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Gosport Waterfront and Town Centre Supplementary Planning Document

Companion Document: Site Profiles

March 2018



GOSPORT
Borough Council

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Introduction

This supporting document to the Supplementary Planning Document (SPD) includes the consideration of various options for the Town Centre and Waterfront and a number of sites which have been proposed for development. The options developed are based upon information known at a set point in time and other sites may come forward depending on changes to site specific circumstances. Any changes arising from the consideration of comments received as part of the public consultation (28th June - 29th September 2017) have been taken into account in this revised version.

Site Profiles: Approach Taken

This document looks at a broad selection of sites across the Waterfront and Town Centre SPD area where it is felt that there may be potential for future development. The sites are considered for a wide range of future development opportunities including but not limited to; residential, employment, community facilities, and improved public open space. The tables for each site do not convey whether the site can or should be developed they just assist in the assessment of key issues.

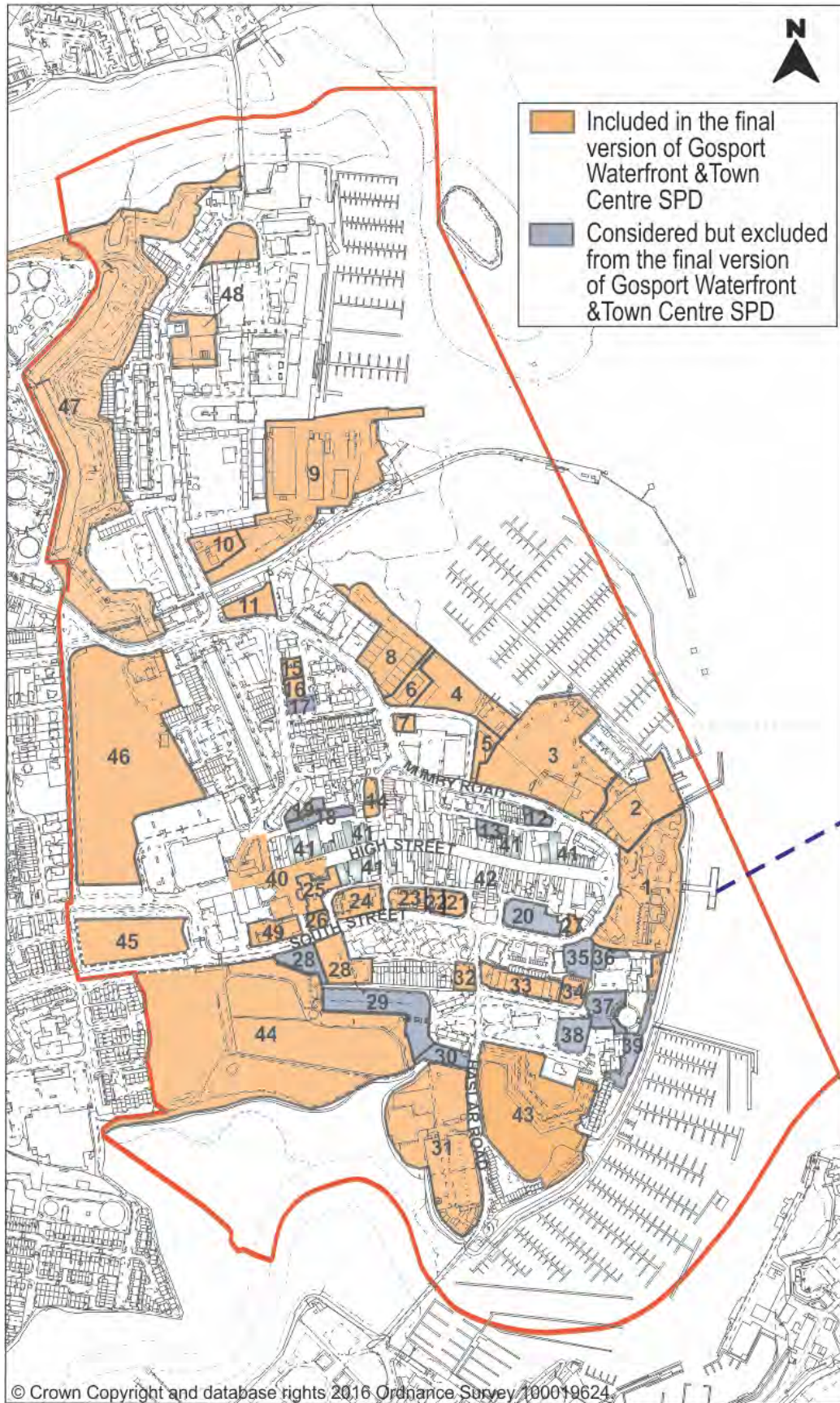
Each individual component therefore needs to be considered together rather than as a particular feature in isolation, so for example if the text refers in one part of the table to the potential for residential development it does not necessary mean that the site can be developed for that purpose as there may be other factors included in the profile which affect this outcome.

Each table is then followed by a list of potential options with a consideration of the preferred option or options. This is informed by the overall Local Plan and SPD objectives, the site characteristics and constraints identified in the site profile and how the options relate to adjoining sites. The assessment also looks at the comparative advantages and disadvantages of using a particular site for a certain use compared with other sites. The assessment may for example identify that a car park site is appropriate for development however as the Town Centre requires a certain level of parking spaces to function, it may be preferable to retain the site for parking but develop other sites for alternative uses.

Plan 1 identifies all the opportunity sites considered in the Site Profiles document. The sites coloured orange have been included in the SPD itself as potential areas for change or improvement following an assessment of options outlined later in this document; whereas those coloured grey have not been taken forward at this stage.

The findings in this report do not preclude additional sites coming forward during the Plan period. Most proposals will require planning permission and will be subject to public consultation at that stage.

Plan 1: Sites Considered



Waterfront Sites

Site 1: Gosport Bus Station and Falkland Gardens.



Site Description / Current use

Falkland Gardens is a formal garden set out in land reclaimed from Portsmouth Harbour in the early 20th Century. The southern part of the site is taken up by the bus station, a 1960's building which includes: a number of small retail units, a tourist information centre, the Gosport Ferry ticket office and an ancillary area of parking provision.

The site which is a key gateway to the Borough includes the Borough's main transport interchange incorporating the Gosport Bus Station, Gosport Ferry ticket offices, cycle parking, taxi rank, car park and vehicular pick-up/drop-off point.

Falkland Gardens consists of a formal gardens, memorials, fountain, Millennium Promenade and associated features (clock/mosaics), grassed areas and seating. It is a popular for looking over the Harbour, Spinnaker Tower and Historic Dockyard. It also includes part of the Solent Way and Sustrans Route 2 (Dover-St Austell) and potential route for the England Coastal Path.

Adjacent uses	<p>To the north the site is bordered by Endeavour Quay (predominantly B1 workshop type uses) and the Gosport Marina and associated uses.</p> <p>To the west on the other side of Mumby Road is Gosport High Street with retail and a range of other typical town centre uses.</p> <p>To the south are residential properties associated with the two prominent towers (Seaward and Harbour Towers) and associated parking and service areas. The site is linked to Trinity Green through a number of green spaces and the Millennium Promenade .</p>
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	None
Local list	<p>The site is adjacent to Mumby Road: Remains of De Gomme Fortifications; Solent Marine Services; The Castle Tavern PH</p> <p>The site is adjacent to the Harbour Tower, Trinity Green</p>
Buildings of potential significant historic or architectural interest.	In the vicinity of: Nos 96, 98,100,101,102,104,107 and 108 the High Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	The site has significant archaeological potential including the remains of Fort Charles and other fortifications.
	Within or adjacent
Conservation Area	It is adjacent to the High Street Conservation Area
Special Character Area	No
TPO	Nearest – High Street group TPO
Design considerations	
<p>Considerations include:</p> <ul style="list-style-type: none"> • Gosport Waterfront occupies a prominent location on the frontage of Portsmouth Harbour and is a key gateway into the town. • Need to retain significant open space/civic space on the waterfront. • Need to retain views of Harbour from High Street. • Proximity of the High Street Conservation Area and the potential impact on other adjacent Conservation Areas. • Presence of nationally and locally important historic buildings and archaeology. • Location and design of a new transport interchange. • Design of tall buildings need to be in appropriate locations and scale. • Ensure amenity of any new occupants is not significantly affected by the operation of the transport interchange (noise, vibration, air pollution). The buildings may need to incorporate appropriate mitigation. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar SSSI ¹	Approximately 500m from the Portsmouth Harbour SPA/Ramsar/SSSI (within Haslar Lake). Adjacent to the Solent and Dorset Coast potential SPA.
SINCS	The Ramparts Moat SINC(237m).
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for

¹ The previously destroyed SSSI associated with Haslar Marina has not been included in this assessment.

	example bats).
Known BAP target species	Very urbanised site. Further investigations will be required.
Any natural features of note (established trees, woods, ponds, hedges etc.)	Coastal fringe habitats (such as rocks associated with flood defences)
Contamination Consider previous uses, any known studies etc.	Contamination issues to consider. This includes contamination associated with the bus station function. Further investigation will be required.
Flood risk	Much of Gosport Waterfront is located within Flood Zones 2 and 3. Work has been undertaken as part of a Strategic Flood Risk Assessment to demonstrate that this is an exception site in terms of flood risk. It will be necessary to ensure that any potential flood risk from tidal flooding is minimised through a range of measures including locating less vulnerable uses in the higher risk flood areas and ensuring more vulnerable uses are at higher ground levels. There will also be a need to some flood defence works and other associated measures. Further areas affected over the next 100 years, 2115 flood zone 2 and 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Considerations relating to retaining a transport interchange adjacent other uses.
Air quality (any known/potential issues)-	Considerations relating to retaining a transport interchange adjacent other uses.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, consideration will need to be given to outdoor lighting.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: How the design of buildings will impact upon existing residential buildings on the Waterfront; The relationship of transport interchange with other proposed uses particularly in relation to noise, vibration and air pollution and their potential impact on residential amenity or the amenities of users of commercial buildings.
Any open space?	Falkland Gardens is designated as Existing Open Space under Policy LP34. The Millennium Promenade is an important waterside walk- it will be desirable to extend this provision.
Land use designations only (as identified in the current adopted Local Plan)	Within the Urban Area Boundary LP3 Mixed Use Allocation LP4 Existing Community and Health Facilities LP32 Existing Open Space LP34 (Falkland Gardens) Existing Marina Piled and Swing Mooring Areas LP19
Accessibility - public transport	Proximity of Town/Local centre Gosport Town Centre which also forms part of the wider Regeneration Area is located within close proximity

<p>- local/ town centre - other facilities in proximity</p>	<p>Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. There is also a designated area for cycle parking within close proximity to Gosport Bus Station and Gosport Ferry. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.</p>
<p>Road access-availability, safety</p>	<p>The site is separated from Gosport Town Centre by Mumby Road, and South Street.</p>
<p>Parking</p>	<p>There is some short stay parking currently provided as part of the site as well as a taxi rank and parking for buses.</p> <p>There is on-street parking in the vicinity and a number of smaller public car parks on this edge of the Town Centre with large car parks on the south site of the High Street.</p> <p>It will be necessary to consider a car parking strategy for the site.</p> <p>A significant level of cycle parking provision is currently accommodated as part of the bus station. Re provision of this cycle parking will be needed. Consideration is needed to make cycle parking more secure in order to tackle cycle theft as part of an attractive well-designed facility.</p>
<p>Potential for improving pedestrian/cycling network?</p>	<p>Improvements could particularly be made to the pedestrian and cycle network in relation to any wider comprehensive redevelopment of Gosport Bus Station. Pedestrian and cycle linkages between Gosport Town Centre and the bus station could be improved.</p>
<p>Comprehensive development issues</p>	<p>There are physical constraints such as flood risk that will need to be resolved in order to allow for the comprehensive redevelopment of the Bus Station site.</p>
<p>Any known infrastructure issues?</p>	<p>Flood Management measures will be a key aspect to the successful development of this site</p> <p>Any regeneration likely to take place will also increase pressures upon the utilities infrastructure including sewerage capacity.</p>
<p>Any known deliverability issues (land ownership, accessibility, viability issues etc.)?</p>	<p>Viability will be an issue particularly in relation to the need for flood management measures, contamination, land clearance of existing unsuitable buildings and any unstable land remediation.</p>
<p>Other issues/comments</p>	<p>The Bus Station should act as a high quality entrance to the Borough, and be an asset to aid in the economic growth of the town centre.</p>

Options

All options include retaining Falklands Gardens as a prominent open space, largely unchanged from its current form, but with some amendments in order to successfully complement the redevelopment of the Bus Station site.

Options for the Bus Station part of the site include:

Option 1: retain Bus Station in current form

Option 2: Redevelop as residential site with revised and improved transport interchange

Option 3: Redevelop as a mixed use site with retail, bar/restaurant and commercial use on ground floor with commercial/residential on upper storeys

Preferred approach

The preferred development approach for the Bus Station and Falkland Gardens 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 Falkland Gardens and this end of the town centre. Revisions can also potentially be made to the taxi drop off provision as well as to Falkland Gardens to increase its attractiveness as an open space. Upper storeys may be suited to a mix of commercial and residential use.

2. Endeavour Quay



<p>Site Description / Current use</p>	<p>Currently and historically (Camper Nicholson) used as a boat building shed / yard with the current building having been constructed in roughly the 1960's. The site has deep water access onto Portsmouth harbour for the launching of boats. In addition to the boat shed and Yard there are ancillary office and chandlery uses. Access to the site is from Mumby Road.</p> <p>The site includes a number of ancillary uses including chandlers. The site also includes a pub.</p> <p>Also includes part of the Millennium Promenade.</p> <p>Shares an access with the adjoining Premier Marina.</p>
<p>Adjacent uses</p>	<p>To the north the site is bordered by Premier Marina, STS defence and the Quarterdeck residential building.</p> <p>To the south west on the other side of Mumby Road is the Gosport High Street with retail and a range of other typical town centre uses</p>

	To the south is Falkland Gardens containing a number of important memorials as well as the pontoon for the Gosport Ferry and the ferry ticket office, the garden also includes the Millennium Promenade. To the south on the other side of the garden is the bus station which is set to be redeveloped.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	None
Local list	The site includes Mumby Road: Solent Marine Services; and The Castle Tavern PH
Buildings of potential significant historic or architectural interest.	In the vicinity of: Nos 96, 98,100,101,102,104,107 and 108 the High Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Site has significant archaeological potential including the remains of Fort Charles and other fortifications
	Within or adjacent
Conservation Area	It is adjacent to the High Street Conservation Area;
Special Character Area	No
TPO	Nearest High Street group TPO
Design considerations	
Considerations include:	
<ul style="list-style-type: none"> • Gosport Waterfront occupies a prominent location on the frontage of the historic Portsmouth Harbour and is a key gateway into the town. • Proximity of the High Street Conservation Area. • Presence of nationally and locally important historic buildings and archaeology • Location and design of the adjacent new transport interchange • Retention of deep water access • Retention of key marine use 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Adjacent to the Solent and Dorset Coast potential SPA
SSSI	None
SINCs	Rampart Moat (343m)
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats)
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	Coastal fringe habitats (such as rocks associated with flood defences)
Contamination	Contamination issues to consider- historical and current industrial uses including marine-related uses.
Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Much of the site is located within Flood Zones 2 and 3.
	Work has been undertaken as part of a Strategic Flood Risk Assessment to demonstrate that this is an exception site in terms of flood risk. It will be necessary to ensure that any potential flood risk from tidal flooding is minimised through a range of measures including

	<p>locating less vulnerable uses in the higher risk flood areas and ensuring more vulnerable uses are at higher ground levels. There will also be a need to some flood defence works and other associated measures.</p> <p>Further areas affected over the next 100 years, 2115 flood zone 2 and 3.</p>
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	The boat building and repair use will create noise; in addition there is vehicular noise from the adjacent Mumby Road. There may be noise from the Castle Tavern.
Air quality (any known/potential issues)-	Potential particulate pollution from the boat building repair use as well as potential emissions pollution from Mumby Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Light pollution from vehicles using Mumby Road, as well as potentially from adjoining town centre uses and from the other side of the entrance to Portsmouth Harbour. Typical urban light sources in the vicinity, consideration will need to be given to outdoor lighting associated with employment sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	<p>Issues include:</p> <p>How the design of buildings will impact upon existing residential buildings on the Waterfront.</p> <p>The relationship of proposed uses with existing and other proposed uses.</p> <p>The impact of proposed development on the adjoining Falkland Gardens.</p> <p>The impact of the marine use on the Quarterdeck and adjoining residential development on the west side of Mumby Road.</p>
Any open space?	<p>Adjacent Falkland Gardens is designated as Existing Open Space under Policy LP34</p> <p>The Millennium Promenade is an important waterside walk- it will be desirable to extend this provision.</p>
Land use designations only (as identified in the current adopted Local Plan)	<p>Within the Urban Area Boundary LP3</p> <p>Gosport Waterfront and Town Centre: LP4.</p> <p>Mixed Use Allocation LP4</p> <p>Employment Land: LP16 (part 2a).</p>
Accessibility - public transport - local/ town centre - other facilities in proximity	<p>Proximity of Town/Local centre Gosport Town Centre which also forms part of the wider Regeneration Area is located within close proximity.</p> <p>Public transport accessibility Gosport Bus Station and Gosport Ferry are located close to the site which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. There is also a designated area for cycle parking within close proximity to Gosport Bus Station. Portsmouth Harbour Railway Station is also located in close proximity via the Gosport Ferry.</p>
Road access -availability, safety	Gosport Waterfront including this site is physically separated from Gosport Town Centre by Mumby Road. Linkages to and from each of these areas may need to be improved, particularly in terms of road safety for pedestrians if Gosport Waterfront is to be comprehensively redeveloped over the longer term period.

Parking	<p>There is limited parking associated with existing uses on the site including the chandlers, and boat yard.</p> <p>There are a number of public car parks within the waterfront and town centre area which have potential to provide parking for the site.</p>
Potential for improving pedestrian/cycling network?	<p>Improvements could be made to pedestrian and cycle linkages as part of any development particularly linkages to adjoining areas.</p>
Comprehensive development issues	<p>There are physical constraints such as flood risk that will need to be resolved in order to allow for the comprehensive redevelopment of the site.</p> <p>The development of the site will need to consider the impact on the neighbouring Falkland Gardens, including visual impact and the interaction of the site and the adjoining development of Falkland Gardens / the Bus Station.</p> <p>The marine use is likely to stay to some degree so the exact potential extent of any redevelopment is unknown.</p>
Any known infrastructure issues?	<p>Need to protect ability to use the deep water access and associated marine facilities (lifting crane, slipways, etc.). Access to deep water is a finite resource and has been identified by the Solent Waterfront Strategy as being crucial in maintaining and enhancing the important marine sector both in Gosport and the Solent as a whole.</p> <p>Flood management measures will be a key aspect to any successful redevelopment of this site.</p> <p>Any regeneration likely to take place will also increase pressures upon the utilities infrastructure including sewerage capacity.</p> <p>Provision of an extended Millennium Promenade will also be needed.</p>
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	<p>Viability will be an issue particularly in relation to the need for flood management measures, contamination, land clearance of existing unsuitable buildings and any unstable land remediation.</p> <p>Dealing with the archaeological impact of building on the site of the former Clarence Fort will be a key consideration.</p>
Other issues/comments	<p>The site is currently successfully used as a boat yard. It may be most appropriate to retain the site in its current use.</p>

Options

Only option: Retain as a boat yard with associated marine uses.

Preferred approach

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 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.



