well used and increases it's important to local resident's daily amenity and overall quality of life. There is potential for improvements to be made to the open space with the planting of additional trees.				20	0
PC009	The Links Amenity Areas	The sites' layout limits the level of development achievable on the site to less than the SHLAA threshold. The amenity				0	0



Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity <i>potential</i>	Total Supply <i>potential</i>
		areas also form an important role in the character of the area and have been purposely integrated into the areas original design. The majority of the areas would be difficult to develop, as a result the site was found to be not suitable for the SHLAA.					
<b>PV   Privett</b>							
PV002	Wilmot Lane Depot and adjacent housing blocks	Potential development site within the Plan Period however there is significant uncertainty around whether GBC still plan to relocate depot and the timescale for doing so. Would involve demolition – subject to further investigation including relocation of the depot, financial viability and council approval. The proposal could include a mix of housing and flats. There is currently a total of 56 dwellings on the site, thus resulting in a gain of 69 dwellings.				114	0
<b>RH   Rowner and Holbrook</b>							
RH002	3 Rowner Road	It is recognised that the site could be a potential residential development site however it is currently occupied by a business which provides an important commercial service in a convenient location. For this reason, the site is currently considered unavailable and unachievable.				5	0
RH003	Tichborne Way	The site is constrained by the Bus Rapid Transit which takes up the north western portion. There is no intention for the site to be released for residential development in the foreseeable future. The site is also				5	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		considered largely unsuitable for significant development.					
RH008	Site of Former Royal Sailors Rest, Grange Lane	The site has the potential to accommodate some level of residential that said it is important that an appropriate community facility is provided on site or contribution to an off-site facility. The site is an existing community allocation and therefore any provision would have to be to a similar or greater standard as the former use.				9	0
RH012	North of Rowner Road Amenity Areas	The sites are considered highly important to the overall character of the area, particularly the open aspect the sites provide when viewed from the road. Development on the sites would also be constrained by access requirements to existing properties.				10	0
RH014	Turner Avenue Amenity Areas	The site was assessed as medium value in the Open Space Monitoring Report. The sites are considered important to retain as they contribute to the overall character of the area and provide amenity space for residents. As a result the sites are discounted from the SHLAA.				0	0
<b>TN   Town</b>							
TNCC020	East Jamaica Place Car Parks	It is recognised that the site may be suitable for some level of appropriate residential development in the future. That said, at this time it is important the site should be retained until a traffic management scheme (TMS) has been implemented for Stoke Road to allow for improved access, bus rapid transit and parking arrangements. This car park				7	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		may be required as part of the solution. The TMS may identify this site as surplus to requirements at a later date, but at this time the site is not available.					
<b>TNCC0 20a</b>	Chester Courts	Potential development site. Development could make better use of space, achieving higher density on site. However the flats are all occupied and the site is not available for redevelopment. The Council has refurbished the accommodation and has no plans to redevelop the site.				80	0
<b>TN029</b>	Nyria Way	Potential development site although existing residents would need to be fully considered. The site is not considered available or achievable.				20	0
<b>BL   Broad Locations</b>							
<b>WTSPD   Town Centre and Waterfront SPD sites (including Harbour Regeneration Area)</b>							
<b>WTSPD 01b</b>	Falkland Gardens	Gosport Borough Council has no intention to develop or sell Falkland Gardens. The council will retain and consider improvements to Falkland Gardens to enable continued enjoyment of the Gardens for amenity and recreational uses.				0	0
<b>WTSPD 02</b>	Endeavour Quay	The site remains an important boat yard with the repair and maintenance of watercraft, supporting a cluster of marine businesses. The site includes a heavy lifting crane and therefore it is important that this site is retained as a core asset for the marine industry in line with sub-regional economic objectives. There is also potential for improved boundary treatment along the				0	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity <i>potential</i>	Total Supply <i>potential</i>
		boundary with Falkland Gardens in order to improve the attractiveness of the gardens. There may be scope for some dining facilities fronting Falkland Gardens to assist in improving the northern edge of this open space.					
WTSPD 04	Gosport Boatyard	Preferred approach in SPD is that the site should be retained in marine use acting as part of a wider marine cluster in this sector of the waterfront. Consideration will need to be given to the routing of future flood defences if the site is to be retained for marine use. Flood defences could be located on the southern edge of the site adjacent to Harbour Road. The existing public access to the water via the slipway will need to be retained in some form.				0	0
WTSPD 08	Clarence Wharf (Mumby Road) Industrial Estate	In the longer term the site has the potential to be redeveloped for high density residential with marine uses on the northern part of the site with residential to the south. The Gosport Ferry Yard and mooring will need to be incorporated into any future proposals. Sufficient employment space elsewhere in the Borough will also need to be made available. The potential to extend to the Millennium Promenade and the provision of comprehensive flood defences will also need to be considered.				50	0
WTSPD 09	Royal Clarence Yard (Retained Area)	The site forms part of the wider retained area which is partly owned by the MoD and partly owned by the Crown Estate. A significant				0	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity <i>potential</i>	Total Supply <i>potential</i>
		area of land will be retained by the MoD as part of the operations of the Oil and Pipeline Agency. These arrangements could affect the size and shape of the land that is ultimately disposed as well its timing. Further consideration will need to be given to the Agency's security arrangements and whether this affects how the disposed land functions. The deep water access is a key asset, the benefits of which need to be maximised through marine employment use in order to create jobs and to improve the economy of this area of the town centre. There are a number of listed buildings on the site which will need to be incorporated. In addition parts of the site are low lying and have a history of flooding when there is a high tide. Flood defences and the Millennium Promenade will need to be incorporated into the site. The MoD operations will need to be appropriately safeguarded.					
WTSPD 12	Minnitt Road North Car Park	The Gosport waterfront and Town Centre SPD has not identified this site as a preferred option for development as it has been demonstrated that although the Town Centre has a large surplus of parking spaces and that this needs to be rearranged, this site would likely form a key part in this rearrangement. The SPD background paper provides further information in this regard. Prior to the release or retention of any car park the Council require a car parking				0	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		<p>strategy to be produced to confirm that each site, in combination, are the most appropriate for release.</p> <p>For the purposes of the SHLAA, while this site may be suitable for development they are not considered available or achievable as they are required to meet the ongoing parking requirement for the Town Centre and residents. Preferred approach is to retain site for car parking as there is little other parking provision in this part of the Town Centre, and the sites shape makes it difficult to develop.</p>					
WTSPD 13	Minnitt Road South Car Park	<p>The Gosport waterfront and Town Centre SPD has not identified this site as a preferred option for development as it has been demonstrated that although the Town Centre has a large surplus of parking spaces and that this needs to be rearranged, this site would likely form a key part in this rearrangement. The SPD background paper provides further information in this regard. Prior to the release or retention of any car park the Council require a car parking strategy to be produced to confirm that each site, in combination, are the most appropriate for release.</p> <p>For the purposes of the SHLAA, while this site may be suitable for development they are not considered available or achievable as they are required to meet the ongoing parking requirement for the Town Centre and</p>				0	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		residents. The site should be retained for car parking as there is little other parking provision in this part of the Town Centre. Improvements to the alleyway access to the High Street could potentially be beneficial. Improved linkages through the site to the waterfront have the potential to increase future footfall.					
WTSPD 15	Masonic Hall	The Hall can be either partially or wholly redeveloped for residential use ensuring that key features of the building are retained. The Hall could potentially be redeveloped in conjunction with the neighbouring Clarence Road Car Park sites. The site is however unavailable and unachievable at this time.				12	0
WTSPD 17	Clarence Road Residents Car Park	The Gosport waterfront and Town Centre SPD has not identified this site as a preferred option for development as it has been demonstrated that although the Town Centre has a large surplus of parking spaces and that this needs to be rearranged, this site would likely form a key part in this rearrangement. The SPD background paper provides further information in this regard. Prior to the release or retention of any car park the Council require a car parking strategy to be produced to confirm that each site, in combination, are the most appropriate for release. For the purposes of the SHLAA, while this site may be suitable for development they are not considered available or achievable				12	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		as they are required to meet the ongoing parking requirement for the Town Centre and residents. This parking site plays an important role in catering for the adjacent parking requirements in White Lion Walk.					
WTSPD 18	North Loading Area	<p>The Gosport Waterfront and Town Centre SPD has not identified this site as a preferred option for development as it has been demonstrated that although the Town Centre has a large surplus of parking spaces and that this needs to be rearranged, this site would likely form a key part in this rearrangement. The SPD background paper provides further information in this regard. Prior to the release or retention of any car park the Council require a car parking strategy to be produced to confirm that each site, in combination, are the most appropriate for release.</p> <p>For the purposes of the SHLAA, while this site may be suitable for development they are not considered available or achievable as they are required to meet the ongoing parking requirement for the Town Centre and residents. The layout of the site does not suit itself for residential development and the location is not suitable for redevelopment for any other type of use due to its shape and its immediate proximity to other uses. The site could be retained as parking to serve the High Street although work is ongoing on a car parking strategy.</p>					0



Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity <i>potential</i>	Total Supply <i>potential</i>
WTSPD 19	Crown Mews	The layout of the site does not suit itself for residential redevelopment and the location is not suitable for redevelopment for any other type of use. There is no indication that the area of residents parking is surplus to requirement. Retain site as a private car parking serving the adjoining residential properties.					0
WTSPD 20	South Street Public Car Park	<p>The Gosport Waterfront and Town Centre SPD has not identified this site as a preferred option for development as it has been demonstrated that although the Town Centre has a large surplus of parking spaces and that this needs to be rearranged, this site would likely form a key part in this rearrangement. The SPD background paper provides further information in this regard. Prior to the release or retention of any car park the Council require a car parking strategy to be produced to confirm that each site, in combination, are the most appropriate for release.</p> <p>For the purposes of the SHLAA, while this site may be suitable for development they are not considered available or achievable as they are required to meet the ongoing parking requirement for the Town Centre and residents. The site is a key short stay car park at the eastern end of the town serving the high street and Gosport ferry. Necessary to retain as key car park.</p>				40	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
WTSPD 22	Waterside Centre	The site has potential to be part of a wider redevelopment of South Street for a mixed use scheme including the adjoining Coates Road Car Park, Precinct and Police Station. As part of the public consultation on the SPD the Waterside Centre outlined its ambitions of securing extended community facilities on their site with the potential for a larger facility with a mix of uses as part of a more comprehensive development with adjoining sites (option 4). This option has been included in the SPD together with the potential for variations on option 3 for a residential/community facility development. At this time it is considered that the site is unavailable and unachievable for residential development and it has been discounted for the SHLAA.				12	0
WTSPD 25	Gosport Town Hall	Retain as the Town Hall including the police with scope for further intensification of uses within the building (other office, community and commercial uses) over the longer term. The site is currently unsuitable, unavailable and unachievable and is therefore discounted from the SHLAA.				0	0
WTSPD 26	Town Hall Car Park (Thorngate)	In the short term it will be necessary to retain as a car park to serve the Town Hall and the Police Station. There may be scope to consider additional uses over the longer term to support any proposed intensification of uses within the adjacent Town Hall.				9	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity <i>potential</i>	Total Supply <i>potential</i>
WTSPD 28	Walpole Park Car Park Upper Level (1,2,3,4)	<p>The Gosport Waterfront and Town Centre SPD has not identified this site as a preferred option for development as it has been demonstrated that although the Town Centre has a large surplus of parking spaces and that this needs to be rearranged, this site would likely form a key part in this rearrangement. The SPD background paper provides further information in this regard. Prior to the release or retention of any car park the Council require a car parking strategy to be produced to confirm that each site, in combination, are the most appropriate for release.</p> <p>For the purposes of the SHLAA, while this site may be suitable for development they are not considered available or achievable as they are required to meet the ongoing parking requirement for the Town Centre and residents. An assessment of car parking capacity has shown that the car park is currently needed to provide parking for the businesses on the High Street. A change to short-stay parking will be required to compensate for short-stay losses elsewhere in the Town Centre. There may be scope over the long term to consider some form of commercial/residential development on the eastern half of the site whilst retaining a visible short stay car park on the western half with a vehicle link to the remaining car park at the lower level. Any proposal would</p>				85	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		need to consider the car parking capacity and demand for the whole Town centre, the proposed requirement of the site itself, as well as residential amenity and townscape considerations.					
<b>WTSPD 29</b>	Walpole Park Car Park Lower Level (5,6,7)	<p>The Gosport Waterfront and Town Centre SPD has not identified this site as a preferred option for development as it has been demonstrated that although the Town Centre has a large surplus of parking spaces and that this needs to be rearranged, this site would likely form a key part in this rearrangement. The SPD background paper provides further information in this regard. Prior to the release or retention of any car park the Council require a car parking strategy to be produced to confirm that each site, in combination, are the most appropriate for release.</p> <p>For the purposes of the SHLAA, while this site may be suitable for development they are not considered available or achievable as they are required to meet the ongoing parking requirement for the Town Centre and residents. Preferred approach involves the retention of the area as car parking to accommodate parking which is proposed to be lost elsewhere in the town centre.</p>				100	0
<b>WTSPD 30</b>	Walpole Park Car Park (Haslar Road Section)	The Gosport Waterfront and Town Centre SPD has not identified this site as a preferred option for development as it has				25	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity <i>potential</i>	Total Supply <i>potential</i>
		<p>been demonstrated that although the Town Centre has a large surplus of parking spaces and that this needs to be rearranged, this site would likely form a key part in this rearrangement. The SPD background paper provides further information in this regard. Prior to the release or retention of any car park the Council require a car parking strategy to be produced to confirm that each site, in combination, are the most appropriate for release.</p> <p>For the purposes of the SHLAA, while this site may be suitable for development they are not considered available or achievable as they are required to meet the ongoing parking requirement for the Town Centre and residents. Preferred approach is for the retention of the area as car parking to accommodate parking which is lost elsewhere in the town centre.</p>					
WTSPD 31	Haslar Marina	<p>The site can be developed for a marine led employment/leisure mixed use site. Sufficient parking provision can be retained to provide for the future needs of the users of Haslar Marina. Flood defence improvements may need to be incorporated as part of the future provision for the site. The western and southern parts of the site closer to the existing built up area lend themselves best to future development.</p>				125	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity <i>potential</i>	Total Supply <i>potential</i>
		Residential proposals would not be considered appropriate for the SPD to promote at this stage as it would be outside the urban area boundary and therefore not in accordance with the GBLP as it would be difficult to meet the tests set out in the relevant policies. Land at the northern end will need to be kept clear to respect the setting of Bastion No/.1 and the Gosport Lines.					