Site 3: Gosport Marina and associated areas



<p>Site Description / Current use</p>	<p>The site currently consists of Gosport Marina, and an ancillary area mostly made up of boat stacks, and car parking. There is also a café. There is slipway and forklift access for boats to enter the water. The Quarterdeck residential development and its associated parking fall on part of the site and are unlikely to form part of any reorganisation of the site.</p> <p>The site includes important deep water access.</p> <p>Also includes part of the Millennium Promenade.</p> <p>Shares an access with the adjoining Endeavour Quay.</p>
<p>Adjacent uses</p>	<p>To the north the site is bordered by the Quarterdeck residential building.</p> <p>Immediately to the west are a number of light industrial buildings between the site and Harbour Road.</p> <p>To the west on the other side of Harbour Road is the new Aldi store as well as 48 new retirement flats under construction.</p> <p>To the north west are a number of small industrial units the Gosport</p>

	Boat Yard and public slipway. To the south is Gosport Town Centre with retail and a range of other typical town centre uses.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	None
Local list	Adjacent to: Mumby Road: Solent Marine Services; and The Castle Tavern PH.
Buildings of potential significant historic or architectural interest.	In the vicinity of: Nos 20-24,30,32,35,36,37,38,39,96, 98,100,101,102,104,107,108 and 115 the High Street and the Roman Catholic Church.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Potential for historic marine use.
	Within or adjacent
Conservation Area	It is adjacent to the High Street Conservation Area;
Special Character Area	No
TPO	No
Design considerations	
Considerations include: <ul style="list-style-type: none"> • Gosport Waterfront occupies a prominent location on the frontage of the historic Portsmouth Harbour and is a key gateway into the town. • Proximity of the High Street Conservation Area. • Design of tall buildings needs to be in appropriate locations and scale. • Retention of deep water access • Retention of key marine uses. • Residential amenity areas associated with a mixed use site. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400 metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Burrow Island. (Portsmouth Harbour) (440m) Cockle Pond (Portsmouth Harbour (386m) Adjacent to the Solent and Dorset Coast potential SPA
SSSI	Burrow Island. (Portsmouth Harbour) (440m) Cockle Pond (Portsmouth Harbour (386m)
SINCs	Arden Park (385m) Rampart Moat (351m)
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats).
Known BAP target species	Very urbanised site. Further investigations will be required.
Any natural features of note (established trees, woods, ponds, hedges etc.)	Coastal fringe habitats (such as rocks associated with flood defences)
Contamination	Contamination issues to consider- historical and current industrial uses including marine-related uses.
Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Much of the site is located within Flood Zones 2 and 3. Work has been undertaken as part of a Strategic Flood Risk Assessment to demonstrate that this is an exception site in terms of

	<p>flood risk. It will be necessary to ensure that any potential flood risk from tidal flooding is minimised through a range of measures including locating less vulnerable uses in the higher risk flood areas and ensuring more vulnerable uses are at higher ground levels. There will also be a need for some flood defence works and other associated measures.</p> <p>Further areas affected over the next 100 years. 2115 flood zone 2 and 3.</p>
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	The marine use will create noise; in addition there is vehicular noise from the adjacent Mumby Road.
Air quality (any known/potential issues)-	Potential particulate pollution from potential emissions pollution from Mumby Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, consideration will need to be given to outdoor lighting associated with employment sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	<p>Issues include:</p> <p>The relationship of proposed uses with existing and other proposed uses;</p> <p>The impact of the marine use on the Quarterdeck and adjoining residential development on the west side of Mumby Road.</p> <p>How the site fits with the adjacent island site.</p>
Any open space?	The Millennium Promenade is an important waterside walk- it will be desirable to extend this provision.
Land use designations only (as identified in the current adopted Local Plan)	<p>Urban Area Boundary LP3</p> <p>Gosport Waterfront and Town Centre: LP4. Mixed Use Allocation LP4</p> <p>Employment Land: LP16 (part 2a).</p>
Accessibility - public transport - local/ town centre - other facilities in proximity	<p>Proximity of Town/Local centre Gosport Town Centre which also forms part of the wider Regeneration Area is located within close proximity.</p> <p>Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. There is also a designated area for cycle parking within close proximity to Gosport Bus Station and Gosport Ferry. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.</p>
Road access -availability, safety	Gosport Waterfront including this site is physically separated from Gosport Town Centre by Mumby Road. Linkages to and from each of these areas may need to be improved, particularly in terms of road safety for pedestrians if Gosport Waterfront is to be comprehensively redeveloped over the longer term period.
Parking	<p>There is parking associated with existing uses on the site including the marina and cafe.</p> <p>There are a number of public car parks within the waterfront and town centre site which have potential to provide parking for the site.</p>
Potential for improving pedestrian/cycling	Improvements could be made to pedestrian linkages as part of the Millennium Promenade to the north of the site.

network?	
Comprehensive development issues	<p>There are physical constraints such as flood risk that will need to be resolved in order to allow for the comprehensive redevelopment of the site.</p> <p>The development of the site will need to consider the impact on the neighbouring island site.</p> <p>Consideration should be given to developing the site in conjunction with the area West of Harbour Road as a wider mixed use site.</p> <p>It will also be necessary to consider any opportunities connected with Endeavour Quay which will be retained as a marine employment site.</p>
Any known infrastructure issues?	<p>Need to protect access to deep water and associated marine facilities (lifting crane, slipways, etc.). Access to deep water is a finite resource and has been identified by the Solent Waterfront Strategy as being crucial in maintaining and enhancing the important marine sector both in Gosport and the Solent as a whole.</p> <p>Flood Management measures will be a key aspect to the successful development of this site.</p> <p>The provision of new homes through the redevelopment of Gosport Waterfront will increase pressure on existing transport infrastructure. However, it has already been stated that Gosport Waterfront is located in the most accessible part of the Borough in terms of links to public transport infrastructure. A solution to the low levels of parking provision on the site will also be needed.</p> <p>Any regeneration likely to take place will also increase pressures upon the utilities infrastructure including sewerage capacity.</p>
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	<p>Viability will be an issue particularly in relation to the need for flood management measures, contamination, land clearance of existing unsuitable buildings and any unstable land remediation.</p>
Other issues/comments	<p>The site is currently successfully used as a marina. It may be most appropriate to retain the site in its current use.</p>

Options

Option 1: Retain layout of the site in current form

Option 2: Develop most of the site for residential

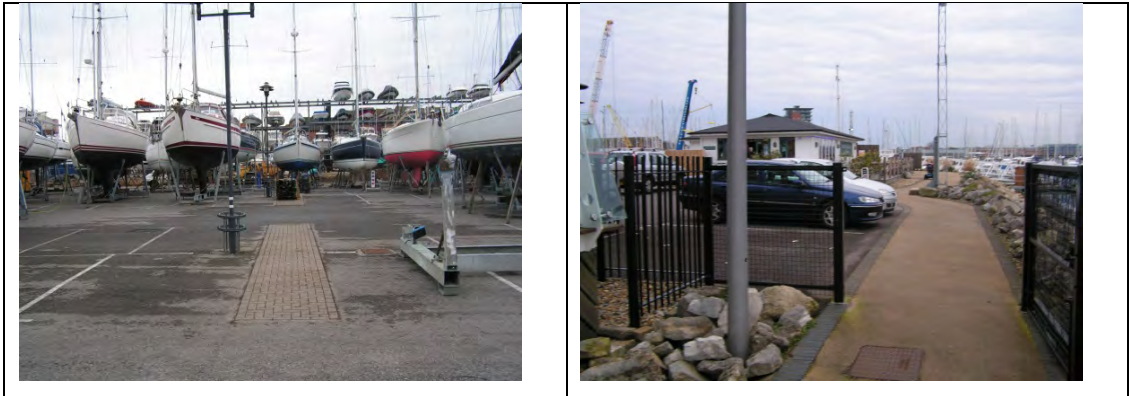
Option 3: Reorganise site to retain much of the land for marina uses but enable the frontage of Mumby Road to be developed for residential uses.

Preferred approach

Preferred elements 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.



Site 4: Gosport Boatyard



<p>Site Description / Current use</p>	<p>Gosport Boat Yard fronts the harbour side. It consists of an area of reclaimed land used for boat repair and includes a number of small sheds and workshops. The two parts of the site are separated by a public slipway which is directly accessible from Harbour Road.</p> <p>The site includes important deep water access.</p> <p>Adjacent to part of the Millennium Promenade on Harbour Road.</p> <p>Shares an access with the adjoining Endeavour Quay.</p>
<p>Adjacent uses</p>	<p>To the north west the site is bordered by the site of the demolished Crewsaver Building which currently is being redeveloped for residential flats. The site is also adjoined by Clarence Wharf Industrial Estate.</p> <p>To the South on the other side of Harbour Road is the new Aldi store as well as 48 new retirement flats under construction.</p> <p>Also to the South are a number of light industrial buildings between the site and Harbour Road.</p>

	To the south east is the Gosport Marina including boat stacks, parking and a café. Further to the south is Gosport Town centre with retail and a range of other typical town centre uses.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	None
Local list	The school house on Harbour Road is in proximity.
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 20-24,30,32,35,36,37,38,39, and 115 the High Street and the Roman Catholic Church. No's 11-12, 15-20 North Cross Street
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Potential for historic marine use. Potential historic landfill on the north eastern corner of the site.
	Within or adjacent
Conservation Area	None
Special Character Area	No
TPO	No
Design considerations	
Considerations include: <ul style="list-style-type: none"> • Gosport Waterfront occupies a prominent location on the frontage of the historic Portsmouth Harbour. • Proximity of the High Street Conservation Area. • Design of tall buildings need to be in appropriate locations and scale. • Retention of deep water access • Retention of key marine use • Proximity of adjacent tall buildings • Suitability of the land for building/ need to build land up. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400 metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Nearest at Burrow Island (Portsmouth Harbour) (410m). Adjacent to the Solent and Dorset Coast potential SPA.
SSSI	Nearest at Burrow Island (Portsmouth Harbour) (410m)
SINCs	Arden Park (335m)
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats) Potential for roost under concrete deck.
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	Coastal fringe habitats (such as rocks associated with flood defences)
Contamination	Contamination issues to consider- historic and currently industrial uses including marine-related uses.
Consider previous uses, any known studies etc.	Further investigation will be required. Historic landfill potential contamination.
Flood risk	Much of the site is located within Flood Zones 2 and 3. Work has been undertaken as part of a Strategic Flood Risk Assessment to demonstrate that this is an exception site in terms of

	<p>flood risk. It will be necessary to ensure that any potential flood risk from tidal flooding is minimised through a range of measures including locating less vulnerable uses in the higher risk flood areas and ensuring more vulnerable uses are at higher ground levels. There will also be a need to some flood defence works and other associated measures.</p> <p>Further areas affected over the next 100 years. 2115 flood zone 2 and 3.</p>
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	The boat yard create noise, in addition there is vehicular noise from the adjacent Mumby Road.
Air quality (any known/potential issues)-	Potential particulate pollution from potential emissions pollution from boat yard and adjacent Mumby Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, consideration will need to be given to outdoor lighting associated with employment sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: The relationship of proposed uses with existing and other proposed uses; most notably the residential buildings planned for the island site and Crewsaver.
Any open space?	The Millennium Promenade is an important waterside walk- it will be desirable to extend this provision either through or adjacent to the site.
Land use designations only (as identified in the current adopted Local Plan)	<p>Urban Area Boundary LP3</p> <p>Gosport Waterfront and Town Centre: LP4 Mixed Use Allocation LP4</p> <p>Employment Land: LP16 (part 2a)</p>
Accessibility - public transport - local/ town centre - other facilities in proximity	<p>Proximity of Town/Local centre Gosport Town Centre which also forms part of the wider Regeneration Area is located within close proximity</p> <p>Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. There is also a designated area for cycle parking within close proximity to Gosport Bus Station and Gosport Ferry. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.</p>
Road access -availability, safety	Gosport Waterfront including this site is physically separated from Gosport Town Centre by Mumby Road. Linkages to and from each of these areas may need to be improved, particularly in terms of road safety for pedestrians if Gosport Waterfront is to be comprehensively redeveloped over the longer term period.
Parking	There are a number of public car parks within the waterfront and town centre site which have potential to provide parking for the site.
Potential for improving pedestrian/cycling network?	Improvements could be made to pedestrian and cycle linkages as part of the Millennium Promenade.
Comprehensive development issues	There are physical constraints such as flood risk that will need to be resolved in order to allow for the comprehensive redevelopment of the site.

	<p>The development of the site will need to consider the impact on the neighbouring island site.</p> <p>Consideration should be given to developing the site in conjunction with neighbouring sites, as a wider mixed use site.</p>
Any known infrastructure issues?	<p>Need to protect access to deep water access and associated marine facilities (lifting crane, slipways, etc.). Access to deep water is a finite resource and has been identified by the Solent Waterfront Strategy as being crucial in maintaining and enhancing the important marine sector both in Gosport and the Solent as a whole.</p> <p>Flood Management measures will be a key aspect to the successful development of this site</p> <p>Utilities infrastructure including sewerage capacity.</p>
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	<p>Viability will be an issue particularly in relation to the need for flood management measures, contamination, land clearance of existing unsuitable buildings and any unstable land remediation.</p>
Other issues/comments	<p>The site is currently successfully used as a boat yard. It may be most appropriate to retain the site in its current use.</p>

Options

Only option: Retain as a boat yard with associated marine uses.

Justification: The site remains an important boat yard with the repair and maintenance of watercraft, supporting a cluster of marine businesses.

Preferred approach

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.



Site 5: West of Harbour Road



<p>Site Description / Current use</p>	<p>The site consists of a number of ageing industrial units, which have a limited capacity for reuse and could potentially be demolished to incorporate new development</p> <p>Light industrial buildings.</p> <p>Adjacent to part of the Millennium Promenade on Harbour Road.</p>
<p>Adjacent uses</p>	<p>Immediately to the north is the Gosport Boat Yard and a public slipway providing access to the Harbour.</p> <p>To the west on the other side of Harbour Road is the new Aldi store as well as 48 new retirement flats under construction.</p> <p>To the east is the Gosport Marina including boat stacks, parking and a café.</p> <p>To the south is Gosport Town Centre on the opposite side of Mumby Road.</p>
<p>Brownfield/greenfield?</p>	<p>Brownfield</p>
<p>Heritage</p>	<p>On-site or in proximity?</p>

Listed building	None
Local list	School House Harbour Road in close proximity
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 20-24,30,32,35,36,37,38,39, and 115 the High Street and the Roman Catholic Church.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Potential for historic industrial use.
	Within or adjacent
Conservation Area	High Street Conservation Area within 100m.
Special Character Area	No
TPO	No
Design considerations	
<p>Considerations include:</p> <ul style="list-style-type: none"> • Gosport Waterfront occupies a prominent location on the frontage of the historic Portsmouth Harbour. • Proximity of the High Street Conservation Area. • Design of tall buildings needs to be in appropriate locations and scale. • Proximity of adjacent tall buildings. • Amenity uses associated with mixed use areas. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400 metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Burrow Island (Portsmouth Harbour) (440m) Cockle Pond (Portsmouth Harbour (383m). The Solent and Dorset Coast potential SPA (50m)
SSSI	Burrow Island (Portsmouth Harbour) (440m) Cockle Pond (Portsmouth Harbour (383m)
SINCs	Arden Park (386m)
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats)
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination	Contamination issues to consider- historical and current industrial uses including marine-related uses.
Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	<p>Much of the site is located within Flood Zones 2 and 3.</p> <p>Work has been undertaken as part of a Strategic Flood Risk Assessment to demonstrate that this is an exception site in terms of flood risk. It will be necessary to ensure that any potential flood risk from tidal flooding is minimised through a range of measures including locating less vulnerable uses in the higher risk flood areas and ensuring more vulnerable uses are at higher ground levels. There will also be a need for some flood defence works and other associated measures.</p> <p>Further areas affected over the next 100 years. 2115 flood zone 2 and 3.</p>
Noise/Vibration–proximity	The industrial use could create noise; in addition there is vehicular

to noise emitting uses, busy roads, factories, airfield etc.	noise from the adjacent Mumby Road. There is a potential noise impact from the adjacent boat yard.
Air quality (any known/potential issues)-	Potential particulate pollution from potential emissions pollution from boat yard and adjacent Mumby Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, consideration will need to be given to outdoor lighting associated with employment sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: The relationship of proposed uses with existing and other proposed uses; most notably the residential buildings planned for the island site and Crewsaver. How the site fits with adjacent sites.
Any open space?	The Millennium Promenade is an important waterside walk- it will be desirable to extend this provision adjacent to the site.
Land use designations only (as identified in the current adopted Local Plan)	Within the Urban Area Boundary LP3 Gosport Waterfront and Town Centre: LP4. Mixed Use Allocation LP4 Employment Land: LP16 (part 2a).
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre which also forms part of the wider Regeneration Area is located within close proximity. Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. There is also a designated area for cycle parking within close proximity to Gosport Bus Station and Gosport Ferry. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.
Road access -availability, safety	Gosport Waterfront including this site is physically separated from Gosport Town Centre by Mumby Road. Linkages to and from each of these areas may need to be improved, particularly in terms of road safety for pedestrians if Gosport Waterfront is to be comprehensively redeveloped over the longer term period.
Parking	There are a number of public car parks within the waterfront and town centre site which have potential to provide parking for the site.
Potential for improving pedestrian/cycling network?	Improvements could be made to pedestrian and cycle linkages as part of the Millennium Promenade to the north of the site.
Comprehensive development issues	There are physical constraints such as flood risk that will need to be resolved in order to allow for the comprehensive redevelopment of the site. The development of the site for residential use will need to consider the impact on the neighbouring island site, including visual and amenity impact. Consideration should be given to developing the site in conjunction with the neighbouring Gosport Marina (site 3), as a wider mixed use site.

Any known infrastructure issues?	Utilities infrastructure including sewerage capacity. Flood defence measures will need to be considered.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Viability will be an issue particularly in relation to the need for flood management measures, contamination, land clearance of existing unsuitable buildings and any unstable land remediation.
Other issues/comments	

Options

Option 1: Retain buildings as a marine-related employment.

Option 2: Redevelop as a residential site.

Option 3: reuse for expanded area of boat storage.

Preferred approach

Retain the site as marine employment.

The shape and location of the plot lends itself to high density residential development of a kind similar to the development currently under construction at the island site. 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.

Site 6: Crewsaver



Site Description / Current use.	<p>The site currently consists of the site of the former Crewsaver building and associated parking. Permission has been granted for the development of the site for 31 flats and associated undercroft parking. Redevelopment is now underway.</p> <p>The light industrial unit has been demolished.</p> <p>Adjacent to part of the Millennium Promenade on Harbour Road.</p>
Adjacent uses	<p>To the north west the site is bordered by the Clarence Wharf industrial estate, which is currently occupied by a mixture of businesses.</p> <p>Also to the South on the other side of Harbour Road is the new Aldi store as well as 48 new retirement flats under construction, as well as the Old School House.</p> <p>To the south east is the Gosport Boat Yard and public slipway. To the south is Gosport Town Centre.</p>
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?

Listed building	None
Local list	Adjacent School House Harbour Road
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 20-24,30,32,35,36,37,38,39, and 115 the High Street and the Roman Catholic Church. No's 11-12, 15-20 North Cross Street
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Potential for historic marine use. Potential historic landfill on the northern boundary of the site.
	Within or adjacent
Conservation Area	It is in close proximity to the High Street Conservation Area;
Special Character Area	No
TPO	No
Design considerations	
<p>Considerations in relation to the permitted development include:</p> <ul style="list-style-type: none"> • Gosport Waterfront occupies a prominent location on the frontage of Portsmouth Harbour. • Proximity of the High Street Conservation Area. • Design of tall buildings need to be in appropriate locations and scale. • Residential amenity issues associated with mixed use area. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400 metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Burrow Island nearest (Portsmouth Harbour) (410m) Adjacent to the Solent and Dorset Coast potential SPA.
SSSI	Burrow Island nearest (Portsmouth Harbour) (410m)
SINCs	Arden Park (291m)
LNR	None
Known protected species	Very urbanised site.
Known BAP target species	Very urbanised site.
Any natural features of note (established trees, woods, ponds, hedges etc.)	Coastal fringe habitats (such as rocks associated with flood defences)
Contamination	Contamination issues to consider- historical and current industrial uses including marine-related uses.
Consider previous uses, any known studies etc.	Further investigation will be required. Historic landfill potential contamination to the north of the site.
Flood risk	Much of the site is located within Flood Zones 2 and 3.
	As part of the planning permission a flood defence wall is to be constructed along the southern and eastern sides of the site. Further areas affected over the next 100 years. 2115 flood zone 2 and 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	The boat yard creates noise, in addition there is vehicular noise from the adjacent Mumby Road.
Air quality (any known/potential issues)-	Potential particulate pollution from Mumby Road. Potential emissions pollution from boat yard and adjacent Mumby Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, consideration will need to be given to outdoor lighting associated with employment sources in the vicinity.

Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: The relationship of proposed uses with existing and other proposed uses; most notably the residential buildings planned for the island site and the adjacent boat yard and old school house.
Any open space?	The Millennium Promenade is an important waterside walk- it will be desirable to extend this provision either through or adjacent to the site.
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre: LP4. Urban Area Boundary LP3
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre which also forms part of the wider Regeneration Area is located within close proximity. Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. There is also a designated area for cycle parking within close proximity to Gosport Bus Station and Gosport Ferry. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.
Road access -availability, safety	Gosport Waterfront including this site is physically separated from Gosport Town Centre by Mumby Road. Linkages to and from each of these areas may need to be improved, particularly in terms of road safety for pedestrians if Gosport Waterfront is to be comprehensively redeveloped over the longer term period.
Parking	There is currently an area of parking immediately adjacent to the building. The new proposed development will be served by undercroft parking.
Potential for improving pedestrian/cycling network?	Improvements could be made to pedestrian and cycle linkages as part of the Millennium Promenade to the north of the site.
Comprehensive development issues	There is little opportunity for further comprehensive development as the neighbouring island site is currently being redeveloped and the Gosport Boat Yard is likely to stay in marine use. Joined up flood defence linking the new schemes will need to be considered.
Any known infrastructure issues?	The provision of new homes through the redevelopment of Gosport Waterfront will increase pressure on existing transport infrastructure. However, it has already been stated that Gosport Waterfront is located in the most accessible part of the Borough in terms of links to public transport infrastructure. Undercroft parking provision is being provided to parking provision. Any regeneration likely to take place will also increase pressures upon the utilities infrastructure including sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Viability will be an issue particularly in relation to the need for flood management measures, contamination, land clearance of existing unsuitable buildings and any unstable land remediation.
Other issues/comments	The site has recent permission for 31 flats, application discussions are currently underway to increase this to 48 flats

Only option: Development has begun on the construction of 31 or potentially 48 dwellings.

Preferred approach

The site has now been cleared. Permission has been granted for the development of the site for 31 (potentially 48) flats and associated undercroft parking. Flood defences have been incorporated around part of the building and these have the potential to form part of a wider flood defence programme.



Site 7: Old School House



Site Description / Current use	<p>The site consists of the existing historic school house building (locally listed). The building is currently occupied by an antiques business.</p> <p>Adjacent to part of the Millennium Promenade on Harbour Road.</p> <p>Accessed from Harbour Road / Mumby Road.</p>
Adjacent uses	<p>Clarence Wharf Industrial Estate is located to the north of the site which is currently occupied by a mixture of businesses on long leases. The Crewsaver building which has permission to be redeveloped for 31 flats, is also located to the north.</p> <p>The Old School house makes up a part of the island site along with the new Aldi store and the 48 retirement apartments currently under construction.</p> <p>Further to the south is Gosport Town Centre with retail and a range of other typical town centre uses.</p> <p>There are residential properties located to the west.</p>
Brownfield/greenfield?	Brownfield

Heritage	On-site or in proximity?
Listed building	None
Local list	The school house is a locally listed building.
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 20-24, 30, 32, 35, 36, 37, 38, 39, and 115 the High Street and the Roman Catholic Church. No's 11-12, 15-20 North Cross Street
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Potential for historic marine use. Potential historic landfill on the northern boundary of the site.
	Within or adjacent
Conservation Area	The High Street Conservation Area is located close by.
Special Character Area	No
TPO	No
Design considerations	
Considerations include: <ul style="list-style-type: none"> • Proximity of the High Street Conservation Area. • Proximity of adjacent tall buildings • Removal of modern extension to the buildings 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400 metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Pond (Portsmouth Harbour (390m), the Solent and Dorset Coast potential SPA. (50m)
SSSI	Cockle Pond (Portsmouth Harbour (390m)
SINCs	Arden Park (289m)
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats)
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination	Further investigation will be required.
Consider previous uses, any known studies etc.	
Flood risk	Work has been undertaken as part of a Strategic Flood Risk Assessment to demonstrate that this is an exception site in terms of flood risk. It will be necessary to ensure that any potential flood risk from tidal flooding is minimised through a range of measures including locating less vulnerable uses in the higher risk flood areas and ensuring more vulnerable uses are at higher ground levels. There will also be a need to some flood defence works and other associated measures. Currently partially in Floodzone 2. Further areas affected over the next 100 years. By 2115 the site is within floodzones 2 and 3.
Noise/Vibration –proximity	The boat yard creates noise, in addition there is vehicular noise from

to noise emitting uses, busy roads, factories, airfield etc.	the adjacent Mumby Road.
Air quality (any known/potential issues)-	Potential particulate pollution from Mumby Road. Potential emissions pollution from boat yard and adjacent Mumby Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, consideration will need to be given to outdoor lighting associated with employment sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: The relationship of proposed uses with existing and other proposed uses; most notably the residential buildings planned for the island site and the adjacent Crewsaver building. The impact of the neighbouring Aldi supermarket on amenity will also need to be carefully considered.
Any open space?	None
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre: LP4. Urban Area Boundary LP3
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre which also forms part of the wider Regeneration Area is located within close proximity Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.
Road access -availability, safety	Gosport Waterfront including this site is physically separated from Gosport Town Centre by Mumby Road. Linkages to and from each of these areas may need to be improved, particularly in terms of road safety for pedestrians if Gosport Waterfront is to be comprehensively redeveloped over the longer term period.
Parking	There are a number of public car parks within the waterfront and town centre site which have potential to provide parking for the site. There is time restricted parking at Aldi.
Potential for improving pedestrian/cycling network?	Improvements could be made to pedestrian and cycle linkages.
Comprehensive development issues	The sites which immediately adjoin the school house have already been developed limiting its potential for comprehensive redevelopment as part of a wider whole.
Any known infrastructure issues?	The provision of new homes through the redevelopment of Gosport Waterfront will increase pressure on existing transport infrastructure. However, it has already been stated that Gosport Waterfront is located in the most accessible part of the Borough in terms of links to public transport infrastructure. Any regeneration likely to take place will also increase pressures upon the utilities infrastructure including sewerage capacity.
Any known deliverability issues (land ownership,	Viability will be an issue particularly in relation to the need for flood management measures and building improvements.

accessibility, viability issues etc.)?	
Other issues/comments	Opportunities for comprehensive redevelopment of the island site are limited.

Options

Option 1: Do nothing. The premises are currently used to sell second hand furniture, and as office space.

Option 2: Improve the appearance of the building i.e. remove the later unattractive extensions and cladding which detract from the original quality of this locally listed building. This may require some form of high value development to fund this, reusing it for office or residential use.

Preferred approach

This is a highly visible site and consequently it would be appropriate to improve the quality of this building by removing later additions. This could be replaced by more attractive extensions if required. The building could be used for commercial or residential purposes which would complement other recent developments in the Harbour Road area.

The site has the potential to be used for residential either through conversion for a small number of residential properties or for redevelopment for a higher density flatted scheme or commercial (office) scheme. Flood resilient uses such as a retail unit may be appropriate on the ground floor.

Site 8: Clarence Wharf (Mumby Road) Industrial Estate



<p>Site Description / Current use</p>	<p>The site consists of an existing industrial estate built in the early 1980's. The site is occupied by two rows of buildings with a yard in between, on one end the site is bordered by Mumby Road and on the other by the foreshore facing Gosport Marina and Portsmouth Harbour. The foreshore is currently occupied by the Gosport ferry company.</p> <p>Adjacent to part of the Millennium Promenade on Mumby Road, with potential to link to an extension of the pedestrian frontage through Rope Quay.</p> <p>Accessed from Harbour Road / Mumby Road.</p>
<p>Adjacent uses</p>	<p>The Umoe Schat Harding premises are immediately to the north west with the Rope Quay development to the north west of this building. This mixed use development consists of 101 residential units a doctors surgery and pharmacy. It was built from 2004.</p> <p>To the south the Old School house forms part of the island site along with the new Aldi store and the 48 retirement apartments currently</p>

	under construction. Further to the south is Gosport Town Centre.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	None
Local list	The School House Harbour Road is close to the south.
Buildings or features of significant historic or architectural interest	None
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Potential for historic marine use. Potential Neolithic and Mesolithic remains on foreshore.
	Within or adjacent
Conservation Area	The High Street Conservation Area is in close proximity.
Special Character Area	No
TPO	No
Design considerations	
Considerations include: <ul style="list-style-type: none"> • Gosport Waterfront occupies a prominent location on the frontage of the historic Portsmouth Harbour. • Proximity of the High Street Conservation Area. • Design of tall buildings need to be in appropriate locations and scale. • Retention of deep water access • Retention of key marine use • Proximity of adjacent tall buildings 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400 metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Burrow Island to the north is the nearest SPA (Portsmouth Harbour) (360m) Adjacent the Solent and Dorset Coast potential SPA.
SSSI	Burrow Island to the north is the nearest SSSI (Portsmouth Harbour) (360m)
SINCs	Arden Park (280m)
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats).
Known BAP target species	Very urbanised site. Further investigations will be required.
Any natural features of note (established trees, woods, ponds, hedges etc.)	Coastal fringe habitats (such as rocks associated with flood defences)
Contamination Consider previous uses, any known studies etc.	Contamination issues to consider- historic and current industrial including marine uses. Further investigation will be required.
Flood risk	Work has been undertaken as part of a Strategic Flood Risk Assessment to demonstrate that this is an exception site in terms of flood risk. It will be necessary to ensure that any potential flood risk from tidal flooding is minimised through a range of measures including locating less vulnerable uses in the higher risk flood areas and ensuring more vulnerable uses are at higher ground levels. There will also be a need to some flood defence works and other associated measures. The site is located within flood zones 2 and 3.

	Further areas affected over the next 100 years. By 2115 entirely within flood zone 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	The industrial estate creates noise; in addition there is vehicular noise from the adjacent Mumby Road.
Air quality (any known/potential issues)-	Potential particulate pollution from potential emissions pollution from boat yard and adjacent Mumby Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, consideration will need to be given to outdoor lighting associated with employment sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: The relationship of proposed uses with existing and other proposed uses; most notably the residential buildings planned for the island site and the adjacent Crewsaver building. The impact of the neighbouring Aldi supermarket on amenity will also need to be carefully considered.
Any open space?	The Millennium Promenade is an important waterside walk- it will be desirable to extend this provision either through or adjacent to the site.
Land use designations only (as identified in the current adopted Local Plan)	Within the Urban Area Boundary LP3 Gosport Waterfront and Town Centre: LP4. Mixed Use Allocation LP4 Employment Land: LP16 (part 2a).
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre which also forms part of the wider Regeneration Area is located within close proximity Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.
Road access -availability, safety	Gosport Waterfront including this site is physically separated from Gosport Town Centre by Mumby Road. Linkages to and from each of these areas may need to be improved, particularly in terms of road safety for pedestrians if Gosport Waterfront is to be comprehensively redeveloped over the longer term period.
Parking	There are a number of public car parks within the waterfront and town centre site which have potential to provide parking for the site. There is parking for the customers of the industrial units provided on site.
Potential for improving pedestrian/cycling network?	Improvements could be made to pedestrian and cycle linkages as part of the Millennium Promenade.
Comprehensive development issues	There are physical constraints such as flood risk that will need to be resolved in order to allow for the comprehensive redevelopment of the site. The development of the site will need to consider the impact on the neighbouring island site, including visual and amenity impact. Unlikely to be developed in conjunction with other sites.

Any known infrastructure issues?	The provision of new homes through the redevelopment of Gosport Waterfront will increase pressure on existing transport infrastructure. However, it has already been stated that Gosport Waterfront is located in the most accessible part of the Borough in terms of links to public transport infrastructure. Any regeneration likely to take place will also increase pressures upon the utilities infrastructure including sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Viability will be an issue particularly in relation to the need for flood management measures, contamination, land clearance of existing unsuitable buildings and any unstable land remediation.
Other issues/comments	There are currently a number of long leases on buildings in the industrial estate.

Options

Option 1: Retain as an Industrial Estate

Option 2: Encourage the entire site to be developed for marine-associated industries

Option 3: Redevelop the harbourside half for marine employment (perhaps in association with the Gosport Boatyard) with the southern half being developed for residential along Mumby Road

Option 4: Redevelop entire site for residential development.

Preferred approach

In the short term the site could be retained in its current industrial use as it contains a number of successful businesses. Given its location close to the waterfront it has the potential to be used for marine-related uses if it could be used in conjunction with the site immediately to the north. It will be necessary to maintain some form of route through to this site.

In the longer term the site has the potential to be redeveloped for high density residential perhaps on the lines outlined in option 3 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.



Site 9: Royal Clarence Yard: Retained Area



<p>Site Description / Current use</p>	<p>The site consists of a derelict MoD boat yard located to the north of the MoD oil pipeline and to the South of the redeveloped area of Royal Clarence Yard. The site has deep water access as well as good road access from Weevil Lane / Mumby Road.</p> <p>Part of the site is currently used informally for sailing activities and the Sea Cadets.</p> <p>Includes a number of vacant historic buildings relating to the former use as a Victualling Yard.</p> <p>Adjacent to part of the Millennium Promenade on Weevil Lane, with potential to link to an extension of the pedestrian frontage through Rope Quay.</p> <p>Accessed from Weevil Lane.</p>
<p>Adjacent uses</p>	<p>To the north and west the site is bordered by the redeveloped Royal Clarence Yard. This includes residential uses on the immediate western boundary and to the north. The site is currently accessed from the west through the Cooperage employment area.</p>

	To the south is further residential development including the Royal Engineers site and Rope Quays. This latter proposal consists of 101 residential units an industrial unit, doctor's surgery and pharmacy, it was built from 2004. Further to the south is Gosport Town Centre.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	Tanks Store and Steam fire engine house, New South Store, Cooperage, Southern Boundary Wall to RCY.
Local list	None
Buildings or features of significant historic or architectural interest	In proximity to Former Royal Engineers Buildings. Queen Victoria's railway station is also a notable building on-site.
Historic Park	None
Local historic park	Area of parkland adjacent to the Gosport Lines as part of St Georges Barracks North; Flagstaff Green.
Scheduled ancient monument	None
Archaeology	Potential for historic marine use. Potential Neolithic and Mesolithic remains on foreshore.
	Within or adjacent
Conservation Area	Within Royal Clarence Yard Conservation Area. Adjacent to the High Street Conservation Area;
Special Character Area	No
TPO	Adjacent RCY group TPO
Design considerations Considerations include:	
<ul style="list-style-type: none"> • Gosport Waterfront occupies a prominent location on the frontage of the historic Portsmouth Harbour. • Within RCY Conservation Area and in proximity of the High Street Conservation Area. • Retention of deep water access • Retention of key marine use • Proximity of adjacent tall buildings 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400 metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Adjacent to SPA at Forton Creek. (Portsmouth Harbour) (133m) Adjacent the Solent and Dorset Coast potential SPA.
SSSI	Adjacent to SSSI at Forton Creek. (Portsmouth Harbour) (133m)
SINCs	Arden Park (157m)
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats) The site contains a number of old disused buildings which may contain bird and bat roosts.
Known BAP target species	Very urbanised site. Further investigations will be required.
Any natural features of note (established trees, woods, ponds, hedges etc.)	Coastal fringe habitats (such as rocks associated with flood defences)
Contamination Consider previous uses, any known studies etc.	Contamination issues to consider- historic and current including marine uses and the pipeline. Further investigation will be required.

Flood risk	Flood zones 2 and 3. Further areas affected over the next 100 years. Work has been undertaken as part of a Strategic Flood Risk Assessment to demonstrate that this is an exception site in terms of flood risk. It will be necessary to ensure that any potential flood risk from tidal flooding is minimised through a range of measures including locating less vulnerable uses in the higher risk flood areas and ensuring more vulnerable uses are at higher ground levels. There will also be a need to some flood defence works and other associated measures.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Future marine use could potentially create noise; in addition there is vehicular noise from the adjacent Mumby Road.
Air quality (any known/potential issues)-	Potential particulate pollution from potential emissions pollution from boat yard and adjacent Mumby Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, consideration will need to be given to outdoor lighting associated with employment sources in the vicinity.
Safeguarded Area	Pipeline
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: The relationship of proposed uses with existing and other proposed uses; most notably the residential buildings at RCY and Rope Quay.
Any open space?	The Millennium Promenade is an important waterside walk- it will be desirable to extend this provision either through or adjacent to the site.
Land use designations only (as identified in the current adopted Local Plan)	Within the Urban Area Boundary LP3 Gosport Waterfront and Town Centre: LP4. Mixed Use Allocation LP4 Employment Land: LP16 (part 2a).
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre which also forms part of the wider Regeneration Area is located within close proximity Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.
Road access -availability, safety	Site is accessed off Weevil Lane which connects to Mumby Road at a signal controlled junction.
Parking	Space on site to accommodate parking requirements for redevelopment proposals.
Potential for improving pedestrian/cycling network?	There is a crossing point across Mumby Road. Improvements could be made to pedestrian linkages as part of the Millennium Promenade.
Comprehensive development issues	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 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.

	There are physical constraints such as flood risk that will need to be resolved in order to allow for the comprehensive redevelopment of the site.
Any known infrastructure issues?	Gosport Waterfront is located in the most accessible part of the Borough in terms of links to public transport infrastructure. Any regeneration likely to take place will also increase pressures upon the utilities infrastructure including sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Viability will be a significant issue particularly when considering the deteriorating condition of the listed buildings on site which will cost significant sums to repair and restore. Other issues relate to contamination, land clearance of existing unsuitable buildings, any unstable land remediation and flood management measures
Other issues/comments	The exact mix of marine employment and other uses will determine the effect of the proposed development on the adjoining areas.

Options:

Option 1: redevelop for a mix of marine employment and residential, with residential on the landward part of the site nearest Weevil Lane

Option 2: redevelop the site for a mix of small scale marine employment and training opportunities, retaining an area for the Oil Pipeline.

Option 3: redevelop the site for large scale marine use such as boat building with 1 or more large employer, retaining an area for the Oil Pipeline.

Justification:

Preferred Approach

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.



Site 10: Officers' Houses



<p>Site Description / Current use</p>	<p>This site consists of two historic officers' houses located at the entrance to the Royal Clarence Yard Retained Area adjacent to Weevil Lane. The houses are currently unused.</p> <p>There are also a number of ancillary buildings and surrounding garden land.</p> <p>Adjacent to part of the Millennium Promenade on Weevil Lane, with potential to link to an extension of the pedestrian frontage through Rope Quay.</p> <p>Accessed from Weevil Lane.</p>
<p>Adjacent uses</p>	<p>To the north the site is bordered by the Cooperage Green area of the redeveloped Royal Clarence Yard. Cooperage Green is primarily used by small business units.</p> <p>To the east and immediately to the south the site is bordered by the rest of the 'Retained Area of Royal Clarence Yard which is an underused MoD site with includes some informal marine-related activities.</p>

	Further to the south east the Rope Quays consists of 101 residential units an industrial unit doctor's surgery and pharmacy, it was built from 2004.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	Royal Clarence Yard Boundary Rails (grade II),
Local list	None
Buildings or features of significant historic or architectural interest	Both houses are of local interest. The site is also in proximity to Former Royal Engineers Buildings now converted to dwellings.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Potential for historic marine use.
	Within or adjacent
Conservation Area	Within Royal Clarence Yard Conservation Area. It is adjacent to the High Street Conservation Area;
Special Character Area	No
TPO	RCY group TPO
Design considerations	
Considerations include:	
<ul style="list-style-type: none"> • Conservation Area • Proximity of adjacent tall buildings • The buildings may have potential for conversion. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400 metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	SPA/Ramsar site at Forton Creek (Portsmouth Harbour) is approximately 400 metres away and the Solent and Dorset Coast potential SPA is 100m away.
SSSI	SSSI site at Forton Creek (Portsmouth Harbour) is approximately 400 metres away.
SINCs	Arden Park (159m)
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats).
Known BAP target species	Very urbanised site. Further investigations will be required.
Any natural features of note (established trees, woods, ponds, hedges etc.)	Overgrown site some mature vegetation, value unknown.
Contamination	Contamination issues to consider- historical and current industrial including marine uses. Further investigation will be required.
Consider previous uses, any known studies etc.	
Flood risk	Floodzone 1 Further areas affected over the next 100 years. By 2115 part of the curtilage (not the houses themselves) will be within flood zones 2 and 3.
Noise/Vibration –proximity to noise emitting uses, busy roads, factories, airfield etc.	Future marine use could potentially create noise; in addition there is vehicular noise from the adjacent Mumby Road.
Air quality (any	Potential particulate pollution from Mumby Road. Potential emissions

known/potential issues)-	pollution from marine uses and adjacent Mumby Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, consideration will need to be given to outdoor lighting associated with employment sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include the relationship of proposed uses with existing and other proposed uses on adjacent sites.
Any open space?	The Millennium Promenade is an important waterside walk- it will be desirable to extend this provision either through or adjacent to the site.
Land use designations only (as identified in the current adopted Local Plan)	Within the Urban Area Boundary LP3 Gosport Waterfront and Town Centre: LP4. Mixed Use Allocation LP4 Employment Land: LP16 (part 2a).
Accessibility - public transport - local/ town centre - other facilities in proximity	The Millennium Promenade is an important waterside walk- it will be desirable to extend this provision either through or adjacent to the site. Proximity of Town/Local centre Gosport Town Centre which also forms part of the wider Regeneration Area is located within close proximity Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity via the Gosport Ferry.
Road access -availability, safety	Site is accessed off Weevil Lane which connects to Mumby Road at a signal controlled junction
Parking	The site will need to provide its own car parking provision for proposed new uses.
Potential for improving pedestrian/cycling network?	There is a crossing point across Mumby Road. Potential to provide link from Weevil Lane to the harbour side.
Comprehensive development issues	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 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.
Any known infrastructure issues?	Utilities infrastructure including sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Viability may be an issue particularly in relation to the conversion of the buildings and to address issues associated with contamination.
Other issues/comments	

Options:

Option 1: Convert the officers' houses into residential dwellings or office space (perhaps in association with marine uses proposed within the rest of the 'Retained Area.'

Option 2: Redevelop the site for residential development fronting onto Weevil Lane

Option 3: Redevelop the site for marine employment in conjunction with the neighbouring Royal Clarence Yard Retained Area.

Option 4: Redevelop the site and its curtilage for a mix of office and residential uses.

Preferred Approach

Conversion allows for the retention of the historic buildings, whilst providing desirable residential or office space. Further building in the curtilage brings the ancillary area into use. The former officers' houses have the potential to be converted into private residences or offices with further residential or office buildings possible within the former curtilage of these buildings.