WTSPD 35	Area immediately to the east of Hammond House	The land is identified in the Local Plan as protected existing open space under Policy LP35. Any redevelopment of this space needs to be carefully considered. How the development of the site relates to that of the adjoining areas will have an important effect upon the viability of the scheme. Part of the land is in GBC ownership (fronting South Street); however the ownership in the wider area is mixed creating difficulties in relation to a wider development scheme.				25	0
WTSPD 36	Area immediately to the west of Harbour Tower	The land could be developed as part of the wider redevelopment of the adjoining Bus Station site. Any proposal will need to contribute to public realm and open space improvements in the vicinity to compensate for any loss of open space.				13	0
WTSPD 37	Area immediately west of Timespace	Development of the site on its own would lead to the loss of amenity space in an already densely developed area. The site is considered unsuitable and is discounted				0	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		from the SHLAA.					
WTSPD 38	Area immediately east of Trinity Church Grounds	Following the consultation on the draft SPD it was very clear that there is a strong preference that this site is retained as open space as part of the wider green space around Trinity Green rather than for re-establishing residential in this area. This view was expressed by not only residents in the immediate vicinity but from across the Borough. Consequently it is proposed to retain the area as public open space with the potential for some public realm improvements.				30	0
WTSPD 39	Areas adjacent to Millennium Promenade	<p>The area at the base of Harbour Tower has the potential to be used for café or restaurant use with seating facing out over the harbour side. The proposal can complement the development occurring at the bus station. It has the potential to be used as event space in association with maritime events. Further consideration would be required in consultation with local residents on amenity issues. The feasibility of any scheme would also need to be considered including whether the proposal would be permanent, seasonal or on an occasion event basis.</p> <p>Following public consultation it is considered that the area adjacent Seaward Tower should be retained for disabled and residents' parking acknowledging a shortage of provision in this particular area and that it</p>				0	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity <i>potential</i>	Total Supply <i>potential</i>
		would be difficult to re-provide close-by.					
WTSPD 50	8 High Street	Potential for additional height in this location however at this stage the landowner has not expressed an interest. Any alterations will need to respect the conservation area and listed buildings located nearby. It will also be important to provide appropriate parking and bin storage.				10	0



## Appendix 4: SHLAA sites below the threshold – assessment summary

The following sites have been assessed as **unable to accommodate 5 or more dwellings**. These sites have remaining unknown constraints and/or may require further evidence regarding suitability, availability and achievability but have not been progressed as this falls outside the remit of the SHLAA which considers sites capable of delivering 5 or more dwellings.

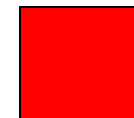
### KEY



Unconstrained in broad terms: the site is deemed suitable, available and/or achievable



Site may be acceptable, subject to further study, infrastructure or mitigation works, or policy requirements



Site is currently not suitable for allocation

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
<b>AG   Anglesey</b>							
<b>AG002</b>	Mabey Close	The site has restricted access and is limited in size; as a result the site area was assessed as unable to accommodate five dwellings. The site is considered suitable for 1 or 2 houses; however this will be subject to further design and the consideration of local parking requirements.				2	0
<b>AG016</b>	Alvara Road	The site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for the SHLAA. The sites are also considered unsuitable for any residential development overall due to the awkward shape and sizes of them, they are also situated within close proximity to existing properties. Development in these places would unlikely result in an attractive residential environment.				1	0
<b>AG017</b>	St Francis Road Garage Site	The site could form part of a more comprehensive development with site				4	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		immediately to the north. On its own the site falls below the threshold for the SHLAA and as a result is not suitable for inclusion in the SHLAA. If development were to occur, considerations such as local parking needs and neighbouring amenity would be central.					
<b>AG018</b>	Mabey Close	The site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for the SHLAA. The site also suffers from a risk of flooding and any development on the site would be very close to existing properties which would likely result in an unattractive residential environment.				1	0
<b>AG020</b>	The Redan Garage Site	The site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for the SHLAA. There is potential for some development although this would have to consider the impact of a loss of parking on neighbouring properties.				2	0
<b>AG021</b>	West of Ash Close Garage Site	The site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for the SHLAA. The site has potential for development although this would need to be sensitively designed due the density of the surrounding area (e.g. loss of parking may be an issue for adjacent properties).				4	0
<b>AG022</b>	Bramley Gardens	The site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for the SHLAA. Any development would need to consider the				3	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		local parking requirements and the potential impact of any development on the amenity of existing occupiers.					
<b>AV   Alverstoke</b>							
<b>AV004</b>	Little Green	The site area was assessed as unable to accommodate five dwellings. AV004c is unsuitable due to the negative impact on local amenity and TPO issues. AV004a and AV004b could be suitable for some limited development subject to local parking considerations. That said, overall the site is unsuitable for inclusion in the SHLAA.				4	0
<b>AV005</b>	Land at 21 the Avenue	The site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for the SHLAA. It is unknown if the land owner would wish to develop at this time, any potential development would be dealt with through the planning application process.				1	0
<b>AV010</b>	Gale Moor Avenue	Level of development achievable is limited by small site sizes and awkward shapes, there is possibly potential for three dwellings. More could potentially be achieved if electricity substation was relocated and land to the north of Gale Moor Avenue was also used. For the purposes of the SHLAA, the site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for the SHLAA.				3	0
<b>AV011</b>	Moat Drive	The site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for the SHLAA. The sites				2	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		layout and close proximity to existing dwellings makes development difficult, in addition the potential risk of future flooding limits the viability of the site.					
<b>AV013</b>	Martello Close, Gale Moor Avenue	The site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for the SHLAA. Significant development is highly constrained by the sites limited size and close proximity to existing properties. Any development would likely need to be limited and would only be appropriate if local parking requirements were met.				2	0
<b>AV014</b>	Lodge Gardens Garage Site	The site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for the SHLAA. Development is constrained by the sites limited size. Any development would need to be limited and only be appropriate if local parking requirements were met.				4	0
<b>BH   Brockhurst</b>							
<b>BH003</b>	Durham Street Garage Site	The site has the potential to accommodate dwellings similar in style to the existing street. That said, the site is unable to accommodate five or more dwellings as it would be necessary to maintain access to the service road at the rear and the parking would likely need to be replaced.				2	0
<b>BH004</b>	Claudia Court Garage Site	The site has the potential as a development site although is still in active use and is likely unable to accommodate five or more dwellings. Any development would need to				2	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		ensure that local parking requirements were met and that the loss of parking would not impact the safety of the highway.					
<b>BH007</b>	Former Russell Street Car Park	The sites size and proximity to existing dwellings make it highly unlikely it would be viable for development. It is considered most appropriate that the site be retained to provide parking. Development on the site would likely have a negative effect on the established character of this area and lead to a loss of parking.				0	0
<b>BH010</b>	Norfolk Road Garage Site	The site is an awkward shape and in an enclosed location, this would likely make it difficult to achieve five or more dwellings. Any potentially development would need to carefully consider local parking requirements and the impact of development on neighbouring amenity.				2	0
<b>BH011</b>	Russell Street	While the site is considered suitable, available and achievable for residential development, it falls under the threshold for the SHLAA as is unlikely to be able to accommodate five or more dwellings.				4	0
<b>BN   Bridgemy North</b>							
<b>BN005</b>	Mountbatten Close Garage Site	The sites size limits the level of development achievable to less than the SHLAA threshold. As a result the site was found to be not suitable for the SHLAA. If any development were to occur, local parking requirements would need to be considered.				3	0
<b>BN006</b>	Northway Garage Site	The site has the potential to accommodate a limited number of dwellings due to the				4	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		limited size and relatively close proximity to the existing terraced row. As a result, the site was assessed as unable to accommodate five or more dwellings. Potential development would need to consider local parking requirements and any amenity impact on existing occupiers.					