Site 11: Mumby Road Lorry Park



<p>Site Description / Current use</p>	<p>Currently a MoD owned site leased by HCC and used for the long stay parking of lorries with some car parking spaces. Some recycling facilities currently present.</p> <p>The site is adjacent to Mumby Road and Rope Quay; there are currently no built structures on the site.</p> <p>Accessed from Mumby Road and Weevil Lane.</p>
<p>Adjacent uses</p>	<p>To the north the site is bordered by the Royal Engineers building which have been converted to residential units. The Retained Area at RCY is further to the north. This is an underused site with some sailing related uses (including currently accommodating the Sea Cadets).</p> <p>To the east Rope Quays consists of 101 residential units an industrial unit doctor's surgery and pharmacy, it was built from 2004.</p> <p>To the south is St Georges Barracks South. The Town Centre is further to the south.</p>
<p>Brownfield/greenfield?</p>	<p>Brownfield</p>

Heritage	On-site or in proximity?
Listed building	Adjacent to Guard House at the entrance to St Georges Barracks North.
Local list	None
Buildings or features of significant historic or architectural interest	In proximity to Former Royal Engineers Buildings.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Potential for historic marine use.
	Within or adjacent
Conservation Area	Royal Clarence Yard Conservation Area. It is adjacent to the High Street Conservation Area; and St Georges Barracks North.
Special Character Area	No
TPO	None
Design considerations	
Considerations include: <ul style="list-style-type: none"> • Proximity of the High Street/ RCY / St Georges Barracks Conservation Area. • Prominent site along Mumby Road • Proximity of adjacent tall buildings • Potential to partially restore historic street pattern including St Matthew's Square. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400 metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Nearest at Burrow Island (Portsmouth Harbour) (410m). The Solent and Dorset Coast potential SPA. (100m).
SSSI	Nearest at Burrow Island (Portsmouth Harbour) (410m)
SINCs	Arden Park (150m)
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats)
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination	Contamination issues to consider- historic uses and current parking use. Further investigation will be required.
Consider previous uses, any known studies etc.	
Flood risk	Work has been undertaken as part of a Strategic Flood Risk Assessment to demonstrate that this is an exception site in terms of flood risk. Currently flood zone 1. Further areas affected over the next 100 years. Partly flood zone 2 and 3 by 2115.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Vehicular noise from the adjacent Mumby Road.
Air quality (any known/potential issues)-	Potential particulate pollution from Mumby Road. Potential emissions pollution from boat yard and adjacent Mumby Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, consideration will need to be given to outdoor lighting associated with employment sources in the vicinity.

Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: The relationship of proposed uses with existing and other proposed uses; most notably the residential buildings at the Royal Engineers Mews and the existing units at Rope Quay.
Any open space?	None
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre: LP4. Mixed Use development Urban Area Boundary LP3
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre which also forms part of the wider Regeneration Area is located within close proximity. Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. A number of other bus stops are located within the Town Centre. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.
Road access -availability, safety	Currently accessed from Mumby Road and Weevil Lane. In close proximity to the current signalled road junction.
Parking	If developed the site will need to accommodate its own parking if used for residential development. Lorry parking provision would need to be relocated to an appropriate site elsewhere in the Borough
Potential for improving pedestrian/cycling network?	N/a
Comprehensive development issues	There are physical constraints such as flood risk that will need to be resolved in order to allow for the comprehensive redevelopment of the site. The site is isolated by Rope Quay and will be developed individually.
Any known infrastructure issues?	The provision of new homes through the redevelopment of Gosport Waterfront will increase pressure on existing transport infrastructure. However, it has already been stated that Gosport Waterfront is located in the most accessible part of the Borough in terms of links to public transport infrastructure. Any regeneration likely to take place will also increase pressures upon the utilities infrastructure including sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Viability may be an issue particularly in relation to the need to address any contamination.
Other issues/comments	The lorry park is a HCC Car Park in MoD ownership, willingness to develop is unknown at this stage.

Options

Option 1: retain as a lorry park

Option 2: redevelop for residential development as a key gateway site of medium density.

Option 3: retain as a lorry park in the short term with longer term potential to redevelop for predominantly residential.

Preferred Approach

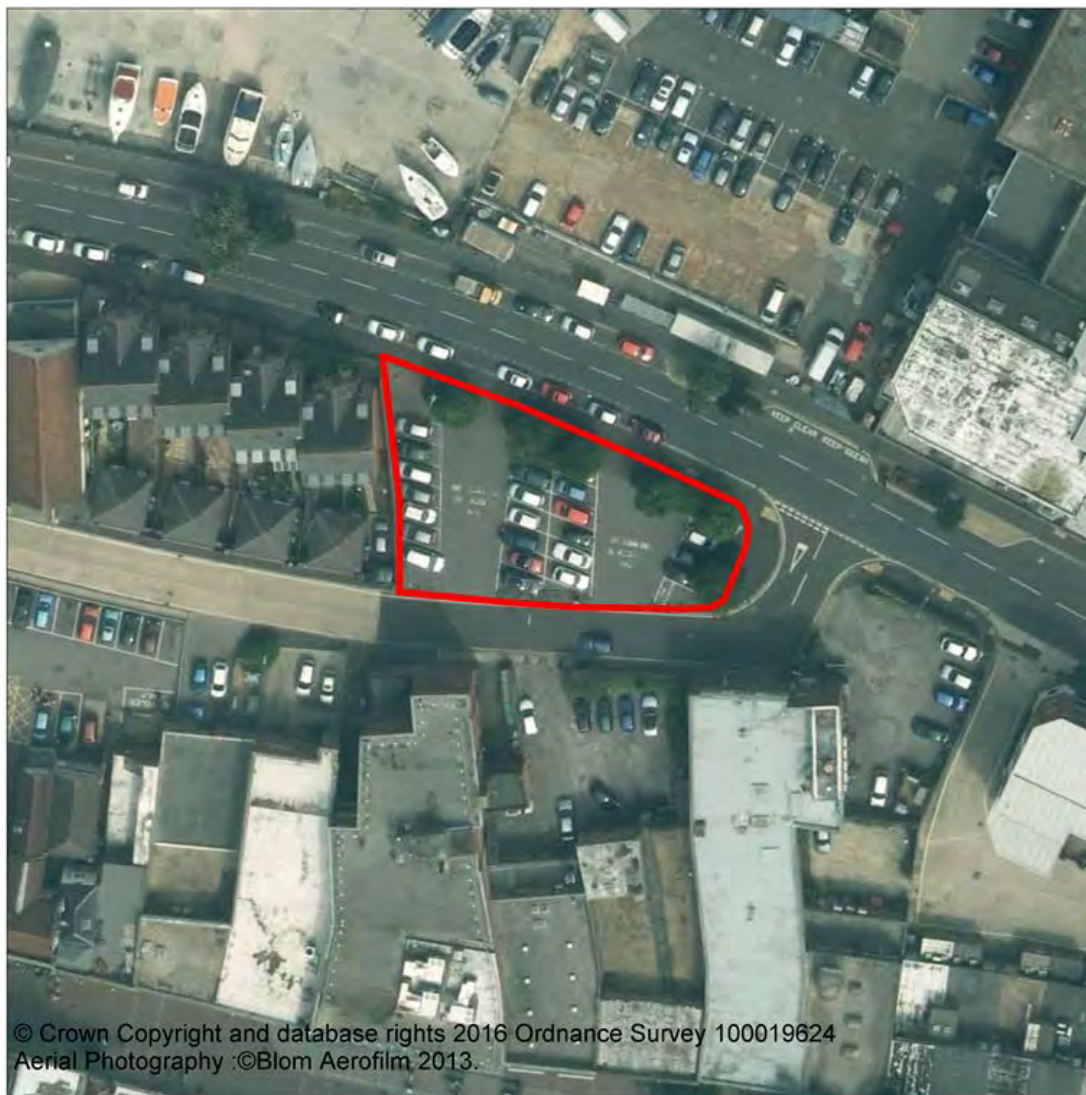
The lorry park is still used by some HGV's however it is not used anywhere near to capacity, there is potential to redevelop the site for housing if an alternative lorry park in an area of the Borough more frequented by HGV's can be found.

It will also be necessary to consider the potential cumulative impact of the release of this site and the Clarence Road Car Park on parking arrangements for the Waterside Medical Centre. This will be assessed as part of a forthcoming car parking strategy.

The site should be redeveloped for residential development as a key gateway site for the Town Centre. There is the potential to partially recreate St. Matthew's Square in any design.

**Town Centre Sites:
 Mumby Road (south-side) /North Cross Street/ Clarence Road and
 associated areas**

Site 12: Minnitt Road North Car Park



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<p>Site Description / Current use</p>	<p>This site consists of a small council owned car park which faces Gosport Marina and Mumby Road.</p> <p>Currently a public short stay Car Park.</p> <p>Accessed from Minnitt Road via Mumby Road.</p>
<p>Adjacent uses</p>	<p>The boat storage areas of Gosport Marina are located to the north of Mumby Road</p> <p>To the west the site is bordered by residential development in the form of townhouses and flats.</p> <p>To the south are service yards and the rear of commercial units which front onto the High Street.</p>

	There are rear servicing areas to the east of the site.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	None
Local list	The site is adjacent Mumby Road: (former Umöe Schat Harding site); Solent Marine Services; The Castle Tavern PH
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 96, 98,100,101,102,104,107 and 108 the High Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Potential for historic previous use as located within the historic town centre. The remains of the King Charles Fort are located under the boatyard to the east.
	Within or adjacent
Conservation Area	It is adjacent to the High Street Conservation Area;
Special Character Area	No
TPO	No
Design considerations	
Considerations include:	
<ul style="list-style-type: none"> • Proximity of the High Street Conservation Area. • Proximity of adjacent buildings • Accessibility between Gosport High Street and the Waterfront. • Size of the site. • Ability to achieve satisfactory residential amenity and access arrangements. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400 metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Pond (Portsmouth Harbour (353m). The Solent and Dorset Coast potential SPA (300m).
SSSI	Cockle Pond (Portsmouth Harbour (353m)
SINCs	Rampart Moat (334m)
LNR	None
Known protected species	Very urbanised site.
Known BAP target species	Very urbanised site.
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination	Contamination issues to consider- historical and current uses.
Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Assessment would need to be undertaken as to the extent of flood risk to the site.
	The site is entirely in flood zone 1.
	Further areas affected over the next 100 years. 2115 flood zone 2 and 3
Noise/Vibration –proximity to noise emitting uses, busy roads, factories, airfield etc.	Vehicular noise from the adjacent Mumby Road. Noise pollution from the operation of the boat stacks.

Air quality (any known/potential issues)-	Potential particulate pollution from Mumby Road. Potential emissions pollution from boat yard and adjacent Mumby Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, consideration will need to be given to outdoor lighting associated with employment sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: The relationship of proposed uses with existing and other proposed uses; most notably the marina and boat store.
Any open space?	Close proximity to Falkland Gardens.
Land use designations only (as identified in the current adopted Local Plan)	Urban Area Boundary LP3 Gosport Waterfront and Town Centre: LP4.
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre which also forms part of the wider Regeneration Area is located within close proximity Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services.. There is also a designated area for cycle parking within close proximity to Gosport Bus Station and Gosport Ferry. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.
Road access -availability, safety	Linkages from this site and the Town Centre across Mumby Road into the waterfront are currently poor. Linkages to and from each of these areas may need to be improved, particularly in terms of road safety for pedestrians if Gosport Waterfront is to be comprehensively redeveloped over the longer term period.
Parking	Any release of the site for development will need to be considered as part of a wider assessment of all public parking provision in the Town Centre and Waterfront area. If the site were to be redeveloped for residential it would need to provide for its own requirements.
Potential for improving pedestrian/cycling network?	Potential to improve cycling on Mumby Road. Improve the alleyway connection through to the High Street.
Comprehensive development issues	None known
Any known infrastructure issues?	The provision of new homes through the redevelopment of Gosport Waterfront will increase pressure on existing transport infrastructure. However, it has already been stated that Gosport Waterfront is located in the most accessible part of the Borough in terms of links to public transport infrastructure. Any regeneration likely to take place will also increase pressures upon utilities infrastructure including sewerage capacity. The site is currently in use as a car park it will need to be ensured that suitable alternate provision is available.

Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Not known.
Other issues/comments	

Options

Option 1: retain as a public car park

Option 2: redevelop for residential development facing Mumby Road

Preferred Approach

The site could be retained 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 redevelop.

Site 13: Minnitt Road South Car Park



<p>Site Description / Current use</p>	<p>The site is located on the south side of Minnitt Road backing onto the rear of the buildings on the High Street. The site consists of a Council owned car park.</p> <p>Currently a public short stay Car Park.</p> <p>Accessed from Minnitt Road off Mumby Road.</p>
<p>Adjacent uses</p>	<p>Residential development in the form of townhouses and flats is located to the north of Minnitt Road.</p> <p>To the west and east the site is bordered by service and associated areas behind commercial properties that front the High Street.</p> <p>To the south is Gosport Town Centre.</p>
<p>Brownfield/greenfield?</p>	<p>Brownfield</p>
<p>Heritage</p>	<p>On-site or in proximity?</p>
<p>Listed building</p>	<p>No 109 the High Street on opposite side of the High Street.</p>
<p>Buildings or features of significant historic or architectural interest</p>	<p>In the vicinity of: Nos 96, 98,100,101,102,104,107 and 108 the High Street.</p>

Local list	None
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Potential historic town centre use. Within or adjacent
Conservation Area	It is adjacent to the High Street Conservation Area;
Special Character Area	No
TPO	Nearest High Street group TPO
Design considerations	
Considerations include:	
<ul style="list-style-type: none"> • Proximity of the High Street Conservation Area. • Design of tall buildings need to be in appropriate locations and scale. • Proximity of adjacent buildings • Accessibility between Gosport High Street and the Waterfront. • Size of site • Ability to provide satisfactory residential amenity 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400 metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Pond (Portsmouth Harbour (305m). The Solent and Dorset Coast potential SPA (400m)
SSSI	Cockle Pond (Portsmouth Harbour (305m)
SINCs	Arden Park (385m) Ramparts Moat (306m)
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats)
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination	Contamination issues to consider associated with parking.
Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Falls within flood zone 1. Further areas affected over the next 100 years. Partly 2115 flood zone 2 and 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Vehicular noise from the adjacent Mumby Road. Noise pollution from town centre uses backing onto the site.
Air quality (any known/potential issues)-	Potential particulate pollution from potential emissions pollution from boat yard and adjacent Mumby Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: The relationship of proposed uses with existing and other proposed uses; most notably the uses in the town centre.
Any open space?	No

Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre: LP4. Urban Area Boundary LP3 Principal District and Neighbourhood Centres / Uses Within Centres (LP27/LP28)
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre which also forms part of the wider Regeneration Area is located within close proximity Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services.. There is also a designated area for cycle parking within close proximity to Gosport Bus Station and Gosport Ferry. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.
Road access-availability, safety	Linkages from this site and the Town Centre across Mumby Road into the waterfront are currently poor. Linkages to and from each of these areas may need to be improved, particularly in terms of road safety for pedestrians.
Parking	Any release of the site for development will need to be considered as part of a wider assessment of all public parking provision in the Town Centre and Waterfront area. If the site were to be redeveloped for residential it would need to provide for its own requirements. Potential to improve the quality of the alleyways which connects the site to the High Street.
Potential for improving pedestrian/cycling network?	Improved pedestrian network through the site between the town centre and waterfront.
Comprehensive development issues	Small site, comprehensive development not likely as surrounding area already developed.
Any known infrastructure issues?	Utilities infrastructure including sewerage capacity. The site is currently in use as a car park, it will need to be ensured that suitable alternative provision is available.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Not known,
Other issues/comments	

Options

Option 1: retain as a public car park

Option 2: redevelop for residential development facing Minnitt Road; retain rear access to the properties on the High Street.

Preferred Approach

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.

Site 14: North Cross Street Car Parks



<p>Site Description / Current use</p>	<p>The site consists of two Council owned car parks and a store used for market stalls. The site is on the western side of North Cross Street which historically had a built form similar to that of the eastern side of the street. This form has since been eroded by demolitions in the mid to late 20th century. This is shown in the Conservation Area appraisal for the High Street.</p> <p>It is a gateway to the High Street when entering the town from the north along Mumby Road.</p> <p>Part of the area immediately adjacent to the junction with Mumby Road is currently used as parking (highways land) and does not appear to be subject to any restrictions. Access from it is required to the private parking area to the rear of the shop at the northern end of North Cross Street.</p>
<p>Adjacent uses</p>	<p>To the north the site is bordered by Mumby Road, with the new Aldi store and an additional permitted A class use immediately opposite. The eastern side of North Cross Street still exists in its historic form as a row of shops. The retail and residential form of this side of North Cross Street has the potential to be reflected on the western side as</p>

	<p>part of any redevelopment. To the South the High Street is pedestrianised and forms a direct pedestrian link to North Cross Street. On the eastern side of the site is the rear of the Fox pub. There is pedestrian access to the North Loading Area and potential to improve this linkage to make it more attractive and potentially accessible to vehicles.</p>
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	No's 13 / 14 North Cross Street / The Fox pub
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 20-24, 30, 32, 35, 36, 37, 38, 39, and 115 the High Street and the Roman Catholic Church. No's 11-12, 15-20 North Cross Street
Local list	None
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Potential for some archaeological remains under the car parks.
	Within or adjacent
Conservation Area	Within the High Street Conservation Area
Special Character Area	No
TPO	No
Design considerations	<p>Design considerations will be a key factor in proposals being permitted, considerations include:</p> <ul style="list-style-type: none"> • Open space at the northern end of North Cross Street and an improved junction / entrance with Mumby Road. • Retention of linkages across Mumby Road. • Proximity of the Listed buildings and their setting • Location within the High Street Conservation Area • Improved linkages to the North Loading Area • Use of the historic built form as a future development cue. • Mixed use retail and residential scheme with retail at ground floor and residential above. • Respecting the setting of the Fox public house
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Ponds (Portsmouth Harbour) (253m). The Solent and Dorset Coast potential SPA (400m).
SSSI	Cockle Ponds (Portsmouth Harbour) (253m)
SINCs	Arden Park (226m) Rampart Moat (349m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination	Contamination issues to consider- historic use of the site and surface contaminants from car park use.
Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Flood Zone 1. Partly flood zone 2115
Noise/Vibration —proximity to noise emitting uses, busy roads, factories,	<p>The site is in close proximity to Mumby Road which is a busy road.</p> <p>Potential for noise from the marine uses of the nearby waterfront.</p>

airfield etc.	
Air quality (any known/potential issues)-	Potential pollutants from traffic on Mumby Road, investigation needed.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	<p>Issues include:</p> <p>To the east of the site is an existing area of housing. The impact upon the amenity of residents needs to be considered.</p> <p>The impact of the Fox public house on the amenity of future residents needs to be considered.</p> <p>The impact of traffic on Mumby Road on future residents.</p>
Any open space?	Potential to provide civic space at the northern end of the street where it joins Mumby Road.
Land use designations only (as identified in the current adopted Local Plan)	<p>Gosport Waterfront and Town Centre (LP4)</p> <p>Urban Area Boundary LP3</p> <p>Principal District and Neighbourhood Centres / Uses Within Centres (LP27/LP28)</p>
<p>Accessibility</p> <ul style="list-style-type: none"> - public transport - local/ town centre - other facilities in proximity 	<p>Proximity of Town/Local centre Gosport town centre is located within close proximity.</p> <p>Other facilities nearby Aldi is located immediately adjacent just off Mumby Road.</p> <p>Public transport accessibility Gosport Bus Station and Gosport Ferry are located within half a mile making this one of the most accessible parts of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.</p>
Road access -availability, safety	The site is closely connected to Gosport High Street. Gosport Waterfront is physically separated from the site by Mumby Road. A new pedestrian refuge has now been built across Mumby Road. The crossing may need to be upgraded in future.
Parking	<p>The site is currently in use for short stay public parking, with two areas of parking on either side of the turning area. This is currently a popular parking area.</p> <p>In addition to this public parking there are areas of private parking for adjacent residential development as well as on street parking on North Cross Street itself.</p> <p>Replacement private parking provision will be needed. In addition there is potential to look to increase the amount of on street parking through one way use of streets.</p> <p>The on street parking is currently limited to 30 mins with no return within 1 hour.</p> <p>The parking behind North Cross Street is private and is for employees / customers of specific shops it is GBC owned.</p> <p>The parking at the junction of North Cross Street and Mumby Road appears to be a mixture of residents parking in GBC ownership and general unrestricted parking in highways ownership.</p>

	<p>Any release of the site for development will need to be considered as part of a wider assessment of all public parking provision in the Town Centre and Waterfront area.</p> <p>If the site were to be redeveloped for residential it would need to provide for its own requirements.</p>
Servicing	<p>The shops on North Cross Street are serviced from the road. There is limited pedestrian access to the rear from the alleyway to the rear of the shops on the east side of the street which runs through North South, it however appears to be underused and does not appear to run beyond the first few properties.</p>
Potential for improving pedestrian/cycling network?	<p>Improved pedestrian linkages could be made across Mumby Road for pedestrians linking to Aldi and the waterfront.</p> <p>Cycle parking provision could potentially be made in North Cross street.</p>
Comprehensive development issues	<p>The site will need to consider the new retail unit going in on the opposite side of Mumby Road. In addition a layout will need to look to reinstate the wider linkage through to the North Loading Area.</p>
Any known infrastructure issues?	<p>Sewerage capacity.</p> <p>There will be a reduction in parking provision; the total acceptable reduction in levels of parking provision will need to be considered.</p> <p>Possible cycle parking provision.</p>
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	<p>Land falls partly within GBC ownership. Need to consider alternative parking arrangements.</p>
Other issues/comments	

Options:

Option 1: Retain as car parks

Option 2: Redevelop as a residential site facing North Cross Street.

Option 3: Redevelop as a mixed use retail and residential site facing onto North Cross Street. (Retail on the ground floor residential above)

Preferred Approach

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 parking spaces in the Walpole Park Car Park.



Site 15: Masonic Hall



Site Description / Current use	The site consists of a historic Masonic Hall fronting onto Clarence Road, with rear access onto King Street. The site is adjacent to the Clarence Road Car Park and there is some potential to deliver the sites at the same time.
Adjacent uses	To the north the site is bordered by a public house with Mumby Road and the Rope Quays residential development located further north. The site faces onto to Clarence Road and St Georges Barracks is on the other side of the road. To the South the site is bordered by an area of public parking at the White Lion Car Park. On the western side of the site there is King Street and an area of flatted residential development.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	Gymnasium and Main Building St Georges Barracks South on the opposite side of Clarence Road.
Local list	Clarence Tavern (adjacent)

Buildings or features of significant historic or architectural interest	Conservative Club and rear of Gosport Museum, The High Street. No's 11-12, 15-20 North Cross Street
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Historic potential in the Masonic Hall building. Potential to retain. Within or adjacent
Conservation Area	Adjacent to the St Georges Barracks South Conservation Area.
Special Character Area	No
TPO	St Georges Barracks South group TPO
Design considerations	
Design considerations will be a key factor in proposals being permitted, considerations include: <ul style="list-style-type: none"> • Retention of linkages across Mumby Road. • Proximity of the Listed buildings and their setting • Location adjacent to the St Georges Barracks Conservation Area • Improved linkages to King Street • Use of the historic built form as a future development cue. • Potential to retain the Hall as part of the mix of uses. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	The Solent and Dorset Coast potential SPA (400m)
SSSI	None
SINCs	Arden Park (183m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Currently flood zone 1. Partly flood zone 2 and 3 by 2115.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	The site is in close proximity to Mumby Road which is a busy road.
Air quality (any known/potential issues)-	Potential pollutants from traffic on Mumby Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: To the north and west of the site is an existing area of housing. The impact upon the amenity of residents needs to be considered.
Any open space?	None
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre (LP4) Urban Area Boundary LP3

<p>Accessibility</p> <ul style="list-style-type: none"> - public transport - local/ town centre - other facilities in proximity 	<p>Proximity of Town/Local centre Gosport town centre which also forms part of the wider regeneration area is located within close proximity.</p> <p>Other facilities nearby The doctors' surgery and pharmacy at Rope Quay.</p> <p>Public transport accessibility Gosport Bus Station and Gosport Ferry are located within half a mile making this one of the most accessible parts of the Borough in terms of accessibility to public transport services. There is also a designated area for cycle parking within close proximity to Gosport Bus Station and Gosport Ferry. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.</p>
<p>Road access-availability, safety</p>	<p>The site is connected to Mumby Road via Clarence Road.</p>
<p>Parking</p>	<p>There is public parking immediately to the South in the White Lion car park.</p>
<p>Servicing</p>	<p>Servicing could be achieved from King Street.</p>
<p>Potential for improving pedestrian/cycling network?</p>	<p>North-south linkages along Clarence Road could potentially be improved.</p>
<p>Comprehensive development issues</p>	<p>Potential to comprehensively develop with the adjoining area of car parking.</p>
<p>Any known infrastructure issues?</p>	<p>Possible cycle parking provision.</p>
<p>Any known deliverability issues (land ownership, accessibility, viability issues etc.)?</p>	<p>Not known.</p>
<p>Other issues/comments</p>	<p>The site currently has planning permission for demolition and rebuild of the rear of the hall for residential, whilst retaining the frontage.</p>

Options

Option 1: partially redevelop for housing, retaining the key historic features.

Option 2: retain as the Masonic Hall

Preferred Approach

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.

Site 16: Clarence Road Public Car Park



<p>Site Description / Current use</p>	<p>This Car Park consists of two sections, the first of which is a public car park and the second of which is private parking for the surrounding residential properties. This profile relates to the public parking area only..</p> <p>The site is currently a public car park facing onto Clarence Road with pedestrian access onto King Street.</p>
<p>Adjacent uses</p>	<p>To the north, the site is bordered by the Masonic Hall, with the pub and Mumby Road further to the north. The site faces onto to Clarence Road and St Georges Barracks is on the other side of the road.</p> <p>To the South the site is bordered by an area of residential parking associated with White Lion housing area.</p> <p>On the western side of the site there is King Street and an area of flatted residential development.</p>
<p>Brownfield/greenfield?</p>	<p>Brownfield</p>
<p>Heritage</p>	<p>On-site or in proximity?</p>
<p>Listed building</p>	<p>Gymnasium and Main Building St Georges Barracks South.</p>

Local list	Clarence Inn.
Buildings or features of significant historic or architectural interest	Conservative Club and rear of Gosport Museum, The High Street. No's 11-12, 15-20 North Cross Street within the vicinity
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Historic building pattern underneath the car park.
	Within or adjacent
Conservation Area	Adjacent to the St Georges Barracks South Conservation Area.
Special Character Area	No
TPO	St Georges Barracks South group TPO
Design considerations	
Design considerations will be a key factor in proposals being permitted, considerations include:	
<ul style="list-style-type: none"> • Proximity of the Listed buildings and their setting • Location adjacent to the St Georges Barracks Conservation Area • Improved linkages to King Street • Use of the historic built form as a future development cue. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Ponds (Portsmouth Harbour) (393m). The Solent and Dorset Coast potential SPA (400m).
SSSI	Cockle Ponds (Portsmouth Harbour) (393m)
SINCs	Arden Park (164m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination	Contamination issues to consider associated with car park.
Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Currently flood zone 1. By 2115 partly within zone 2
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	The site is in close proximity to Mumby Road which is a busy road.
Air pollution (any known/potential issues)-	Potential pollutants from traffic on Mumby Road.
Light pollution -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: Surrounding the site is an existing area of housing. The impact upon the amenity of residents needs to be considered.
Any open space?	No
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre (LP4) Urban Area Boundary LP3

<p>Accessibility</p> <ul style="list-style-type: none"> - public transport - local/ town centre - other facilities in proximity 	<p>Proximity of Town/Local centre Gosport town centre is located within close proximity.</p> <p>Other facilities nearby The doctors' surgery and pharmacy at Rope Quay.</p> <p>Public transport accessibility Gosport Bus Station and Gosport Ferry are located within half a mile making this one of the most accessible parts of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.</p>
<p>Road access-availability, safety</p>	<p>The site has access onto Clarence Road which connects into Mumby Road.</p>
<p>Parking</p>	<p>There is private parking immediately to the South in the White Lion car park.</p> <p>Any release of the site for development will need to be considered as part of a wider assessment of all public parking provision in the Town Centre and Waterfront area.</p> <p>If the site were to be redeveloped for residential it would need to provide for its own requirements.</p>
<p>Servicing</p>	<p>Any new development on this site could potentially be serviced from King Street.</p>
<p>Potential for improving pedestrian/cycling network?</p>	<p>North-south linkages along Clarence Road could potentially be improved. There is a pedestrian crossing across Mumby Road in close proximity.</p>
<p>Comprehensive development issues</p>	<p>Potential to comprehensively develop with the adjoining area of car parking /Masonic Hall.</p>
<p>Any known infrastructure issues?</p>	<p>Sewerage capacity issues, replacement car parking.</p>
<p>Any known deliverability issues (land ownership, accessibility, viability issues etc.)?</p>	<p>GBC land ownership.</p>
<p>Other issues/comments</p>	

Options

Option 1: Retain as a public car park.

Option 2: Redevelop for residential development fronting Clarence Road, with undercroft parking accessed from King Street.

Preferred Approach

High 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.

Site 17: Clarence Road Residents Car Park



Site Description / Current use	The site is currently a residents' car park facing onto Clarence Road with pedestrian access onto King Street.
Adjacent uses	Immediately to the north the site is adjacent the public car park with the Masonic Hall, a pub and Mumby Road further to the north. The site faces onto to Clarence Road and St Georges Barracks is on the other side of the road. To the South the site is bordered by an area of residential flats. On the western side of the site there is King Street and an area of flatted residential development.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	Gymnasium and Main Building St Georges Barracks South.
Local list	None
Buildings or features of significant historic or architectural interest	The Conservative Club and the rear of Gosport Museum are in the vicinity. No's 11-12, 15-20 North Cross Street
Historic Park	None
Local historic park	None

Scheduled monument	ancient	None
Archaeology		Historic building pattern underneath the car park.
		Within or adjacent
Conservation Area		Adjacent to the St Georges Barracks South Conservation Area.
Special Character Area		No
TPO		St Georges Barracks South group TPO
Design considerations		
<p>Design considerations will be a key factor in proposals being permitted, considerations include:</p> <ul style="list-style-type: none"> • Proximity of the Listed buildings and their setting • Location adjacent to the St Georges Barracks South Conservation Area • Improved linkages to King Street • Use of the historic built form as a future development cue. 		
Nature conservation		On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar		Cockle Ponds (Portsmouth Harbour) (376m). The Solent and Dorset Coast potential SPA (400m)
SSSI		Cockle Ponds (Portsmouth Harbour) (376m)
SINCs		Arden Park (163m)
LNR		None
Known protected species		None
Known BAP target species		None
Any natural features of note (established trees, woods, ponds, hedges etc.)		None
Contamination		Contamination issues to consider associated with parking use. Further investigation will be required.
Consider previous uses, any known studies etc.		
Flood risk		Flood Zone 1. Partly flood zones zone 2 and 3 by 2115.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.		Noise from users and service vehicles for the town centre.
Air quality (any known/potential issues)-		Potential air pollution from traffic.
Light sources -is the area currently unlit or adjacent a significant unlit area		Typical urban light sources in the vicinity.
Safeguarded Area		No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.		Issues include: Surrounding the site is an existing area of housing. The impact upon the amenity of residents needs to be considered.
Any open space?		Small play area adjacent to the site
Land use designations only (as identified in the current adopted Local Plan)		Gosport Waterfront and Town Centre (LP4) Urban Area Boundary LP3
Accessibility		Proximity of Town/Local centre Gosport town centre is located within close proximity.
- public transport		
- local/ town centre		Other facilities nearby The doctors' surgery and pharmacy at Rope Quay.

- other facilities in proximity	Public transport accessibility Gosport Bus Station and Gosport Ferry are located within half a mile making this one of the most accessible parts of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.
Road access-availability, safety	The site has access onto Clarence Road which connects into Mumby Road.
Parking	Any redevelopment would not only need to cater for its own residential parking but also the existing residential parking arrangements.
Servicing	Potential servicing from King Street.
Potential for improving pedestrian/cycling network?	North-south linkages along Clarence Road could potentially be improved. There is a pedestrian crossing across Mumby Road in close proximity.
Comprehensive development issues	Potential to comprehensively develop with the adjoining area of car parking and the Masonic Hall.
Any known infrastructure issues?	Sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	GBC land ownership.
Other issues/comments	

Options

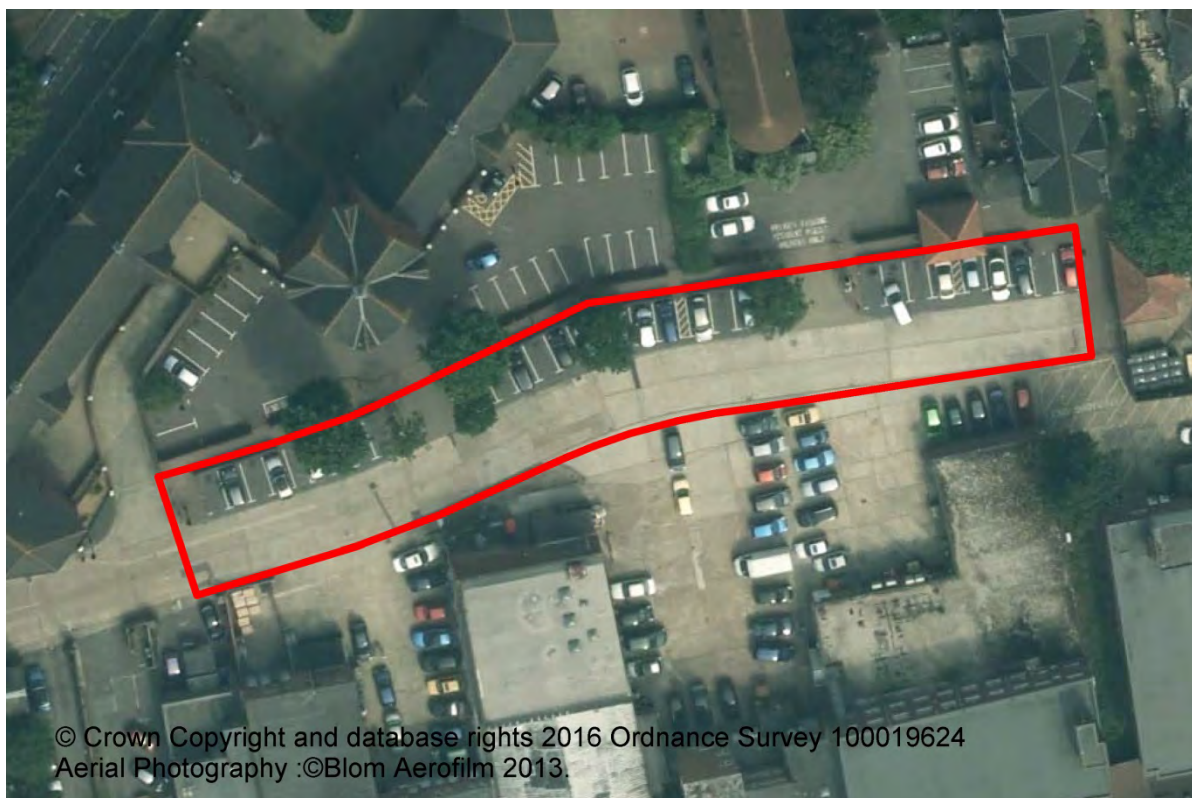
Option 1: Retain as a public car park.

Option 2: Redevelop for residential development fronting Clarence Road, with undercroft parking accessed from King Street.

Proposals

Area retained for private car parking to serve the adjacent flats.

Site 18: North Loading Area



Site Description / Current use	The site is currently a public car park facing onto the North Loading area which runs up the back of the north side of Gosport High Street.
Adjacent uses	To the north, the site is bordered by an area of flats, of mixed public and private tenure. To the south there are the backs of the commercial properties on the High Street which are serviced from the North Loading Road.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	89 -92 North Street.
Local list	None
Buildings or features of significant historic or architectural interest	Conservative Club and rear of Gosport Museum, The High Street. No's 11-12, 15-20 North Cross Street. Nos 89-92 North Street (Part of Listing for Nos. 84-92 North Street) Nos 84-88 North Street (Part of Listing for Nos. 84-92 North Street)
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Historic building pattern underneath the car park.
	Within or adjacent
Conservation Area	Within the High Street Conservation Area. Close to St Georges Barracks Conservation Area.
Special Character Area	No
TPO	No
Design considerations	Design considerations will be a key factor in proposals being permitted, considerations include:

<ul style="list-style-type: none"> • Proximity of the Listed buildings and their setting • High Street Conservation Area and nearby St Georges Barracks Conservation Area • Improved linkages to between Clarence Road and North Cross Street. • Use of the historic built form as a future development cue. • Re-provision of through vehicular route to be investigated. • Ability to achieve a satisfactorily designed development due to shape of site. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Ponds (Portsmouth Harbour) (214m) The Solent and Dorset Coast potential SPA (400m)
SSSI	Cockle Ponds (Portsmouth Harbour) (214m)
SINCs	Arden Park (124m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination	Contamination issues to consider- historical use of the site.
Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Flood Zone 1. By 2115 a very limited area within zone 2
Noise/Vibration –proximity to noise emitting uses, busy roads, factories, airfield etc.	Noise from users and service vehicles for the town centre.
Air quality (any known/potential issues)-	Air pollution from vehicles on the roads in the vicinity.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, consideration will need to be given to outdoor lighting associated with any retail activity in proximity
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: To the north of the site is an existing area of housing. The impact upon the amenity of residents needs to be considered. The impact of traffic on Mumby Road on future residents. Servicing arrangements of the existing commercial properties.
Any open space?	None
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre (LP4) Principal District and Neighbourhood Centres / Uses Within Centres (LP27/LP28) Urban Area Boundary LP3
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport town centre is located within close proximity. Other facilities nearby The Gosport Museum, Discovery Centre and Town Hall. Public transport accessibility Gosport Bus Station and Gosport Ferry are located within half a mile making this one of the most accessible parts of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry

	stop on the Portsmouth side of the Harbour.
Road access-availability, safety	This area links to Clarence Road which then connects into Mumby Road.
Parking	Replacement parking provision for any lost as part of the redevelopment will need to be considered.
Servicing	The North Loading area currently acts as servicing for the shops on the High Street. Space will be needed to continue this use.
Potential for improving pedestrian/cycling network?	East - west linkages between Clarence Road and North Cross Street could potentially be improved.
Comprehensive development issues	Potential to link to the development planned for North Cross Street.
Any known infrastructure issues?	Sewerage capacity. Parking provision.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	GBC land ownership.
Other issues/comments	Long narrow site potentially difficult to develop.

Option

Only option: Retain as a public car park.

Preferred Approach

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 due to its shape and its immediate proximity to other uses. The site can be retained as parking to serve the High Street.

Site 19: Crown Mews



Site Description / Current use	The site is currently a private car park serving the residential properties.
Adjacent uses	To the north the site is bordered by an area of flats, of mixed public and private tenure. The site faces onto the North Loading Area, which includes a Council car parking area as well as the rear servicing areas of the High Street shops and other commercial premises.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	89 -92 North Street.
Local list	None
Buildings or features of significant historic or architectural interest	Conservative Club and rear of Gosport Museum, The High Street. No's 11-12, 15-20 North Cross Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Historic building pattern underneath the car park.
	Within or adjacent
Conservation Area	Within the High Street Conservation Area.
Special Character Area	No
TPO	No

Design considerations	
Design considerations will be a key factor in proposals being permitted, considerations include:	
<ul style="list-style-type: none"> • Proximity of the Listed buildings and their setting • Location within Conservation Area • Improved linkages to between Clarence Road and North Cross Street. • Use of the historic built form as a future development cue. • Recreation of through vehicular route. • Ability to achieve a satisfactory design solution 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Ponds (Portsmouth Harbour) (214m). The Solent and Dorset Coast potential SPA (400m)
SSSI	Cockle Ponds (Portsmouth Harbour) (214m)
SINCs	Arden Park (124m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination	Contamination issues to consider associated with parking.
Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Flood Zone 1.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Noise from users and service vehicles for the town centre.
Air quality (any known/potential issues)-	Air pollution from vehicular traffic on roads in the vicinity.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: To the north of the site is an existing area of housing. The impact upon the amenity of residents needs to be considered. Issues relating to servicing the retail properties. The impact of traffic on Mumby Road on future residents.
Any open space?	None
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre (LP4) Principal District and Neighbourhood Centres / Uses Within Centres (LP27/LP28) Urban Area Boundary LP3
Accessibility	Proximity of Town/Local centre Gosport town centre is located within close proximity.
- public transport	Other facilities nearby The Gosport Museum, Discovery Centre and Town Hall.
- local/ town centre	Public transport accessibility
- other facilities in proximity	

	Gosport Bus Station and Gosport Ferry are located within half a mile making this one of the most accessible parts of the Borough in terms of accessibility to public transport services. A number of other bus stops are located within the town centre. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry pontoon in Portsmouth Harbour.
Road access-availability, safety	This area links to Clarence Road which then connects into Mumby Road.
Parking	Replacement parking provision for that lost as part of the car park will need to be considered.
Servicing	The North Loading Area currently acts as servicing for the shops on the High Street. Space will be needed to continue this use.
Potential for improving pedestrian/cycling network?	East West Linkages between Clarence Road and North Cross Street could potentially be improved.
Comprehensive development issues	Potential to link to the development planned for North Cross Street. Possibly developable in conjunction with the GBC car park.
Any known infrastructure issues?	Sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	The site is currently used as parking provision for the adjacent residential buildings.
Other issues/comments	

Option

Only option: Retain as a car park.

Preferred Approach

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.

South Street/South Cross Street Area

Site 20: South Street: 'Woolworths' Public Car park



Site Description / Current use	The site is currently a short-stay public car park accessed onto South Street via a service road. It has good linkages through to the High Street via a number of alleyways. This is a well-used car park serving the eastern end of the Town Centre.
Adjacent uses	To the north, the site is bordered by the rear of the commercial properties on the High Street as well as a number of rear infill flats. To the south on the opposite side of South Street is an area of flats of a mixture of Borough Council and private stock.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	88 High Street, 91 High Street, 92-93 High Street, 94 High Street, 99/99a High Street.
Local list	None
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 96, 98,100,101,102,104,107 and 108 the High Street. 1-7a and 6 to 14 Bemister's Lane
Historic Park	None
Local historic park	None
Scheduled monument ancient	None
Archaeology	Historic building pattern underneath the car park.
	Within or adjacent

Conservation Area	Within the High Street Conservation Area.
Special Character Area	No
TPO	No
Design considerations	
Considerations include:	
<ul style="list-style-type: none"> • Proximity of the Listed buildings and their setting • Location within the High Street Conservation Area. • Improved linkages to between the High Street and Trinity Green. • Use of the historic built form as a future development cue. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Pond (Portsmouth Harbour) (221m). The Solent and Dorset Coast potential SPA (300m)
SSSI	Cockle Pond (Portsmouth Harbour) (221m)
SINCs	Rampart Moat (178m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination	Contamination issues to consider including associated with parking.
Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Currently flood zone 1. By 2115 Flood zone 2 and 3
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Noise from users and service vehicles for the town centre.
Air quality (any known/potential issues)-	Air pollution from vehicular traffic on South Street.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: To the north of the site is an existing area of housing. The impact upon the amenity of residents needs to be considered. Servicing of commercial units
Any open space?	Walpole Park, Falklands Gardens, Bastion No.1 in close proximity.
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre (LP4) Principal District and Neighbourhood Centres / Uses Within Centres (LP27/LP28) Urban Area Boundary LP3
Accessibility	Proximity of Town/Local centre Gosport town centre is located within close proximity.
- public transport	
- local/ town centre	
- other facilities in proximity	Public transport accessibility Gosport Bus Station and Gosport Ferry are located within half a mile making this one of the most accessible parts of the Borough in terms of accessibility to public transport services. There is also a designated area for cycle parking within close proximity to Gosport Bus Station

	and Gosport Ferry. Portsmouth Harbour Railway Station is also located in close proximity.
Road access-availability, safety	The car park is connected at South Street via a service road. The staggered junction onto South Street can be busy at times.
Parking	Any release of the site for development will need to be considered as part of a wider assessment of all public parking provision in the Town Centre and Waterfront area. If the site were to be redeveloped for residential it would need to provide for its own requirements.
Servicing	The area behind currently acts as servicing for the shops on the High Street. Space will be needed to continue this use.
Potential for improving pedestrian/cycling network?	Existing: North-south linkages using the alleyways to access the High Street. There is a pedestrian crossing on South Street.
Comprehensive development issues	Potential to develop in conjunction with the rear of 84-86 High Street which is adjacent.
Any known infrastructure issues?	Sewerage capacity- Parking provision.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Access to the shops on the High Street will need to be retained.
Other issues/comments	Currently identified as a key car park to retain.