<b>BN007</b>	Birch Drive Garage Site	To develop a larger scheme, this would require the acquisition of occupied properties. This is not considered a viable solution as there is no indication that the landowner is willing to develop. As a result, the site in isolation is unable to accommodate five or more dwellings and is unsuitable for inclusion in the SHLAA.				3	0
<b>BN021</b>	The Mead	The site could be a suitable development site and may be available should the Council wish to pursue development on the site. However the site is considered too small to accommodate five or more dwellings and is therefore under the threshold for the SHLAA.				2	0
<b>BN022</b>	Keast Walk	The site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for the SHLAA. Any development would need to carefully consider access and the amenity of neighbouring occupiers.				3	0
<b>BN023</b>	Woodside	The site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for the SHLAA. Should development come forward on this plot it will				1	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		be dealt with through the planning application process.					
<b>BN024</b>	Woodside, Hannover Housing Association	The site is suitable for a small level of development, although local parking needs and the electricity substation restrict the level of development achievable. The developable site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for inclusion in the SHLAA.				2	0
<b>BN025</b>	Morris Close	Both of the sites currently accommodate garages which serve local residents. Although the site could accommodate residential development, the character of the area and the limited area available for development limits makes the sites likely unviable. The developable site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for inclusion in the SHLAA.				2	0
<b>BN027</b>	Hanbidge Crescent	All sites have potential for some level of development, although no sites can achieve five within one site. Any development would need to consider local parking needs and the amenity of existing residents. The developable site area of each of the four sites was assessed as unable to accommodate 5 dwellings. As a result the site is unsuitable for inclusion in the SHLAA.				9 over four sites	0
<b>BN028</b>	Fraser Road	The enclosure of the site on all sides by existing housing and the need to consider local parking requirements reduces the sites				2	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		capacity. The developable site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for inclusion in the SHLAA.					
<b>BN030</b>	Wycote Lane	The site has the potential to accommodate approximately one dwelling although local parking needs would need to be catered for in any development. The site has potential for more comprehensive development in combination with BN012 – Osborn Crescent and/or BN029 – Wycote Road. On its own, the site has been assessed as unable to accommodate five or more dwellings; as a result the site is not suitable for inclusion in the SHLAA.				1	0
<b>BN031</b>	Nursery Close	The site could at most accommodate one dwelling although the limited size and proximity to existing dwellings makes this likely unviable. The existing garages and parking are in use, and local parking needs would need to be considered in any development. The developable site area was assessed as unable to accommodate five dwellings. As a result the site is unsuitable for inclusion in the SHLAA.				1	0
<b>BN032</b>	Osborn Crescent	Site is enclosed on all sites by existing two storey dwellings. Development would have to accommodate existing parking requirements and be sensitive to neighbouring amenity and privacy. New garages have been constructed on the site in recent years and the site is considered				4	0



Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		too small to accommodate five dwellings, as a result the site is not suitable for inclusion in the SHLAA.					
<b>BN034</b>	Ferndale Mews Garage Site	The developable site area is unable to accommodate five or more dwellings. The garages are still in use by neighbouring dwellings, any potential future development would need to consider local parking issues and overcome likely multiple garage ownership. The site is unsuitable for inclusion in the SHLAA.				2	0
<b>BN035</b>	Land to the rear of 363-367 Fareham Road	The application 16/00582/OUT was refused planning permission due to detriment to the areas character, inadequate access arrangements and highway safety, and lack of provision for off-street parking and vehicle manoeuvring. A second scheme was also withdrawn by the applicant. Having reviewed the planning history, it is considered that the number of dwellings achievable on the site is significantly lower than previously proposed and therefore under the SHLAA threshold. The Council will await a revised scheme which addresses the highlighted issues in previous applications. At this time the site is not considered available or achievable.				4	0
<b>BS   Bridgemy South</b>							
<b>BS003</b>	Rowner Close	The sites layout limits the level of development achievable. The site is served by a single track service road and is used for parking for existing properties. Therefore				3	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		any development would need to ensure parking can be re-supplied and highway access arrangements are acceptable. As a result of these constraints, the site has been assessed as unable to accommodate five or more dwellings.					
<b>BS007</b>	Wavell Road Garage Site	The sites size and layout limits the level of development achievable to less than five dwellings. Although the site may be able to accommodate some limited residential development, it is considered unsuitable due to access constraints.				2	
<b>BS009</b>	Horton Road Garage Site	Potential for comprehensive scheme in this area. However on its own the site is unlikely to be able to accommodate five or more dwellings.				4	0
<b>BS014</b>	Beauchamp Avenue Amenity Areas	Although the site has been assessed as low value open space, its contribution to the street scene is important. Development in front of the terraced row is considered not viable given the limited space available and the impact on the streetscene and amenity. There is some potential for a limited number of dwellings at the eastern end of the terrace but the site falls below the SHLAA threshold.				3	0
<b>BS022</b>	Horton Road Amenity Area	Site could be developed which would involve the realignment of the pathway. The site is an important open space in an area of significant development. If developed, site could be developed in conjunction with BS031. Local parking needs would need to be considered.				2	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
<b>BS025</b>	Acorn Close	The site has been assessed as unable to accommodate five or more dwellings. The sites small size and the layout of the existing dwellings make development difficult.				2	
<b>BS028</b>	Green Crescent	The sites owner has previously looked to develop the site however more recently there has been no indication that this is the case. The sites limited size and access constraints mean it is unlikely to be able to accommodate five or more dwellings. As a result, the site is unsuitable for the SHLAA.				4	0
<b>BS029</b>	Harris Road	The site has potential for development however it has been assessed as unable to accommodate five or more dwellings. Any development would also be required to ensure local parking requirements were met.				4	0
<b>BS031</b>	Horton Road	Site could be developed in conjunction with BS022. However the site alone is too small for inclusion in the SHLAA.				3	0
<b>BS033</b>	Rowner Close	The sites size and layout limits the level of development achievable. There may be space for a limited number of dwellings however land ownership, vehicle access and parking will all have to be considered further.				2	0
<b>CC   Christchurch</b>							
<b>CC015</b>	Ferrol Road	The site has limited scope for significant development due to the small site size. Any development would need to carefully consider impacts on neighbouring amenity due to the close proximity to existing dwellings in Parham Road. As a result of the assessment, the site is not suitable for				1	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		inclusion in the SHLAA as it is not capable of delivering 5 or more dwellings.					
CC016	Albert Street Garage Site	The sites size limits the level of development achievable to less than the SHLAA threshold. As a result the site is not suitable for inclusion in the SHLAA. The site also provides parking and garages to residents in a street with limited parking. It is therefore considered most appropriate to retain the site to meet local parking requirements.				2	0
CC017	Prince of Wales Road Car Park	This private car park serves the requirements of neighbouring buildings and is appropriate to retain. The sites small size would limit the number of dwellings achievable to less than five; as such the site is not suitable for the SHLAA. If the land owner wished to develop the site in the future, an appropriate scheme that addressed parking/highway concerns, heritage conservation and nature constraints, as well as all other considerations would be given consideration through the planning process.				1	0
<b>EL   Elson</b>							
EL004	Hamlet Way Garage Site	Potential for comprehensive scheme in this area. However on its own the site is unlikely to be able to accommodate five or more dwellings.				4	0
<b>FT   Forton</b>							
FT005	St Lukes Road Garage Site	The sites small size limits the level of development achievable on the site. Development would have to meet the				4	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		existing parking need and provide parking for new development. Site could be part of comprehensive redevelopment with neighbouring Solent Building Supplies and Post Office.					