Options

Option 1: Retain as a public car park.

Option 2 Redevelop the site for high density residential fronting onto South Street and retaining access to the backs of the commercial properties on the High Street potentially including an element of undercroft parking.

Option 3: Redevelop site for a mixed use scheme comprising residential, community and retail uses.

Preferred approach

The car park should be retained as an area of public car parking which plays an important role at this end of the town due to its location, size and prominence.



Site 21: Coates Road Car Park



Site Description / Current use	The site is currently used as a short stay public car park between the High Street and South Street. It has good linkages through to the High Street via North Cross Street and Bemister's Lane.
Adjacent uses	To the north the site is bordered by the rear of the commercial properties on the High Street as well as a number of rear infill flats. To the south on the opposite side of South Street is an area of flats of a mixture of council housing and private stock. To the west the site is bordered by the Waterside Centre and to the east by the shopping area of Bemister's Lane.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	125-125b High Street, 126 High Street, 106 High Street.
Local list	None
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 20-24, 30, 32, 35, 36, 37, 38, 39, and 115 the High Street and the Roman Catholic Church. 1-7a and 6 to 14 Bemister's Lane
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Historic building pattern underneath the car park.
	Within or adjacent
Conservation Area	Adjacent to the High Street Conservation Area.
Special Character Area	No
TPO	No

Design considerations Considerations include: <ul style="list-style-type: none"> • Location adjacent the High Street Conservation Area. • Improved linkages to between the High Street and South Street, Trinity Green and Walpole Park. • Use of the historic built form as a future development cue. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Pond (Portsmouth Harbour) (181m). The Solent and Dorset Coast potential SPA) (300m)
SSSI	Cockle Pond (Portsmouth Harbour) (181m)
SINCs	Rampart Moat (200m) Arden Park (336m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination Consider previous uses, any known studies etc.	Contamination issues to consider associated with parking. Further investigation will be required.
Flood risk	Flood Zone 1. By 2115 partly within zone 2 and 3
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Noise from users and service vehicles for the town centre. Noise from traffic using South Street.
Air quality (any known/potential issues)-	Air pollution from traffic on South Street.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity including from the commercial properties on the High Street, and adjacent tall blocks of flats.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: To the south of the site is an existing area of housing. The impact upon the amenity of residents needs to be considered. The impact of traffic on South Street on future residents. Impact of the users of the Waterside Centre on the amenity of future residents.
Any open space?	Open space adjacent at the end of Bemister's Lane and informal space in the residential development opposite.
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre (LP4) Principal District and Neighbourhood Centres / Uses Within Centres (LP27/LP28) Urban Area Boundary LP3
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport town centre which also forms part of the wider regeneration area is located within close proximity. Other facilities nearby Town Hall and Discovery Centre Public transport accessibility Close to bus stops served by numerous services leaving the Bus

	Station and within walking distance of the Gosport Ferry.
Road access -availability, safety	The site is closely connected to South Street.
Parking	Replacement parking provision for that lost as part of the car park will need to be considered. The parking requirements for any residential development will need to be accommodated on-site.
Servicing	The area behind currently acts as servicing for the shops on the High Street. Space will be needed to continue this use.
Potential for improving pedestrian/cycling network?	North-south linkages to the High Street exist.
Comprehensive development issues	Potential to develop in conjunction with the rear of the adjoining Waterside Centre site and the Precinct.
Any known infrastructure issues?	Sewerage capacity. Replacement parking.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	GBC ownership.
Other issues/comments	

Options

Option 1: Retain as a public car park.

Option 2: Redevelop the site for high density residential fronting onto South Street and retain access to the backs of the commercial properties on the High Street potentially including an element of undercroft parking.

Preferred Approach

The site could be developed for high density residential. The site 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.

Site 22: Waterside Centre



Waterside Centre

Site Description / Current use	The site is currently used as a church with associated community facilities (Waterside Centre) and ancillary car park. The building is of low architectural value and the church could be reincorporated into a new development.
Adjacent uses	To the north the site is bordered by the rear of the commercial properties on the High Street as well as a number of rear infill flats. To the south on the opposite side of South Street is an area of flats of a mixture of Council and private stock. To the east is the Coates Road public car park and to the west is the precinct a 1960's shopping centre.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	125-125b High Street, 126 High Street, 106 High Street.
Local list	None
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 20-24, 30, 32, 35, 36, 37, 38, 39, and 115 the High Street and the Roman Catholic Church. 1-7a and 6 to 14 Bemister's Lane.
Historic Park	None
Local historic park	None

Scheduled monument	ancient	None
Archaeology		Historic building pattern underneath the building.
		Within or adjacent
Conservation Area		Adjacent the High Street Conservation Area.
Special Character Area		No
TPO		No
Design considerations		
Considerations include:		
<ul style="list-style-type: none"> • Proximity of the listed buildings and their setting. • Location adjacent the High Street Conservation Area. • Improved linkages to between the High Street and South Street, Trinity Green and Walpole Park. • Use of the historic built form as a future development cue. 		
Nature conservation		On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar		Cockle Pond (Portsmouth Harbour) (178m). The Solent and Dorset Coast potential SPA (300m).
SSSI		Cockle Pond (Portsmouth Harbour) (178m)
SINCs		Rampart Moat (205m) Arden Park (330m)
LNR		None
Known protected species		None
Known BAP target species		None
Any natural features of note (established trees, woods, ponds, hedges etc.)		None
Contamination		Contamination issues to consider- historical use of the site.
Consider previous uses, any known studies etc.		Further investigation will be required.
Flood risk		Flood Zone 1. By 2115 within flood zone 2
Noise/Vibration –proximity to noise emitting uses, busy roads, factories, airfield etc.		Noise from users and service vehicles for the town centre. Noise from traffic using South Street.
Air quality (any known/potential issues)-		Air pollution from traffic on South Street.
Light sources -is the area currently unlit or adjacent a significant unlit area		Typical urban light sources in the vicinity such as the commercial properties on the High Street, and tall blocks of flats.
Safeguarded Area		No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.		Issues include: To the south of the site is an existing area of housing. The impact upon the amenity of residents needs to be considered.
Any open space?		Informal space within the residential development opposite.
Land use designations only (as identified in the current adopted Local Plan)		Gosport Waterfront and Town Centre (LP4) Principal District and Neighbourhood Centres / Uses Within Centres (LP27/LP28) Urban Area Boundary LP3
Accessibility - public transport		Proximity of Town/Local centre Gosport town centre is located within close proximity. Other facilities nearby

- local/ town centre - other facilities in proximity	Discovery Centre and Town Hall. Public transport accessibility Close to bus stops served by numerous services leaving the Bus Station and within walking distance of the Gosport Ferry.
Road access -availability, safety	The site is adjacent South Street.
Parking	The parking requirements for any residential development will need to be accommodated on-site.
Servicing	The area to the north currently acts as servicing for the shops on the High Street.
Potential for improving pedestrian/cycling network?	Existing north-south linkages to the High Street exist via Bemister's Lane. Cycle parking required as part of residential development.
Comprehensive development issues	Potential to develop in conjunction with the adjoining Coates Road Car Park and Precinct sites
Any known infrastructure issues?	It will be necessary to consider a replacement church/community facility either as part of the development, or off-site within the vicinity to serve its current users. Sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Willingness of landowner to develop the site Ensuring a replacement community facility can be provided.
Other issues/comments	

Options

Option 1: Retain as a church and community facility

Option 2: Redevelop the site for high density residential fronting onto South Street and retaining access to the backs of the commercial properties on the High Street potentially including an element of undercroft parking.

Option 3: Redevelop the site for high density residential retaining and incorporating the church use fronting onto South Street and retaining access to the backs of the commercial properties on the High Street potentially including an element of undercroft parking.

Option 4: Redevelop the site as an extended community facility, as identified by the Waterside Centre, with the potential to develop a wider mixed use site with community facilities as part of a comprehensive development with adjacent sites.

Preferred Approach

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.

Site 23: Gosport Shopping Precinct



Site Description / Current use	The site is currently a shopping precinct to the rear of the High Street. The precinct has a large number of vacancies.
Adjacent uses	To the north, the site is bordered by the rear of the commercial properties on the High Street as well as a number of rear infill flats. To the south on the opposite side of South Street is an area of flats of a mixture of Council and private stock. To the west the site is bounded by South Cross Street with the Gosport Police Station on the opposite side of the road. The Waterside Church is located to the east
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	125-125b High Street, 126 High Street, 106 High Street.
Local list	None
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 20-24, 30, 32, 35, 36, 37, 38, 39, and 115 the High Street and the Roman Catholic Church.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Historic building pattern underneath the building.
	Within or adjacent
Conservation Area	Adjacent to the High Street Conservation Area.
Special Character Area	No
TPO	No

Design considerations	
Considerations include: <ul style="list-style-type: none"> • Scope for landmark building at prominent corner. • Location adjacent the High Street Conservation Area. • Improved linkages to between the High Street and Trinity Green and Walpole Park. • Use of the historic built form as a future development cue. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Pond (Portsmouth Harbour) (165m) The Solent and Dorset Coast potential SPA (300m)
SSSI	Cockle Pond (Portsmouth Harbour) (165m)
SINCs	Rampart Moat (216m) Arden Park (396m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Flood Zone 1. By 2115 within zone 2 and 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Noise from users and service vehicles for the town centre. Noise from traffic using South Street.
Air quality (any known/potential issues)-	Traffic on South Street.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity including from the commercial properties on the High Street, and adjacent tall blocks of flats.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: To the south of the site is an existing area of housing. The impact upon the amenity of residents needs to be considered. The impact of traffic on South Street on future residents.
Any open space?	Informal space as part of the residential development opposite and at open space nearby at Walpole Park.
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre (LP4) Principal District and Neighbourhood Centres / Uses Within Centres (LP27/LP28) Urban Area Boundary LP3
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport town centre is located within close proximity. Other facilities nearby Discovery Centre and Town Hall. Public transport accessibility Close to bus stops served by numerous services leaving the Bus Station and within walking distance of the Gosport Ferry.

Road access-availability, safety	The site has access to South Street via South Cross Street.
Parking	The precinct is currently served by the public car parks in the vicinity.
Servicing	The area to the rear of the precinct currently acts as servicing for the shops on the High Street. Space will be needed to continue this use.
Potential for improving pedestrian/cycling network?	There is an existing good connection along South Cross Street to the High Street. There may be scope for some environmental improvements. Cycle parking required as part of residential development.
Comprehensive development issues	Potential to develop in conjunction with the rear of the adjoining Coates Road Car Park site.
Any known infrastructure issues?	Sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	It is not known whether there is desire to develop on the part of the owner.
Other issues/comments	

Options

Option 1: Retain as a shopping precinct.

Option 2: Redevelop as a residential site, with frontage facing onto South Street and South Cross Street with access retained to the rear of the properties on the High Street.

Option 3: Redevelop as a predominantly residential site with commercial frontage on the ground floor facing South Cross Street. Access to be retained to the rear of the properties on the High Street.

Preferred Approach

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.

Site 24: Police Station site



Site Description / Current use	Most of site until recently was used as a police station and is now vacant The police have now moved into the Town Hall.
Adjacent uses	To the north the site is bordered by the rear of the commercial properties on the High Street and the Town Hall as well as a number of flats and houses to the rear of the High Street. To the south on the opposite side of South Street is an area of flats of mixed Council and private stock. To the east is South Cross Street and the Precinct. To the west is an area of car parking ancillary to the Town Hall.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	None
Local list	None
Buildings or features of significant historic or architectural interest	Conservative Club and rear of Gosport Museum, High Street.
Historic Park	None
Local historic park	None
Scheduled monument	None
Archaeology	Historic building pattern underneath the building.
	Within or adjacent
Conservation Area	Adjacent to the High Street Conservation Area.

Special Character Area	No
TPO	No
Design considerations	
Considerations include:	
<ul style="list-style-type: none"> • Proximity of the listed buildings and their setting. • Location adjacent the High Street Conservation Area. • Improved linkages to between the High Street and South Street, Trinity Green and Walpole Park. • High density development which would act as a cue for other developments along this frontage. Potentially for taller building at corner of the site fronting South Street. • Use of street trees along South Street 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Within 150m of Cockle Pond –part of Portsmouth Harbour SPA/Ramsar site. The Solent and Dorset Coast potential SPA (300m).
SSSI	Within 150m of Cockle Pond –part of Portsmouth Harbour SSSI site
SINCs	Within 400m of St George Barracks South SINC
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Flood Zone 1. By 2115 Partly within floodzone 2 and 3.
Noise/Vibration –proximity to noise emitting uses, busy roads, factories, airfield etc.	Noise from users and service vehicles for the town centre. Noise from traffic using South Street.
Air quality (any known/potential issues)-	Traffic on South Street.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity including from the commercial properties on the High Street, and adjacent tall blocks of flats.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: To the south of the site is an existing area of housing. The impact upon the amenity of residents needs to be considered.
Any open space?	Informal space as part of the residential development opposite and open space at Walpole Park.
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre (LP4) Principal Centre (LP27 & LP28) Urban Area Boundary LP3
Accessibility - public transport - local/ town centre	Proximity of Town/Local centre Gosport town centre is located within close proximity. Other facilities nearby Gosport Town Hall.

- other facilities in proximity	Public transport accessibility Close to bus stops served by numerous services leaving the Bus Station and within walking distance of the Gosport Ferry.
Road access -availability, safety	Access onto South Street via Thorngate Way
Parking	The Police Station provided its own on site provision which now is provided within the Town Hall Car park Any residential development will need to meet its requirements on-site.
Servicing	The Thorngate Way to the north currently acts as servicing for the shops on the High Street. Space will be needed to continue this use.
Potential for improving pedestrian/cycling network?	Cycle parking required as part of residential development.
Comprehensive development issues	Potential to develop in conjunction with the adjoining Precinct site.
Any known infrastructure issues?	Sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Potential to development in conjunction with other sites in the immediate vicinity.
Other issues/comments	

Options

Option 1: Redevelop for a mix of high density residential development with commercial on the ground floor frontage of South Cross Street.

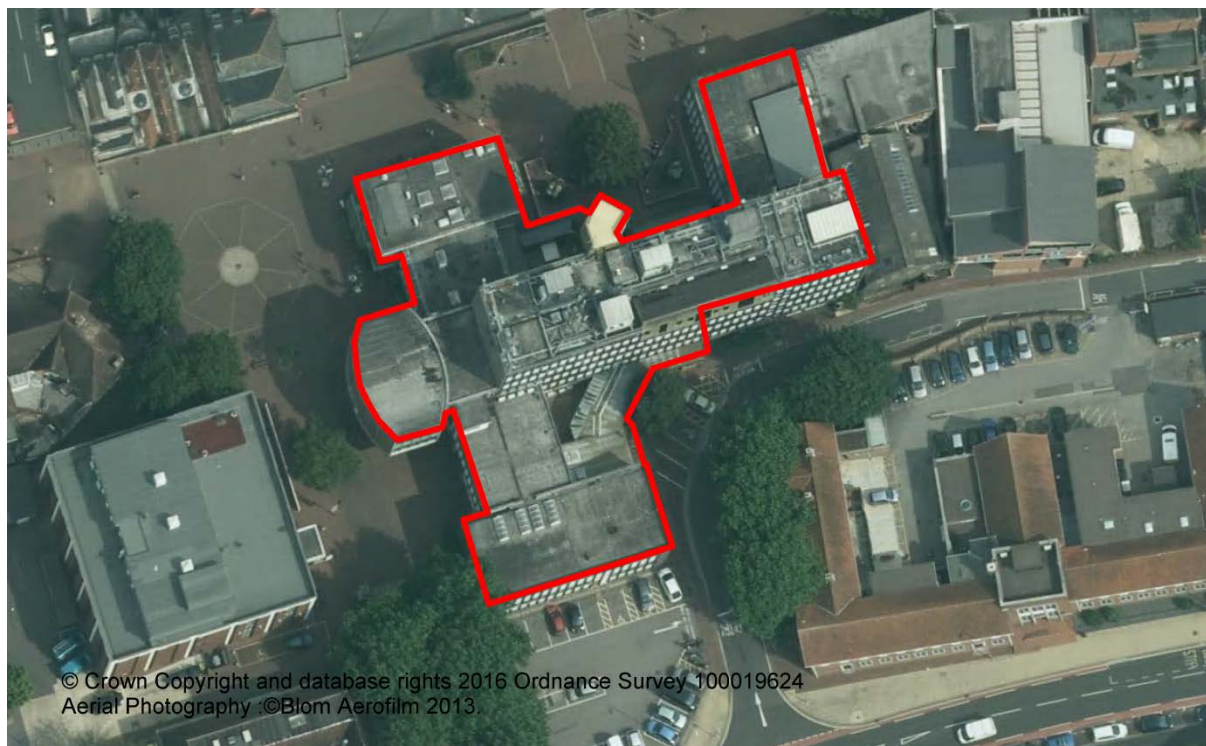
Option 2: Retain building.

Preferred Approach

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 Waterfront Church. There is potential to include a taller focal building as part of the site.

There may also be scope for the site to incorporate retirement accommodation or hotel uses.

Site 25: Gosport Town Hall



Site Description / Current use	The Town Hall is used by Gosport Borough Council as its civic offices. The Police have moved to the ground floor.
Adjacent uses	<p>The pedestrianised High Street is located to the north of the Town Hall with a range of retail and commercial properties in the immediate vicinity.</p> <p>The Discovery Centre is located to the west together with further pedestrianised areas.</p> <p>A small car park serving the Town Hall and relocated police station is located to the south together with the former police station building.</p> <p>To the east are a number of retail units including the former post office.</p>
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	No's 1 and 2 the High Street. Opposite.
Local list	None
Buildings or features of significant historic or architectural interest	Conservative Club and rear of Gosport Museum, The High Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Historic building pattern underneath the building.
	Within or adjacent
Conservation Area	Within the High Street Conservation Area.
Special Character Area	No
TPO	Adjacent High Street group TPO

Design considerations Considerations include:	
<ul style="list-style-type: none"> • Proximity of the listed buildings and their setting. • Location within the High Street Conservation Area. • Use of the historic built form as a future development cue. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Pond (Portsmouth Harbour) (98m). The Solent and Dorset Coast potential SPA (300m)
SSSI	Cockle Pond (Portsmouth Harbour) (98m)
SINCs	Rampart Moat (301m) Arden Park (172m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Flood Zone 1. The building remains in Flood Zone 1 by 2115 (although part of the car park is in floodzone 2).
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Noise from users and service vehicles for the town centre. Noise from traffic using South Street.
Air quality (any known/potential issues)-	Traffic on South Street.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity including from the commercial properties on the High Street, and tall blocks of flats in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: The impact of users of the High Street, especially late at night upon amenity needs to be considered.
Any open space?	Open space at Walpole Park
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre (LP4) Principal District and Neighbourhood Centres / Uses Within Centres (LP27/LP28) Urban Area Boundary LP3
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport town centre is located within close proximity. Other facilities nearby Discovery Centre. Public transport accessibility Close to bus stops served by numerous services leaving the Bus Station and within walking distance of the Gosport Ferry.
Road access -availability,	The rear of the site has access onto South Street via Thorngate Way.

safety	
Parking	Parking provision will need to be considered.
Potential for improving pedestrian/cycling network?	Cycle parking requirements.
Comprehensive development issues	Potential to develop in conjunction with the adjoining South Street sites-Police Station and the Precinct.
Any known infrastructure issues?	Sewerage capacity for the Town Centre area. Alternative accommodation would be required for Police and Council services.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	The Town Hall is currently occupied by GBC and Police providing important local functions.
Other issues/comments	

Options

Option 1: Retain as the Town Hall including the police with scope for further intensification of the existing building including additional community and business uses.

Option 2: Redevelop for a mixture of retail and residential development with retail uses on the ground floor.

Preferred Approach

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.

Site 26: Town Hall Car Park



Current use	The site is currently a car park serving the Town Hall.
Adjacent uses	To the north, the site is bordered by the Town Hall. To the South on the opposite side of South Street is the Walpole Park Car Park. To the west is the dental practice and Discovery Centre and to the east is former Gosport Police Station.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	No's 1 and 2 the High Street.
Local list	None
Buildings or features of significant historic or architectural interest	Conservative Club and rear of Gosport Museum, the High Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Historic building pattern underneath the building.
	Within or adjacent
Conservation Area	Within the High Street Conservation Area.
Special Character Area	No
TPO	Adjacent High Street group TPO

Design considerations	
Considerations include: <ul style="list-style-type: none"> • Location within the High Street Conservation Area. • Prominent location overlooking Walpole Park 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Pond (Portsmouth Harbour) (77m). The Solent and Dorset Coast potential SPA (300m)
SSSI	Cockle Pond (Portsmouth Harbour) (77m)
SINCs	Rampart Moat (283m) Arden Park (168m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Flood Zone 1. By 2115 partly within flood zone 2.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Noise from users and service vehicles for the town centre. Noise from traffic using South Street.
Air quality (any known/potential issues)-	Traffic on South Street.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: The impact of users of neighbouring buildings.
Any open space?	There is open space opposite at Walpole Park.
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre (LP4) Principal District and Neighbourhood Centres / Uses Within Centres (LP27/LP28) Urban Area Boundary LP3
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport town centre is located within close proximity. Other facilities nearby Town Hall/Police Station. Public transport accessibility Close to bus stops served by numerous services leaving the Bus Station and within walking distance of the Gosport Ferry.
Road access -availability, safety	South Street via Thorngate Way

Parking	Parking is required to serve the needs of the Town Hall including Police vehicles. If the site were to be developed in conjunction with the Town Hall and residential development would need to incorporate on-site parking.
Servicing	N/a
Potential for improving pedestrian/cycling network?	Sewerage capacity.
Comprehensive development issues	Potential to develop in conjunction with adjoining South Street sites and the Town Hall.
Any known infrastructure issues?	Sewerage provision
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	The Town Hall is currently occupied and the redevelopment of the associated parking may only be possible in the long term.
Other issues/comments	

Option

Option 1: Retain as a car park for use by the Borough Council and the Police with an element of public parking.

Option 2: Consider some built development to support intensification of uses within the adjacent Town Hall.

Preferred approach

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.

Site 27: Land to the rear of 84-86 High Street



Site Description / Current use	The site is a partially tree covered area to the rear of 84-86 High Street. Part of the area is used for private parking.
Adjacent uses	To the north and east the site is bordered by the rear of the commercial properties on the High Street. To the south on the opposite side of South Street is an area of flats To the west the site is bordered by South Street Car Park.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	88 High Street, 91 High Street, 92-93 High Street, 94 High Street, 99/99a High Street.
Local list	None
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 96, 98,100,101,102,104,107 and 108 the High Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Historic building pattern underneath the building.

	Within or adjacent
Conservation Area	Within the High Street Conservation Area.
Special Character Area	No
TPO	No
Design considerations Considerations include: <ul style="list-style-type: none"> • Location within the High Street Conservation Area. • Improved linkages to adjoining areas • Servicing requirements 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Pond (Portsmouth Harbour) (278m). The Solent and Dorset Coast potential SPA (200m)
SSSI	Cockle Pond (Portsmouth Harbour) (278m)
SINCS	Rampart Moat (183m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	Numerous trees – need to assess their contribution to the Conservation Area
Contamination Consider previous uses, any known studies etc.	Contamination issues to consider- historical use of the site.
Flood risk	Flood Zone 1. By 2115, floodzone 2 and 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Noise from users and service vehicles for the town centre. Noise from traffic using South Street.
Air quality (any known/potential issues)-	Traffic on South Street and Bus Station
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources including commercial properties and adjacent tall blocks of flats.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: Adjacent users-commercial and residential
Any open space?	Open space as part of the residential development opposite. Falklands Gardens and Trinity Green are in close proximity.
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre (LP4) Principal District and Neighbourhood Centres / Uses Within Centres (LP27/LP28) Urban Area Boundary LP3
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport town centre is located within close proximity. Other facilities nearby Gosport Bus Station Public transport accessibility The close proximity of Gosport Bus Station and Gosport Ferry make

	this one of the most accessible parts of the Borough in terms of accessibility to public transport services. There is also a designated area for cycle parking within close proximity to Gosport Bus Station and Gosport Ferry. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.
Road access-availability, safety	Access onto South Street
Parking	Parking provision for any future development will need to be considered.
Servicing	The area currently acts as servicing for the shops on the High Street. Space will be needed to continue this use.
Potential for improving pedestrian/cycling network?	None identified.
Comprehensive development issues	Any development should not prejudice the servicing of the High Street commercial units.
Any known infrastructure issues?	Sewerage capacity
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Site currently used as rear servicing for Poundland store, likely this access will need to be retained.
Other issues/comments	

Options

- 1: Retain as servicing and private parking
- 2: High density residential development site with rear access to be retained from the shops on the High Street.
3. Potential scope to extend the South Street Car Park into this area whilst maintaining access to the servicing area

Preferred Approach

High density residential development site with rear access to be retained from the shops on the High Street. This option creates an extended frontage onto South Street, providing new dwellings within the town centre area. Development of this kind has the potential to improve the street scene and screen the rear servicing of the shops on the High Street.



Site 28: Walpole Park Car Park Upper Level (sub section 1,2,3,4)



Site Description / Current use	The site is currently one of the main areas of long stay car parking serving Gosport Town Centre. The site is located between South Street and Walpole Park and is accessed from South Street and also a secondary access off Haslar Road.
Adjacent uses	To the north the site is bordered by South Street with the Town Hall on the opposite side of the road together with a car park and a commercial building with a link through to the High Street. There are a number of residential properties on the eastern side of the car park. To the south and west the site is bordered by Walpole Park and the boating lake.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	None
Local list	None
Buildings or features of significant historic or architectural interest	None
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Historic building pattern underneath the existing structure, including the remains of the Gosport lines.

	Within or adjacent
Conservation Area	In close proximity to the High Street Conservation Area.
Special Character Area	No
TPO	Adjacent High Street group TPO
Design considerations	
Considerations include:	
<ul style="list-style-type: none"> • Location in proximity of the High Street Conservation Area. Development could affect its setting • The setting of the historic 'Line of Fire' associated with the Gosport Lines • Prominent location fronting South Street • Prominent location overlooking Walpole Park and the Haslar Lake • The proximity of residential developments. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Pond (Portsmouth Harbour) (20m). The Solent and Dorset Coast potential SPA (200m)
SSSI	Cockle Pond (Portsmouth Harbour) (20m)
SINCs	Rampart Moat (197m) Arden Park (235m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination	Contamination issues to consider- parking and historical use of the site.
Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Flood Zone 1. Flood zone 2115, zone 2 and 3
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Users and service vehicles for the town centre. Traffic using South Street including car parks
Air quality (any known/potential issues)-	Traffic on South Street.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, including residential and commercial properties. To the south and west the park is a dark area so consideration would need to be given on the relationship between the two areas.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Adjacent residential properties to the east.
Any open space?	Adjacent to open space at Walpole Park.
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre (LP4) Urban Area Boundary LP3
Accessibility	Proximity of Town/Local centre Gosport town centre is located within close proximity.
- public transport	Other facilities nearby

- local/ town centre - other facilities in proximity	Gosport Discovery Centre and Town Hall. Public transport accessibility Close to bus stops served by numerous services leaving the Bus Station and within walking distance of the Gosport Ferry.
Road access -availability, safety	Access onto South Street.
Parking	The levels of public parking and potential re-provision of existing parking will need to be considered as part of the overall Town Centre provision Parking provision for any future residential development will need to be considered.
Potential for improving pedestrian/cycling network?	The site is closely connected to Gosport High Street via a pedestrian crossing. Linkages through the site from the car parks immediately to the south will need to be retained and improved. Potential to include cycle parking for future residents, and improve off road cycle links along South Street.
Comprehensive development issues	Potential to develop in conjunction with the adjoining areas of public car parking.
Any known infrastructure issues?	Sewerage capacity
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	The land is currently used for public car parking. It is likely that although there is excess parking capacity there are other car park sites which are more suited for redevelopment. Made-up land. Ground condition as and potential archaeology associated with the Gosport Lines.
Other issues/comments	

Options

Option 1: Retain as a public car park

Option 2: Partially redevelop for residential/commercial development (Walpole 2,3,4) in a style which is in keeping with the existing built form whilst retaining part as car park (Walpole 1).

Option 3: Redevelop wholly for residential/commercial development with frontages facing onto South Street and Walpole Park.

Preferred approach

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 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.

Site 29: Walpole Park Car Park Lower Level (Sub Sections 5,6,7)



Site Description / Current use	A large area of long stay public car parking located between the residential development to the south of South Street and Walpole Park. The site serves the Town Centre as well as users of the ferry.
Adjacent uses	To the north, the site is adjacent residential properties which front onto Church Path as well as the top section of the Walpole Park Car Park. The site is separated from these areas by a short steep slope marking previous fortifications. To the east are residential properties fronting Trinity Close off Haslar Road. To the south and west the site is bordered by Walpole Park and the boating lake.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	Trinity Church (115m)
Local list	None
Buildings or features of significant historic or architectural interest	None
Historic Park	None
Local historic park	None
Scheduled ancient monument	Bastion Number 1 is visible from this site (80m)
Archaeology	Historic building pattern underneath the existing structure, including the remains of the Gosport lines. Within or adjacent
Conservation Area	Within 100m of the High Street Conservation Area.
Special Character Area	No

TPO	No
Design considerations Considerations include: <ul style="list-style-type: none"> • Setting of Bastion No.1 • Implications relating to the former fortifications and the 'field of fire' associated with the Gosport Lines. • Prominent location overlooking Walpole Park and Haslar Lake • Proximity of the listed buildings (Trinity Green) and their setting. • Improved linkages to between the High Street and South Street, Trinity Green and Walpole Park. • Use of the historic built form as a future development cue. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Adjacent Cockle Pond and Haslar Lake (Portsmouth Harbour) The Solent and Dorset Coast potential SPA (50m)
SSSI	Adjacent Cockle Pond and Haslar Lake (Portsmouth Harbour)
SINCs	Rampart Moat (80m); Arden Park (320m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination Consider previous uses, any known studies etc.	Reclaimed land potential contamination and stability issues. Further investigation will be required.
Flood risk	Flood Zone 3 with elements in zone 2. By 2115 site within zone 2 and 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Traffic
Air quality (any known/potential issues)-	Traffic-related
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources to the north and east (residential properties). To the south and west the park is a dark area so consideration would need to be given on the relationship between the two areas.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Residential amenity of adjoining properties.
Any open space?	Adjacent to open space at Walpole Park.
Land use designations only (as identified in the current adopted Local Plan)	Partly inside, and adjacent, Gosport Waterfront and Town Centre (LP4) Urban Area Boundary LP3
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport town centre is located within close proximity. Other facilities nearby Gosport Discovery Centre, Town Hall, Trinity Church. Public transport accessibility Gosport Bus Station and Gosport Ferry are located within half a mile

	making this one of the most accessible parts of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.
Road access-availability, safety	Road access to this area is either to South Street via the upper section of Walpole Park Car Park or to Haslar Road via the eastern section of the car park.
Parking	Parking provision for any future development will need to be considered. The levels of public parking and potential reprovision of existing parking will also need to be considered.
Potential for improving pedestrian/cycling network?	Existing links up to the upper level of the Walpole Park Car Park with a path to a pedestrian crossing on South Street with access to the Town Centre. There is an existing link through to Trinity Close and Haslar Road and then onto the Trinity Church and the ferry. A pedestrian refuge/crossing would assist pedestrians crossing Haslar Road. Links through Walpole Park and adjacent Haslar Lake. Improving the condition of the path to Haslar Bridge could provide a useful link with the Haslar peninsula.
Comprehensive development issues	Potential to develop in conjunction with the adjoining areas of public car parking. Need to consider access to South Street and Haslar Road.
Any known infrastructure issues?	Sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	The land is currently used for public car parking. It is likely that although there is excess parking capacity there are other car park sites which are more suited for redevelopment.
Other issues/comments	Made-up land issues?

Options

Option 1: Retain as a public car park

Option 2: Redevelop for residential development facing onto Walpole Park.

Preferred Approach

Retention of the area as car parking to accommodate parking which is proposed to be lost elsewhere in the town centre.

Site 30: Walpole Park Car Park (Haslar Road Section) (Sub section 8)



Site Description / Current use	The site is currently one of the main areas of long stay car parking serving Gosport Town Centre and the Ferry.
Adjacent uses	<p>To the north the site is bordered by residential properties facing Trinity Close as well the central part of the Walpole Park Car Park</p> <p>To the east is Haslar Road and Bastion No.1 and its moat.</p> <p>To the south is the Haslar Marina public car park with the marina facilities further to the south</p> <p>To the west is Cockle Pond and Walpole Park with Haslar Lake located to the south west.</p>
Brownfield/greenfield?	Brownfield.
Heritage	On-site or in proximity?
Listed building	Trinity Church (within 100 metres to the north east) and the Rectory (125 metres to the east).
Local list	None
Buildings or features of significant historic or architectural interest	None
Historic Park	None
Local historic park	None
Scheduled ancient monument	Bastion No.1 is very close proximity on the other side of Haslar Road.
Archaeology	Historic building pattern underneath the building. Associations with the Gosport Lines fortifications.

	Within or adjacent
Conservation Area	No
Special Character Area	No
TPO	No
Design considerations	
Considerations include: <ul style="list-style-type: none"> • Setting of Bastion No.1 • Implications relating to the former fortifications and the 'lines of fire' associated with the Gosport Lines. • Prominent location overlooking Walpole Park and Haslar Lake • Proximity of the listed buildings (Trinity Green) and their setting. • Improved linkages to between Trinity Green and Walpole Park. Use of the historic built form as a future development cue.	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Pond (Portsmouth Harbour) (15m) and Haslar Lake Adjacent the Solent and Dorset Coast potential SPA
SSSI	Cockle Pond (Portsmouth Harbour) (15m) and Haslar Lake
SINCs	Rampart Moat (20m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination Consider previous uses, any known studies etc.	Contamination issues to consider- historical uses and parking. Further investigation will be required.
Flood risk	Flood Zone 2 with small area on periphery in Flood zone 3. By 2115 Flood zones 2 and 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Traffic
Air quality (any known/potential issues)-	Traffic.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity associated with residential properties. Walpole Park is a dark area so there would need to be consideration how the two areas inter-relate.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Residential amenity of adjacent properties.
Any open space?	Adjacent to open space at Walpole Park and Bastion No1.
Land use designations only (as identified in the current adopted Local Plan)	Adjacent to Gosport Waterfront and Town Centre (LP4) Urban Area Boundary LP3
Accessibility - public transport	Proximity of Town/Local centre Gosport town centre forms part of the wider regeneration area is located within close proximity.

<p>- local/ town centre - other facilities in proximity</p>	<p>Other facilities nearby Gosport Discovery Centre and Town Hall, Trinity Church. Public transport accessibility Gosport Bus Station and Gosport Ferry are located within half a mile making this one of the most accessible parts of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.</p>
<p>Road access-availability, safety</p>	<p>Access onto Haslar Road</p>
<p>Parking</p>	<p>Parking provision for any future residents will need to be considered. The levels of public parking and potential reprovision of existing parking will also need to be considered.</p>
<p>Potential for improving pedestrian/cycling network?</p>	<p>Potential to improve links across Haslar Road (pedestrian refuge/crossing) Part of the site could accommodate part of the Gosport Lines Walk by using the edge of the car park as a tree-lined walk between Bastion No.1 and Walpole Park. Potential to improve creekside path to Haslar Bridge</p>
<p>Comprehensive development issues</p>	<p>Potential to develop in conjunction with neighbouring parking areas.</p>
<p>Any known infrastructure issues?</p>	<p>Sewerage capacity.</p>
<p>Any known deliverability issues (land ownership, accessibility, viability issues etc.)?</p>	<p>The land is currently used for public car parking. It is likely that although there is excess parking capacity there are other car parking sites which are more suited for redevelopment.</p>
<p>Other issues/comments</p>	

Options

Option 1: Retain as a public car park

Option 2: Redevelop for residential development facing onto Walpole Park.

Preferred Approach

Retention of the area as car parking to accommodate parking which is lost elsewhere in the town centre.

Site 31: Haslar Marina



<p>Site Description / Current use</p>	<p>The site is the land based component of Haslar Marina and includes various elements:</p> <ul style="list-style-type: none"> • public car at the northern end of the site (serving Town centre and the Ferry) • boat yard and slipway • berthholders car park • commercial units for marine and ancillary –related uses including a chandlery and a bar/restaurant
<p>Adjacent uses</p>	<p>To the north adjacent the Haslar public car park is the GBC owned long stay car park with residential to the north of this.</p>

	<p>To the west is Haslar Lake and creekside footpath</p> <p>To the South on the opposite side of the road is the Marina reception and offices, and the marina itself.</p> <p>To the west is Bastion No.1 and its moat with some residential fronting Haslar Road further south.</p>
Brownfield/greenfield?	Brownfield.
Heritage	On-site or in proximity?
Listed building	Various listed buildings at Haslar Hospital and HMS Dolphin on the far side of the Creek.
Local list	None
Buildings or features of significant historic or architectural interest	None
Historic Park	None
Local historic park	None
Scheduled ancient monument	Bastion No 1.
Archaeology	<p>Historic marine uses and foreshore. Potential Neolithic and Mesolithic remains on foreshore.</p> <p>Association with fortifications</p>
	Within or adjacent
Conservation Area	Haslar Conservation Area on the other side of Haslar Lake.
Special Character Area	No
TPO	No
Design considerations include:	<ul style="list-style-type: none"> • Proximity to Bastion No.1 and its moat (SAM) • The historic fortifications and the land associated with the 'fields of fire'. • Potential to incorporate features that echo these fortifications as well as uses associated with the adjacent millpond (there was a watermill previously on the site). • Site occupies a prominent location adjacent Haslar Lake. • The setting of the Haslar Conservation Area • Improved linkages to between the Haslar Peninsula and Walpole Park/Town Centre. • Use of the historic built form as a future development cue.
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	<p>Adjacent Cackle Pond and Haslar Lake (Portsmouth Harbour SPA/Ramsar). The digitised boundary of the SPA also includes some of the land within the Haslar Marina site itself. Further investigation is required with Natural England on whether this was intended when the boundary was drawn.</p> <p>Adjacent the Solent and Dorset Coast potential SPA.</p>
SSSI	<p>Adjacent Cackle Pond and Haslar Lake (Portsmouth Harbour)</p> <p>Site of destroyed SSSI-infilled and now used as boat yard/parking area</p>
SINCs	Rampart Moat (15m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges)	None

etc.)	
Contamination Consider previous uses, any known studies etc.	Contamination issues to consider- historical use of the site. Further investigation will be required. Includes area of made-up land.
Flood risk	Very small areas on the periphery in Flood Zone 2/3. By 2115, most of the site is in Flood zone 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Traffic using Haslar Road. Noise associated with marina
Air quality (any known/potential issues)-	Traffic
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity. Many of the adjoining areas (the creek, Bastion No 1 and Walpole Park) are unlit and therefore any new development would need to be sensitive to these areas (considerations include limiting light spillage).
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	The impact of users of the cafes and buildings associated with Haslar Marina, especially late at night upon the amenity of residents needs to be considered.
Any open space?	Open space at adjacent Walpole Park and Bastion No1.
Land use designations only (as identified in the current adopted Local Plan)	Site outside the Gosport Waterfront and Town Centre Regeneration Area (LP4) Site outside of the Urban Area Boundary (LP3)- particularly important consideration if including this site within the SPD.
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport town centre is located within close proximity. Other facilities nearby Haslar Marina, Submarine Museum. Public transport accessibility Gosport Bus Station and Gosport Ferry are located within half a mile making this one of the most accessible parts of the Borough in terms of accessibility to public transport services. A number of other bus stops are located within the town centre including along Haslar Road. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.
Road access -availability, safety	Access onto Haslar Road
Parking	Parking provision for any future development will need to be considered. The levels of public parking and potential reprovision of existing parking will also need to be considered.
Potential for improving pedestrian/cycling network?	Potential to include cycle parking for future residents, and improve off road cycle links along Haslar Road. Footpath (perhaps cycle link) by improving quality of path alongside Haslar Lake between Haslar Bridge and Walpole Park Part of the site could accommodate part of the Gosport Lines Walk by using edge of car park as a tree-lined walk between Bastion No.1 and

	Walpole Park.
Comprehensive development issues	Need to ensure the function of the Marina is safeguarded-i.e. sufficient land-based facilities and parking is provided. Would require a masterplan approach.
Any known infrastructure issues?	Sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	The land is currently used for public car parking. It is likely that although there is excess parking capacity there are other car park sites which are more suited for redevelopment. Viable issues associated with made-up land.
Other issues/comments	

Options

Option1: Retain in current layout.

Option 2: redevelop for marine uses supplementary to Haslar Marina whilst retaining a section of the car parking for customer parking for Haslar Marina.

Option 3: redevelop for a mix of residential and marine employment whilst retaining the parking for customers of Haslar Marina.

Preferred Approach

Option 2 is preferred. 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.

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.