<b>FT006</b>	Giles Close Garage Site	The sites small layout limits the level of development achievable to less than five dwellings. The site is enclosed so at most two dwellings are considered appropriate to protect the amenity of neighbouring occupiers.				2	0
<b>FT007</b>	St Vincent Road Garage Site	The sites small size limits the level of development achievable. The existing parking provision is also very important considering the high density flatted development surrounding the site. It is considered most appropriate to retain the site in its current use.				2	0
<b>FT011</b>	Chantry Road Garage Site	The site may be appropriate for one or two dwellings considering the more limited highway access and small space available. It is considered important to ensure local parking requirements are adequate, this may be difficult to achieve if this site was developed.				2	0
<b>FT012</b>	Netherton Road Garage Site	The sites shape and size limits the level of development achievable. Given the sites elongated shape it would likely be difficult to fit more than five dwellings on the site. Development would need to consider impacts on existing properties which enclose the site.				2	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
<b>GR   Grange</b>							
<b>GR004</b>	Wayfarers Close LAP	The sites small size limits the level of development achievable to less than the SHLAA threshold. Although the site has previously been assessed as low value open space, it provides an attractive amenity area to local residents and plays a part in the open aspect into Wayfarers Close.				0	0
<b>GR007</b>	Ensign Drive LAP	The site was assessed as unable to accommodate 5 dwellings. As a result the site is unsuitable for the SHLAA. The site has potential to accommodate a limited number of dwellings although neighbouring amenity and the open space would need to be carefully considered.				0	0
<b>GR008</b>	Compass Close LAP	The site is considered inappropriate for development as it provides an important open area and approach into Compass Close and Ensign Drive. The site has also been assessed as unable to accommodate 5 or more dwellings.				0	0
<b>GR009</b>	Helm Close	The site is too small to accommodate housing and therefore too small for inclusion in the SHLAA. The site also plays an important role in the character of this street and any development would likely result in unacceptable enclosure and overlooking.				0	0
<b>GR010</b>	Mandarin Way	Open space plays an important role in the courtyard space and is appropriate to retain for the amenity of existing residents. The site has also been assessed as unable to accommodate 5 or more dwellings.				0	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
<b>GR011</b>	Hudson Close	Potential development site although if existing terraced rows were extended onto the open space this could infringe on the neighbouring amenity of flats located to the north of the sites boundary. The site has been assessed as unable to accommodate 5 or more dwellings.				4	0
<b>GR012</b>	Rodney Close	Development would be very close to the border of the Wildgrounds SSSI and ancient woodland and would remove an important buffer. It is considered appropriate to retain the site as open space for the amenity of residents in the area. The site has also been assessed as unable to accommodate 5 or more dwellings.				3	0
<b>GR013</b>	Ayling Close	Site was previously identified as important green corridor in Open Space Monitoring Report. Any development on this site would remove an important buffer between the Wildgrounds SSSI and the existing residential development to the north. It is therefore considered appropriate to discount this site from the SHLAA.				0	0
<b>GR013ab</b>	Ayling Close	The sites are small areas between existing dwellings. The layout of the sites limits the level of development achievable to less than the SHLAA threshold. Development would be in close proximity to existing dwellings and unlikely make an attractive built environment.				1	0
<b>GR014</b>	Grange Amenity Areas (16 sites >0.04ha)	Each amenity area is generally small so would therefore not meet the SHLAA				3	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		threshold of 5 dwellings. There is potential for development on GR014C but the majority of the amenity areas are important to the overall appearance of the area and provide important amenity space in an area of dense development.					
<b>GR015</b>	Paffard Close	Site layout limits the level of development achievable. The site forms an attractive area of amenity for the existing houses and is considered appropriate to retain. Any development on the site would be in close proximity to the existing dwellings and is considered likely to lead to an unattractive built environment.				0	0
<b>GR015a</b>	Paffard Close	The site layout limits the level of development achievable. The site has been assessed as unable to provide 5 or more dwellings. The site provides garages and parking to local dwellings, thus any future development would need to ensure local parking requirements are met. To do so, would likely limit the site to one of two dwellings.				2	0
<b>GR016</b>	Broomfield Crescent	The sites layout limits the level of development achievable to less than the SHLAA threshold. Any development would be very close to existing dwellings and their gardens and is unlikely to create a desirable built environment. It would likely be difficult to create appropriate highway access for a significant number of dwellings. The open space has also been deliberately designed				1	0



Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		as it is and contributes positively to the character of the area.					
<b>GR017</b>	Dampier Close	The site is adjacent to the Wildgrounds SSSI and currently occupied by a small number of garages. The site provides access to the rear of properties in Dampier Close and is considered unsuitable for any significant development. The site has therefore been assessed as below the threshold for the SHLAA. The site would also be a difficult shape to develop and any new dwellings would be within close proximity of existing dwellings and gardens.				2	0
<b>GR018</b>	Mandarin Way	This site has the potential to accommodate limited residential development. Any development would need to consider local parking requirements. The site has been assessed as unable to accommodate 5 or more dwellings. As a result, the site is considered unsuitable for the SHLAA.				3	0
<b>GR019</b>	Samson Close	Although the site could accommodate residential development, it is considered appropriate to retain the site in its current use. The site has also been assessed as unable to accommodate 5 or more dwellings so is therefore unsuitable for the SHLAA. There is potential for a wider re-development of this area in the future.				3	0
<b>GR021</b>	Broomfield Crescent	The site provides parking for houses in Broomfield Crescent which do not have dedicated off-street parking. The site has potential to be suitable for residential				2	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		development providing local parking requirements can be met. That said, the site falls below the threshold for the SHLAA.					
<b>HD   Hardway</b>							
HD017	Priory Road	The site has the potential to accommodate residential development, although the site has been assessed as unable to accommodate five or more dwellings. Following detailed design a developer may be able to demonstrate that a higher number of dwellings can be accommodated, although parking and design will need to be carefully considered.				4	0
HD019	Fisgard Road	The site has the potential for a small amount of infill development although this would likely be a maximum of two dwellings. As a result the site has been assessed as unable to accommodate five or more dwellings.				2	0
HD020	Godwit Close Garage Site	The site is too small to accommodate five or more dwellings. The existing parking serves the adjacent flats and would therefore need to be replaced.				4	0
HD022	Sealark Road Garage Site	Potential for row of terraced dwellings mirroring adjacent building designs although parking would have to be considered and potential complexities of land/garage ownership. Given that the parking would need to be replaced and there is limited scope to do so, the site is considered too small to accommodate five or more dwellings.				4	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
HD023	Bittern Close Garage Site	The enclosed nature of the site limits the number of dwellings that could be developed. Existing parking needs would need to be considered and potential complexities of land/garage ownership. The site has been assessed as unable to accommodate five or more dwellings.				3	0
HD024	Widgeon Close Garage Site	Potential for development along the eastern side of the site although parking requirements for the existing properties nearby would need to be carefully considered. The site has been assessed as unable to accommodate five or more dwellings.				4	0
HD025	Lapwing Close Garage Site	The site is a small with potential for up to approximately three dwellings. The site is therefore unable to accommodate five or more dwellings.				3	0
<b>LE   Lee East</b>							
LE007	Wheatcroft Road	Potential site although awkward layout limits the level of development achievable. Development of the site will also have to accommodate existing parking need and new parking need. Development of the site could be appropriate depending on design however the site is likely unable to accommodate 5 dwellings without causing significant harm to local amenity and hindering the public highway.				4	0
LE009	Elmore Avenue Garage Sites	The sites layout and proximity to existing dwellings makes it difficult to achieve a significant number of dwellings on the site.				3	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		That said, there is potential for a small number of dwellings towards the north of the site, although local parking needs will need to be carefully considered.					
<b>LE010</b>	Elmore Close Garage Site	The sites layout limits the level of development achievable to less than the SHLAA threshold. Whilst the site is considered suitable, it is felt fewer than 5 dwellings could be accommodated without changing the character of the overall street scene and resulting in a negative impact on existing amenity.				4	0
<b>LE017</b>	Esmonde Close	Many of the sites are considered unsuitable for further assessment in the SHLAA given their location and/or potential capacity. The two garage sites (LE017c and LE017d) have the potential to accommodate a limited number of new dwellings provided that local parking requirements could be addressed. That said; the site has been assessed as unable to accommodate 5 or more dwellings. Any potential future development would need to provide the parking capacity for existing dwellings and proposed, and carefully consider neighbouring amenity.				5	0
<b>LE018</b>	Avon Close	The site has the potential to accommodate a limited number of new dwellings provided that local parking requirements could be addressed. That said, the site has been assessed as unable to accommodate 5 or more dwellings. Any potential future development would need to provide the				3	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		parking capacity for existing dwellings and proposed, and carefully consider neighbouring amenity.					
<b>LE019b</b>	Smeeton Road	The site has the potential to accommodate a limited number of new dwellings provided that local parking requirements could be addressed. That said, the site has been assessed as unable to accommodate 5 or more dwellings. Any potential future development would need to provide the parking capacity for existing dwellings and proposed, and carefully consider neighbouring amenity. As a result it is considered unlikely that the site could achieve 5 dwellings.				2	0
<b>LE019c</b>	Smeeton Road (Cornfield Road)	The site has the potential to accommodate a limited number of new dwellings provided that local parking requirements could be addressed. That said, the site has been assessed as unable to accommodate 5 or more dwellings. Any potential future development would need to provide the parking capacity for existing dwellings and proposed, and carefully consider neighbouring amenity. As a result it is considered unlikely that the site could achieve 5 dwellings.				4	0
<b>LE020</b>	Fell Drive	Due to the sites limited size the level of development achievable falls below the threshold for the SHLAA. If local parking requirements could be addressed, the site has the potential to accommodate two				2	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		bungalows, similar in style to those in the established row.					
LE021	Compton Close Garage Site	The site has the potential to accommodate a limited number of dwellings. That said, the site has been assessed as falling below the SHLAA threshold. The sites location to the rear of the established row of dwellings could cause concerns over the impact of development on neighbouring amenity, this would therefore need to be mitigated.				2	0
LE022	Compton Close	The site has the potential to accommodate a limited number of dwellings. That said, the site has been assessed as falling below the SHLAA threshold. Any development would be required to meet local parking requirements and respect the amenity of neighbouring dwellings.				2	0
LE023	Headley Close	The site has been assessed as unable to accommodate 5 or more dwellings; as such the site is not suitable for inclusion in the SHLAA. Any development would be required to address local parking requirements and respect the neighbouring amenity of existing dwellings.				1	0
LE024a	Sea Crest Road (a)	The site has the potential to accommodate a limited number of dwellings. That said, the site has been assessed as falling below the SHLAA threshold. Any development would be required to meet local parking requirements and respect the amenity of neighbouring dwellings, particularly given the windows on the side elevation of one				2	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		dwelling.					
<b>LE024b</b>	Sea Crest Road (b)	The site has the potential to accommodate a limited number of dwellings. That said, the site has been assessed as falling below the SHLAA threshold. Any development would be required to meet local parking requirements and respect the amenity of neighbouring dwellings, particularly given the windows on the side elevation of one dwelling.				2	0
<b>LE025</b>	Kimpton Close	The site has been assessed as unable to accommodate 5 or more dwellings; as such the site is not suitable for inclusion in the SHLAA. In the event that any development proceeded in the future, local parking requirements would have to be fully considered.				1	0
<b>LE026</b>	Wheatcroft Road, Hawthorn Walk	The site has the potential to accommodate a limited amount of residential development although its awkward layout means the level of development achievable falls below the SHLAA threshold. Any development would need to carefully consider local parking requirements and the amenity of neighbouring dwellings.				2	0
<b>LW   Lee West</b>							
<b>LW012</b>	51-57 High Street	The site was submitted as a pre-application enquiry in 2010 for a proposed redevelopment (P.103/006/10) by the erection of 3/4 storey block comprising a retail shop (Class A1) at ground level with 10 no.one bedroom flats above. The				3	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		proposal did not provide car parking and the servicing arrangements for the commercial unit were considered unacceptable and the proposal was not progressed any further. The site has been reassessed as part of the SHLAA and is considered unable to deliver more than 5 dwellings.					
<b>LW017</b>	South Place	Highway access to the site would likely need widening and limited land availability would make this difficult to achieve. The sites size limits the level of development achievable to below the threshold for the SHLAA.				1	0
<b>LW022</b>	Lancaster Close Garage Site	There is potential for a small number of dwellings however local parking requirements and the amenity of neighbouring occupiers will need to be carefully considered. The council has received no indication from the landowner that they wish to develop so the site is considered unavailable and unachievable. The site was also assessed as unable to accommodate five or more dwellings.				3	0
<b>LW023</b>	Portsmouth Road Garage Site	Potential development site although local parking requirements would need to be carefully considered. The site is under 5 dwellings and further detailed design would be required to ascertain a suitable level of development on the site.				4	0
<b>LW025</b>	139-143 High Street	Potential for redevelopment of the building which may require demolition and new build. Given the sites location in a designated centre it will be necessary to retain				4	0



Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		commercial use at ground floor. It is considered that there is good suitability for residential intensification however the site is unlikely to deliver more than 5 dwellings.					
LW026	81-82 Marine Parade East	Potentially suitable for residential development and intensification given the sites corner plot however this will need to be done in a sensitive way, reflecting the character of the area and the sites constraints. However the site is unable to accommodate five or more dwellings.				2	0
LW027	119-129 High Street	The site is currently subject to a planning application. At this time it is still under consideration. Subject to the outcome of the application, the principal of development on this site is considered acceptable however the site is likely to be under five dwellings.				4	0
<b>LL   Leesland</b>							
LL002	Marine Cottages, Willow Place Garage Site	The sites small size limits the level of development achievable. The site may be suitable for one dwelling if the site owners wishes to sell or develop the site. That said, local parking requirements will need to be carefully considered.				1	0
LL003	Norman Road Garage Site	If the access road to the existing property is maintained the site is dissected and its size is reduced significantly. The principal of development may be acceptable on the site providing an appropriate design is produced and constraints overcome. That said the site is unable to accommodate five or more dwellings.				1	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
LL009	Chilworth Grove Car Park	The site has been assessed as unable to accommodate 5 or more dwellings; as such the site is not suitable for inclusion in the SHLAA. In the event that any development proceeded in the future, local parking requirements would have to be fully considered.				3	0
LL011	Smith Street	The site is limited in size and has therefore been assessed as unable to accommodate five or more dwellings. Any development on the site would need to be appropriately designed and take into account the sites open space designation.				2	0
LL012	115 Whitworth Road (Tyre Stocks)	Potential development site although there is no indication at this time that the site is available for development. If the land owner was looking to develop, and an alternative site was found for the occupier, the site has the potential to be developed in conjunction with LL007.				3	0
<b>PC   Peel Common</b>							
PC001	Glebe Drive Garage Site	The site has the potential to accommodate some residential development although local parking requirements and the garage ownership would require consideration. The site area was assessed as unable to accommodate 5 or more dwellings. As a result the site is considered unsuitable for the SHLAA.				3	0
PC002	Chale Close Garage Site	The site area was assessed as unable to accommodate 5 dwellings. As a result the site is unsuitable for the SHLAA. The sites				0	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		awkward shape and small size makes it difficult to achieve housing on the site. The Council have in recent years built new garages on the site making it highly unlikely the site would be available for disposal. Any development would have to address potential access constraints, overlooking and neighbouring amenity and land ownership.					
PC003	Niton Close Garage Site	The sites small size limits the number of dwellings achievable. As such, the site is not suitable for inclusion in the SHLAA. Any potential development would need to ensure highway access is appropriate and that the amenity of existing neighbouring dwellings is considered.				2	0
PC004	The Fairways Garage Site	Site is small and development could remove access to disabled parking bays which serve existing dwellings. Any development would be required to ensure local parking requirements are fully met. The site was assessed as below the threshold for inclusion in the SHLAA.				1	0
PC005	The Links Garage Site	It is considered potentially difficult to configure the site for one dwelling. As a result the site was assessed as below the threshold for the SHLAA.				1	0
PC007	Land between Carisbrooke Road and Merstone Road	The site is a relatively thin strip of land between existing dwellings and the road. Development would base within close proximity to these existing dwellings and likely result in a reduce quality of life for				3	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		residents. It is considered that this site forms an attractive feature in the streetscene and should be retained as an amenity area. Given the access and amenity constraints the site has been assessed as unable to accommodate 5 or more dwellings. As such the site is unsuitable for inclusion in the SHLAA.					
<b>PC010</b>	North of the Parkway Amenity Areas	Although the SHLAA site boundary as shown this year has been used throughout previous SHLAA assessments, the overall area identified is considered important to the character of this overall area in Peel Common. A number of constraints limit the overall size of the area, thus only specific locations have potential for development. The number of dwellings that could be accommodated in this area, mostly through infill development, fall below the threshold for the SHLAA and would be expected to form part of the windfall allowance. In future SHLAA's, this sites boundary will be refined to the limited identifiable areas which have potential for some level of development.				4	0
<b>PC011</b>	South of the Parkway Amenity Areas	The site is considered to be an important area of open space, scoring a high value in the recent Open Space Monitoring Report. The site has very limited space for development and has therefore been assessed as below the threshold for the SHLAA. As a result the site is not suitable for inclusion in the SHLAA.				3	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
PC012	Puffin Gardens Amenity Areas	The site is considered to be an important area of open space, scoring a medium value in the recent Open Space Monitoring Report. The site plays a considerable role in the character of this area and was clearly intentionally designed to be this way. The site was assessed as unable to accommodate 5 or more dwellings; as such it is not suitable for inclusion in the SHLAA.				0	0
PC013	West of The Drive Amenity Areas	These sites are considered to be important areas of open space, scoring a medium value in the recent Open Space Monitoring Report. The sites have very limited space for development, and any potential development would likely have a considerable impact on the amenity of existing dwellings which front onto the open space. In addition, the open space is used to gain access to existing dwellings. These constraints combined mean the site has been assessed as unable to accommodate 5 or more dwellings. As a result the site is considered unsuitable for inclusion in the SHLAA.				0	0
PC014	Heron Way Amenity Areas	Site layout means any potential development would be very close to existing dwellings and have a potentially negative impact on amenity. Site too small for inclusion in the SHLAA.				0	0
PC015	The Curve Amenity Areas	The site is considered to be an important area of open space, scoring a medium value in the recent Open Space Monitoring				0	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		Report. The site plays a considerable role in the character of this area and was clearly intentionally designed to be this way. The site was assessed as unable to accommodate 5 or more dwellings; as such it is not suitable for inclusion in the SHLAA.					
<b>PC016</b>	East Peel Common Amenity Areas	These sites are considered to be important areas of open space, scoring a medium value in the recent Open Space Monitoring Report. The sites play a role in the character of this area and offer residents amenity areas in a relatively dense location. The site was assessed as unable to accommodate 5 or more dwellings; as such it is not suitable for inclusion in the SHLAA.				0	0
<b>PC017</b>	Heron Way	The sites small size limits the number of dwellings achievable. As such, the site is not suitable for inclusion in the SHLAA. Any potential development would need to ensure local parking requirements are fully met and that the amenity of existing neighbouring dwellings is considered.				3	0
<b>PC018</b>	Mallard Gardens	The site has the potential to accommodate some residential development, although local parking requirements and the garage ownership would require consideration. The site area was assessed as unable to accommodate 5 or more dwellings. As a result the site is considered unsuitable for the SHLAA.				2	0
<b>PC019</b>	Niton Close	The site has the potential to accommodate limited residential development. The parking				3	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		requirements of the local area would need to be fully considered and appropriate highway access acquired. The site area was assessed as unable to accommodate 5 or more dwellings. As a result the site is considered unsuitable for the SHLAA.					
<b>PC020</b>	The Drive	The site could be appropriate for a single dwelling, that said any development would need to fully consider local parking requirements and land/ garage ownership. The site has been assessed as unable to accommodate 5 or more dwellings, as a result the site is considered unsuitable for inclusion in the SHLAA.				0	0
<b>PC021</b>	Calshot Way	The site has the potential to accommodate limited residential development. The parking requirements of the local area would need to be fully considered and appropriate highway access acquired. The site area was assessed as unable to accommodate 5 or more dwellings. As a result the site is considered unsuitable for the SHLAA.				3	0
<b>PC022</b>	Carisbrooke Road	The sites small size limits the number of dwellings achievable. As such, the site is not suitable for inclusion in the SHLAA. Any potential development would need to ensure highway access is appropriate and that the amenity of existing neighbouring dwellings is considered.				1	0
<b>PC023</b>	Stadbrook	Although unallocated, the site does form an attractive area of open space that provides amenity value. There is potential for limited				2	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		residential development on the site if the development was sensitively designed to fit in with the local character. The site has been assessed as unable to accommodate 5 or more dwellings. As such it is unsuitable for inclusion in the SHLAA.					
<b>PV   Privett</b>							
<b>PV003</b>	Wilmott Close Garage Site	The site is considered suitable for a limited amount of residential development. If the site boundary was extended to the adjacent green space, the developable area could increase to 0.08 ha and potentially enable a total of 4 dwellings. The site has however been assessed as unable to accommodate 5 dwellings and is therefore not suitable for inclusion in the SHLAA. Any potential future development would be required to meet local parking requirements.				2	0
<b>PV004</b>	Warnford Close Garage Site	The garage site to the east of Warnford Close is considered likely to small for any residential development given that access is required. The garage site to the west of Warnford Close could potentially accommodate residential development. That said the site is unable to provide 5 dwellings or more and is therefore unsuitable for inclusion in the SHLAA.				1	0
<b>PV006</b>	Privett Road Amenity Space	The sites size and layout limits the level of development achievable to less than the SHLAA threshold. As a result the site is considered unsuitable for the SHLAA. The site is considered to be an important open				2	0



Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		space as it not only provides amenity space for residents but plays a function in the streetscene. The site provides an open aspect to the existing terraced rows and is considered appropriate to preserve.					
<b>PV007</b>	Wilton Close	The site is too small for the SHLAA. The electricity sub- station and garages on the site likely affect the viability of the site considering its small size.				1	0
<b>PV008</b> <b>PV009</b> <b>PV011</b>	Gomer Lane	The sites have been assessed as unable to accommodate 5 or more dwellings. As a result the site is considered unsuitable for the SHLAA. If any future development were to take place there are a number of constraints which would have to be overcome. This includes but is not limited to TPO constraints, vehicle access and design.				3	0
<b>PV010</b>	Military Road Garage Site	The site has limited potential for significant residential development. As a result the site has been assessed as unable to accommodate 5 or more dwellings. There is potential for 1 or 2 dwellings, however local parking requirements and neighbouring amenity would have to be fully considered.				1	0
<b>PV012</b>	Saville Close Garage Site	The site has limited potential for significant residential development. As a result the site has been assessed as unable to accommodate 5 or more dwellings. There is potential for 1 or 2 dwellings, however local parking requirements would have to be fully considered.				1	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
<b>PV013</b>	St Helens Road	The sites have been assessed as unable to accommodate 5 or more dwellings. They provide an attractive entrance to St Helens Road and form part of the character of this area. Therefore, any development would need to carefully consider any impact on the streetscene, neighbouring amenity and the character of the overall area.				3	0
<b>PVAL005</b>	Former Finsburys's Garage	The site is undergoing refurbishment with significant investment as a car wash so is considered unavailable at this time. That said the site could be a potential development site that could accommodate a development providing suitable access and parking could be provided.				4	0
<b>RH   Rowner and Holbrook</b>							
<b>RH001</b>	Shackleton Road	Site viability limited by site shape and proximity to existing dwellings. The western portion of the site is also under the ownership of the adjacent sports facility. The site is considered too small for inclusion in the SHLAA.				2	0
<b>RH004</b>	Austerberry Way Garage Site	Potential development site however viability is limited by site layout and access requirements for existing neighbouring dwellings. Site too small for inclusion in the SHLAA.				4	0
<b>RH005</b>	Lawn Close Garage Site	A row of six bungalows to the east of Lawn Close can only be accessed directly by vehicle over this site, this reduces the developable area. As a result, the site is unable to accommodate 5 or more				2	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		dwellings. Any development on the site would need to carefully consider the impact on neighbouring amenity and local parking requirements.					
<b>RH006</b>	Tudor Close Garage Site	The number of dwellings achievable on the site is likely to be limited by the access road. Although the site could accommodate some residential development, it has been assessed as unable to accommodate 5 or more dwellings. The tenancies associated with garages on the site would also need to be carefully considered along with local parking requirements.				4	0
<b>RH009</b>	St Nicholas Avenue Area Amenity Spaces	The sites form attractive amenity spaces for neighbouring dwellings and should be retained and enhanced for future use. Access would likely be difficult to gain without compromising on number of dwellings that could be achieved. The site is below the threshold for the SHLAA.				2	0
<b>RH010</b>	Shackleton Road Amenity Areas	The sites are considered unable to accommodate any significant development. The open spaces contribute to the attractive appearance of the area and provide amenity space. Although some dwellings may be appropriate on some sites, overall these fall under the threshold for the SHLAA.				2	0
<b>RH011</b>	Filmer and Henville Close	The two sites provide very limited scope for development. Any development would be very close to the frontages of existing dwellings. This would also likely be constrained by the need for parking for				2	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		existing dwellings in Filmer Close and Henville Close and any new construction. The site has been assessed as unable to accommodate 5 or more dwellings and is therefore excluded from the SHLAA.					
<b>RH013</b>	Withies Road Area Amenity Areas	These open spaces are considered important to protect with some assessed as medium value in the Open Space Monitoring Report. In addition, the scope for development is particularly limited although site A has some potential. That said, overall the sites capacity falls below the threshold for the SHLAA.				2	0
<b>RH015</b>	Franklin Road	The sites size limits the level of development achievable to less than the SHLAA threshold. Although the site could be combined with the adjacent open area, this is also highly constrained. It is considered most appropriate that this site is retained for local parking requirements, and if the land owner wishes to develop this would be dealt with through the planning application process.				1	0
<b>RH016</b>	Marles Close	It is considered most appropriate to retain the site in its current use as the site is unable to accommodate five or more dwellings. The adjacent open area has been assessed as medium value in the Open Space Monitoring Report, thus limiting any opportunities for comprehensive development.				4	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
RH017	Tudor Close	The layout of the site and the existing accommodation block limits the level of development achievable. It is considered most appropriate to retain the green space for the amenity of existing residents. Any development would need to overcome the sites constraints and provide appropriate parking. The site has been assessed as unable to accommodate five or more dwellings.				4	0
RH018	Pound Close	The enclosed nature of the site limits the level of development achievable to less than the SHLAA threshold. Although the site may be suitable for a limited number of dwellings, this will likely be unable to justify the loss of parking in this area. The complex land ownership with many garages may also cause viability issues.				3	0
RH019	Bracklesham Road	Potential development site although small site size may make it difficult to achieve five or more dwellings. Existing parking and garages would also need to be re-provided. Given the sites capacity it has been excluded from the SHLAA.				4	0
RH020	Bucksey Road	There is potential for approximately 4 dwellings to the east of the site, development would likely need to include improvements to the amenity area for local residents. Although the site could accommodate a greater number of dwellings, it is considered most appropriate to retain the open space for local residents.				4	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
<b>RH021</b>	Land to the north of Highwood Road	The site has been assessed as unable to accommodate 5 or more dwellings. As a result the site is considered unsuitable for the SHLAA. There is potential for a limited number of dwellings on the site, that said the open space does provide an attractive setting for the existing estate and any development would need to carefully consider neighbouring amenity, parking and highway access and open space provision.				3	0
<b>TN   Town</b>							
<b>TN007</b>	Shamrock Close	The sites layout and use as parking for the surrounding area makes it unsuitable for development. The site serves as parking for neighbouring dwellings; the loss of this facility may result in a problematic parking situation in this area. A footpath leading to Astra Walk also crosses the site, providing access to the front of dwellings of Shamrock Close. The site is also below the threshold for the SHLAA.				2	0
<b>TN011</b>	Nyria Way Garage Site	The site has the potential to be suitable for development but has been assessed as unable to accommodate five or more dwellings. Any development would need to ensure parking is accommodated and there is no negative impact on the neighbouring nature conservation designations.				2	0
<b>TN012</b>	Dolphin Crescent Garage Site	The site has the potential to accommodate some level of development, although it has been assessed as unable to accommodate five or more dwellings. Any development				3	0

Site Ref.	Site Name	Assessment Comment	Suitable	Available	Achievable	Total Capacity potential	Total Supply potential
		would need to carefully consider the impact on local parking, amenity and the trees bordering the site.					
<b>TN013</b>	Jamaica Place Garage Site	While the site would be suitable for development, it is too small to accommodate five or more dwellings and would be more effectively redeveloped as part of a more comprehensive scheme.				2	0
<b>TN021</b>	Crossland Close	The site has been assessed as unable to accommodate five or more dwellings. The site also provides parking so any development would need to accommodate local parking requirements.				2	0
<b>TN026</b>	Woodley Road	The site has been assessed as unable to accommodate five or more dwellings. It is also considered important to retain the site for parking given the on street parking in the local area.				2	0
<b>BL   Broad Locations</b>							
<b>WTSPD   Town Centre and Waterfront SPD sites (now called the Harbour Regeneration Area in the draft GBLP 2038)</b>							
<i>There are no sites under 5 in this area.</i>							