Site 32: Church Path Car Park



Site Description / Current use	The site is currently one of the smaller areas of short stay car parking serving Gosport Town Centre.
Adjacent uses	To the north is Church Path with buildings including a number of tower blocks on the opposite side Immediately to the west are two pairs of semi-detached dwellings. To the south is the rear of residential properties that face onto Trinity Close and to the east on the opposite side of Haslar Road is a small grassed area with Barclay House behind.
Brownfield/greenfield?	Brownfield.
Heritage	On-site or in proximity?
Listed building	Trinity Church and the Rectory
Local list	None

Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 20-24,30,32,35,36,37,38,39, and 115 the High Street and the Roman Catholic Church.
Historic Park	None
Local historic park	None
Scheduled ancient monument	Bastion No 1.
Archaeology	Historic building pattern underneath the building.
	Within or adjacent
Conservation Area	Approximately 60m from the High Street Conservation Area.
Special Character Area	No
TPO	No
Design considerations	
Design considerations will be a key factor in proposals being permitted, considerations include: <ul style="list-style-type: none"> • Proximity to the Trinity Green area and its Listed Buildings. • Development at this site represents an opportunity to create an active frontage on Haslar Road and therefore would need to be of a good quality finish. • Consider setting of Bastion No.1 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Pond and Haslar Lake (Portsmouth Harbour) (c120m) .The Solent and Dorset Coast potential SPA (200m)
SSSI	Cockle Pond and Haslar Lake (Portsmouth Harbour) (c120m)
SINCs	Rampart Moat (c100m)
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination Consider previous uses, any known studies etc.	Contamination issues to consider- historical use and parking. Further investigation will be required.
Flood risk	Currently not with Flood zones 2 or 3 By 2115, the entire site is in Flood zone 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Traffic on Haslar Road
Air quality (any known/potential issues)-	Traffic.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, largely associated with residential.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Residential amenity of existing residents particularly on Church Path.
Any open space?	Adjacent to open space at Trinity Green and close to Walpole Park.
Land use designations only (as identified in the current adopted Local Plan)	Within Gosport Waterfront and Town Centre Regeneration Area (LP4) Opposite residential allocation at Barclay House (LP4) Urban Area Boundary LP3
Accessibility	Proximity of Town/Local centre

<ul style="list-style-type: none"> - public transport - local/ town centre - other facilities in proximity 	<p>Gosport town centre is located within close proximity.</p> <p>Other facilities nearby Trinity Church</p> <p>Public transport accessibility Gosport Bus Station and Gosport Ferry are located in close proximity making this one of the most accessible parts of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.</p>
<p>Road access-availability, safety</p>	<p>The site is on the corner of Haslar Road and Church Path. Any access road would likely to be off Church Path.</p>
<p>Parking</p>	<p>Parking provision for future residents will need to be considered. The levels of public parking and potential reprovision of existing parking will also need to be considered.</p>
<p>Potential for improving pedestrian/cycling network?</p>	<p>Potential to include cycle parking for future residents, and improve off road cycle links along South Street and Haslar Road.</p>
<p>Comprehensive development issues</p>	<p>The site could be developed as part of a series of wider developments around Trinity Green.</p>
<p>Any known infrastructure issues?</p>	<p>Sewerage capacity.</p>
<p>Any known deliverability issues (land ownership, accessibility, viability issues etc.)?</p>	<p>Currently in public ownership, could potentially come forward in the short term.</p>
<p>Other issues/comments</p>	

Options

Option 1: Retain as a public car park

Option 2: Redevelop for residential development facing onto Haslar Road.

Preferred Approach

The 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.

Site 33: Barclay House (extended area)



<p>Site Description / Current use</p>	<p>The site is currently in use as sheltered accommodation, it consists of two main buildings and a number of ancillary gardens and structures set in an area of wider open space.</p> <p>Along with the two adjacent residential towers and their associated garages it forms a block between Haslar Road, Trinity Green, South Street and the Harbour Tower.</p>
<p>Adjacent uses</p>	<p>The site faces onto Trinity Green and Trinity Church. This forms an important focal point and open space within the Borough. Trinity church is originally 17th Century but has been rebuilt and re clad at later stages.</p> <p>To the north the site is bordered by The Mews residential properties</p>

	<p>(Council and privately owned) with Blake Court and Hammond Court flats and associated car parking and amenity area to the north, adjacent South Street.</p> <p>To the west of the site on the opposite side of Haslar Road is a mixed area of residential development consisting of a mix of semi-detached and terraced housing built on a traditional street pattern and an area of flatted development of 6no. 5 storey blocks, in addition there is an area of public car parking which makes up the Church Path car park.</p> <p>Immediately to the east is a partially treed covered amenity area. Harbour Tower is further to the east. This is a significant block of flats and includes an ancillary area of parking. Open space associated with the Millennium Promenade including the Sun Dial is also located to the east of the site.</p>
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	Church of the Holy Trinity, Trinity Green. Grade II*
	Holy Trinity Vicarage, Trinity Green. Grade II
Local list	The site is in close proximity to the Harbour and Seaward Towers, Trinity Green
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 96, 98, 100, 101, 102, 104, 107 and 108 the High Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	Bastion No. 1 (80 m to the south)
Archaeology	There is likely to be significant archaeological remains from the historic building pattern which existed up until the mid-20 th century.
	Within or adjacent
Conservation Area	The site is within 60m of the High Street Conservation Area to the north.
Special Character Area	No
TPO	To investigate further.
Design considerations	
Considerations include: <ul style="list-style-type: none"> • It will be paramount to incorporate a high standard of design which respects the setting of Trinity Church and its surrounds. • Presence of potentially nationally and locally important historic buildings and archaeology • Consideration of views through from the Millennium Promenade and associated space. • The mix of types and tenures in the vicinity • The site has a frontage on Haslar Road so there are opportunities to create an active frontage. • Need to consider the potential for any proposals for the Church Path Car Park. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Pond and Haslar Lake (Portsmouth Harbour) (c 180m) The Solent and Dorset Coast potential SPA (200m)
SSSI	Cockle Pond and Haslar Lake (Portsmouth Harbour) (c180m)
SINCs	Rampart Moat (88m)
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats)
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of	Established trees within and adjacent the site.

note (established trees, woods, ponds, hedges etc.)	
Contamination Consider previous uses, any known studies etc.	The site has been flagged as being within 20m of a potential contaminated site. Further investigation will be required.
Flood risk	The site is in floodzone 1. By 2115 the site is entirely within Floodzone 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Traffic on South Street and Haslar Road. Movements and functions associated with Trinity Church.
Air quality (any known/potential issues)-	Traffic on South Street and Haslar Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity associated with residential properties. Trinity Church is architecturally lit.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Residential amenity issues associated with the proximity of properties located immediately to the north.
Any open space?	The eastern end of the site is designated open space. Trinity Green is designated as Existing Open Space under Policy LP35 Millennium Promenade and associated areas (Sundial and Pier are in close proximity Walpole Park is within easy reach.
Land use designations only (as identified in the current adopted Local Plan)	LP4: The Gosport Waterfront and Town Centre. LP4: Mixed use allocation (as part of the Town Centre and Waterfront Regeneration allocation, although it is clear from the Local Plan text that the Barclay House site itself is considered as a residential allocation. LP:35 Open Space –again it is clear that this allocation could involve some reconfiguration of the open space provision.
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre is located within close proximity Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. A number of other bus stops are located within close proximity. Portsmouth Harbour Railway Station is also located in close proximity via the Gosport Ferry.
Road access-availability, safety	The site is accessed off Trinity Green which links into Haslar Road.
Parking	There is both allocated parking and garage provision as part of the site as well as on street parking provision on the neighbouring streets. In addition the site is in close proximity to the public car parks at South Street and Coates Road as well as the Walpole Park Car Parks a little further away.

Potential for improving pedestrian/cycling network?	Barclay House is physically separated from Gosport Town Centre by South Street. Linkages to and from each of these areas may need to be improved, particularly in terms of road safety for pedestrians if the site is to be redeveloped.
Comprehensive development issues	The site has the potential to be comprehensively developed as part of a wider development around Trinity Green.
Any known infrastructure issues?	Sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	The land is in GBC ownership. Any proposals will need to make provision for existing residents. The presence of Listed buildings and the close proximity of residential properties to the north will be key considerations.
Other issues/comments	None

Options

Option 1: Retain in the current use

Option 2: Redevelop the site for residential development facing onto Trinity Green with rear parking provision to the North.

Preferred Approach

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.



Site 34: Area immediately to the east of Barclay House



<p>Site Description / Current use</p>	<p>The site is currently in use as an open space between Barclay House and the Harbour Tower. It incorporates a block of garages serving Hammond House and a footway.</p> <p>Along with the buildings which make up Barclay House, the two adjacent residential towers and their associated garages it forms a block between Haslar Road, Trinity Green, South Street and the Harbour Tower.</p>
<p>Adjacent uses</p>	<p>To the north, the site is bordered by an amenity grassed area adjacent to Hammond Court with South Street to the north.</p> <p>To the north east, beyond the amenity area is the bus station site. There are plans to redevelop the bus station, and the impact of these proposals on the site will need careful consideration.</p> <p>To the eastern side of the site is the Harbour Tower which is a</p>

	<p>significant block of flats and its ancillary area of parking.</p> <p>To the west of the site is Barclay house which consists of three buildings and ancillary parking and outbuildings.</p> <p>To the south and Trinity Church and Trinity Green and the Timespace (south east) from an important focal point and open space within the Borough. Trinity church is originally 17th Century but has been rebuilt and reclad at later stages.</p>
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	Church of the Holy Trinity, Trinity Green. Grade II*
	Holy Trinity Vicarage, Trinity Green. Grade II
Local list	The site is adjacent the Harbour and Seaward Towers, Trinity Green
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 96, 98, 100, 101, 102, 104, 107 and 108 the High Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	There is likely to be significant archaeological remains from the historic building pattern which existed up until the mid-20 th century.
	Within or adjacent
Conservation Area	In close proximity to the High Street Conservation Area to the north.
Special Character Area	No
TPO	No
Design considerations	
<p>Considerations include:</p> <ul style="list-style-type: none"> • It will be paramount to incorporate a high standard of design which respects the setting of Trinity Church and its surrounds. • Presence of potentially nationally and locally important historic buildings and archaeology • Consideration of views through from the Millennium Promenade and associated space. • The mix of types and tenures in the vicinity • Location and design of a new transport interchange • Design of tall buildings need to be in appropriate locations and scale. • The extent of the development area • The provision of car parking • Dealing with flooding issues. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Pond (Portsmouth Harbour) (231m) The Solent and Dorset Coast potential SPA (100m)
SSSI	Cockle Pond (Portsmouth Harbour) (231m)
SINCs	Rampart Moat (101m)
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats)
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	Well-treed
Contamination	Part of the site within a 20m buffer for contaminated land by

Consider previous uses, any known studies etc.	Environmental health. Further investigation will be required.
Flood risk	The site is located within flood zone 2. By 2115, floodzone 2 and 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	There may be some noise from the traffic on South Street.
Air quality (any known/potential issues)-	Traffic on South Street and Haslar Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity associated with residential properties. Trinity Church is architecturally lit.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Residential amenity issues associated with the proximity of properties located immediately to the north and west
Any open space?	Parts of the site are currently used as amenity open space and designated as Existing Open Space under Policy LP35 Trinity Green is designated as Existing Open Space under Policy LP35 Millennium Promenade is an important waterside walk in close proximity.
Land use designations only (as identified in the current adopted Local Plan)	LP4: The Gosport Waterfront and Town Centre. LP35: Protection of Existing Open Space
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre is located within close proximity Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. There is also a designated area for cycle parking within close proximity to Gosport Bus Station and Gosport Ferry. Portsmouth Harbour Railway Station is also located in close proximity.
Road access -availability, safety	The site fronts onto Trinity Green which links into Haslar Road. The garage part of the site is accessed via The Mews which has an access onto Trinity Green.
Parking	There is on street parking provision. The site also includes garage provision so the redevelopment of such an area will need to address this issue.
Potential for improving pedestrian/cycling network?	Part of this site forms a pedestrian link between Trinity Green and the Walpole Park Car Park (off Haslar Road) to the Bus Station. An attractive realigned link would need to be provided. The site is physically separated from Gosport Town Centre by South Street. Linkages to and from each of these areas may need to be improved, particularly in terms of road safety for pedestrians if the site is to be redeveloped.
Comprehensive development issues	There are physical constraints such as flood risk that will need to be dealt with. The site has the potential to be comprehensively developed in

	conjunction with the following: the adjoining open space, part of a wider development around Trinity Green, part of a wider development around South Street.
Any known infrastructure issues?	Sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	How the development of the site relates to that of the adjoining areas will have an important impact upon the viability of the scheme. Other issues relating to the presence of Listed buildings will be an issue. Part of the Land is in GBC ownership; however the ownership in the wider area is mixed creating difficulties in relation to a wider development scheme.
Other issues/comments	None

Options

Option 1: Retain as an area of public open space

Option 2: Redevelop the site for residential development facing onto Trinity Green and towards the Harbour Tower.

Preferred approach

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.



Site 35: Area immediately to the east of Hammond House



<p>Site Description / Current use</p>	<p>The site is currently in use as an open space located between Hammond Court and the Harbour Tower. Along with the buildings which make up Barclay House and the two adjacent residential towers including Hammond House and their associated garages it forms a block between Haslar Road, Trinity Green, South Street and the Harbour Tower.</p>
<p>Adjacent uses</p>	<p>To the north the site is bordered by South Street and the Bus Station. There are plans to redevelop the bus station, and the impact of these proposals on the site will need careful consideration.</p> <p>To the south west of the site is Barclay House which consists of three buildings and ancillary parking and outbuildings.</p>

	<p>To the eastern side of the site is the Harbour Tower which is a significant block of flats and its ancillary area of parking.</p> <p>Immediately to the south is a block of garages with an amenity area and Trinity Church and Trinity Green located to the south of this. Trinity church is originally 17th Century but has been rebuilt and reclad at later stages.</p>
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	Church of the Holy Trinity, Trinity Green. Grade II*
	Holy Trinity Vicarage, Trinity Green. Grade II
Local list	The site is adjacent the Harbour and Seaward Towers, Trinity Green
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 96, 98,100,101,102,104,107 and 108 the High Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	There is likely to be significant archaeological remains from the historic building pattern which existed up until the mid-20 th century.
	Within or adjacent
Conservation Area	Opposite the High Street Conservation Area to the north.
Special Character Area	No
TPO	No
Design considerations include:	<ul style="list-style-type: none"> • Proximity of the High Street Conservation Area • Presence of nationally and locally important historic buildings and archaeology • Location and design of a new transport interchange • The setting of South Street • The setting of Trinity Green • The extent of the development area • The setting of Trinity Church • Consideration of linkages to Falkland Gardens • The provision of car parking • The mix of types and tenures • Dealing with flooding issues.
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Within 265m of the Portsmouth Harbour SPA/SAC. The Solent and Dorset Coast potential SPA (100m)
SSSI	Within 265m of the Portsmouth Harbour SSSI.
SINCs	Within 141 metres of the Ramparts Moat SINC.
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats)
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	Small number of trees
Contamination	None known

Consider previous uses, any known studies etc.	
Flood risk	The site is located within flood zone 2. Flood zone 2115, zone 2 and 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	There may be some noise from the traffic on South Street.
Air quality (any known/potential issues)-	There may be some air quality issues from the traffic on South Street.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, consideration will need to be given to outdoor lighting associated with employment sources in the vicinity.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include the relationship of proposed uses with existing and other proposed uses.
Any open space?	The site is currently used as amenity open space and is designated as Existing Open Space under Policy LP35 Trinity Green is designated as Existing Open Space under Policy LP35
Land use designations only (as identified in the current adopted Local Plan)	LP4: The Gosport Waterfront and Town Centre. LP35: Protection of Existing Open Space
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre is located within close proximity Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop on the Portsmouth side of the Harbour.
Road access -availability, safety	The site fronts directly onto South Street at a busy bend close to a spur road that accesses the Bus Station. There is also potential access from the rear to Trinity Green (via the Mews). Access to any development needs to be considered comprehensively with other potential development sites in the vicinity.
Parking	There is on street parking provision on the neighbouring streets. Parking associated with any residential development would need to be considered comprehensively with adjoining sites.
Potential for improving pedestrian/cycling network?	Pedestrian links across South Street.
Comprehensive development issues	There are physical constraints such as flood risk that will need to be dealt with. The site has the potential to be comprehensively developed in conjunction with the following: the adjoining open space, the Bus Station site, the wider development around South Street and around

	Trinity Green.
Any known infrastructure issues?	Sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	<p>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.</p> <p>How the development of the site relates to that of the adjoining areas will have an important effect upon the viability of the scheme.</p> <p>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.</p>
Other issues/comments	None

Options

Option 1: Retain as an area of public open space

Option 2: Redevelop the site for residential development facing onto the Harbour Tower and the bus station.

Proposals

Retain as an open area.



Site 36: Area immediately to the west of Harbour Tower



<p>Site Description / Current use</p>	<p>Area of open space adjacent to the Harbour Tower and Gosport Bus Station. Consists of cut grass amenity space and a concrete path.</p> <p>Along with the buildings which make up Barclay House and the two adjacent residential towers including Hammond House and its associated garages it forms a block between Haslar Road, Trinity Green, South Street and the Harbour Tower.</p>
<p>Adjacent uses</p>	<p>To the north the site is bordered by South Street and the Bus Station. There are plans to redevelop the bus station, and the impact of these proposals on the site will need careful consideration.</p> <p>To the south west of the site is Barclay house and adjoining open space which consists of three buildings and ancillary parking and outbuildings. In addition there is also Blake Court and Hammond Court to the west.</p> <p>To the eastern side of the site is the Harbour Tower which is a significant block of flats and its ancillary area of parking with the Millennium Promenade and the harbour frontage further to the east.</p> <p>Immediately to the south is the parking area associated with the Harbour Tower and amenity land</p> <p>The site is in close proximity to Trinity Church and Trinity Green and the Timespace. These form an important focal point and open space within the Borough. Trinity church is originally 17th Century but has been rebuilt and reclad at later stages.</p>

Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	Church of the Holy Trinity, Trinity Green. Grade II* Holy Trinity Vicarage, Trinity Green. Grade II
Local list	The site is adjacent the Harbour Towers, Trinity Green
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 96, 98,100,101,102,104,107 and 108 the High Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	There is likely to be significant archaeological remains from the historic building pattern which existed up until the mid-20 th century. Within or adjacent
Conservation Area	The High Street Conservation Area is located to the north.
Special Character Area	No
TPO	No
Design considerations Considerations include:	
<ul style="list-style-type: none"> • Close proximity to Harbour Tower • Location and design of a new transport interchange • Proximity of the High Street Conservation Area • Presence of nationally and locally important historic buildings and archaeology • The setting of South Street • The setting of Trinity Green • The setting of Trinity Church • The extent of the development area • Consideration of linkages to Falkland Gardens • The provision of car parking • The mix of types and tenures • Dealing with flooding issues. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Within 292m of the Portsmouth Harbour SPA / Ramsar The Solent and Dorset Coast potential SPA (100m)
SSSI	Within 292m of the Portsmouth Harbour SSSI.
SINCs	Within 162m metres of the Ramparts Moat SINC.
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats)
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	A small number of trees
Contamination Consider previous uses, any known studies etc.	Part of the site within a 20m contaminated land buffer zone
Flood risk	The site is located within flood zone 2. Flood zone 2115, zone 2 and 3.
Noise/Vibration –proximity to noise emitting uses,	Traffic from South Street and the Bus Station

busy roads, factories, airfield etc.	
Air quality (any known/potential issues)-	Potential issues due to close proximity to Bus Station.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity- residential, bus station and street lighting.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: the relationship of proposed uses with existing and other proposed uses including the Harbour Tower and the redevelopment of the Bus Station site.
Any open space?	The site is currently used as amenity open space and is designated as Existing Open Space under Policy LP35. Trinity Green is designated as Existing Open Space under Policy LP35
Land use designations only (as identified in the current adopted Local Plan)	LP4: The Gosport Waterfront and Town Centre. LP35: Protection of Existing Open Space
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre is located within close proximity Public transport accessibility Gosport Bus Station is adjacent the site. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry pontoon in Portsmouth Harbour.
Road access -availability, safety	Site fronts onto the Bus Station spur road off South Street. The development would need to be considered in conjunction with the development of the Bus Station and other sites in the immediate vicinity. This would have implications for road access arrangements
Parking	Adjacent parking associated with Harbour Tower. Any development would need to be considered in conjunction with the development of the Bus Station and other sites in the immediate vicinity. This would have implications for parking arrangements.
Potential for improving pedestrian/cycling network?	Site includes an important link between Trinity Green and the Bus Station. If the site were to be redeveloped an appropriate link will need to be retained. The site is physically separated from Gosport Town Centre by South Street. Linkages to and from each of these areas may need to be improved, particularly in terms of road safety for pedestrians if the site is to be redeveloped.
Comprehensive development issues	There are physical constraints such as flood risk that will need to be dealt with. The site has the potential to be comprehensively developed in conjunction with the following: the Bus Station site, the adjoining open space, part of a wider development around Trinity Green, part of a wider development around South Street.
Any known infrastructure issues?	Sewerage capacity.
Any known deliverability issues (land ownership,	The land is identified in the Local Plan as protected existing space under Policy LP35. Any redevelopment of this space needs to be

accessibility, issues etc.)?	viability	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. Ownership issues may be a consideration.
Other issues/comments		None

Options

Option 1: Retain as an area of public open space

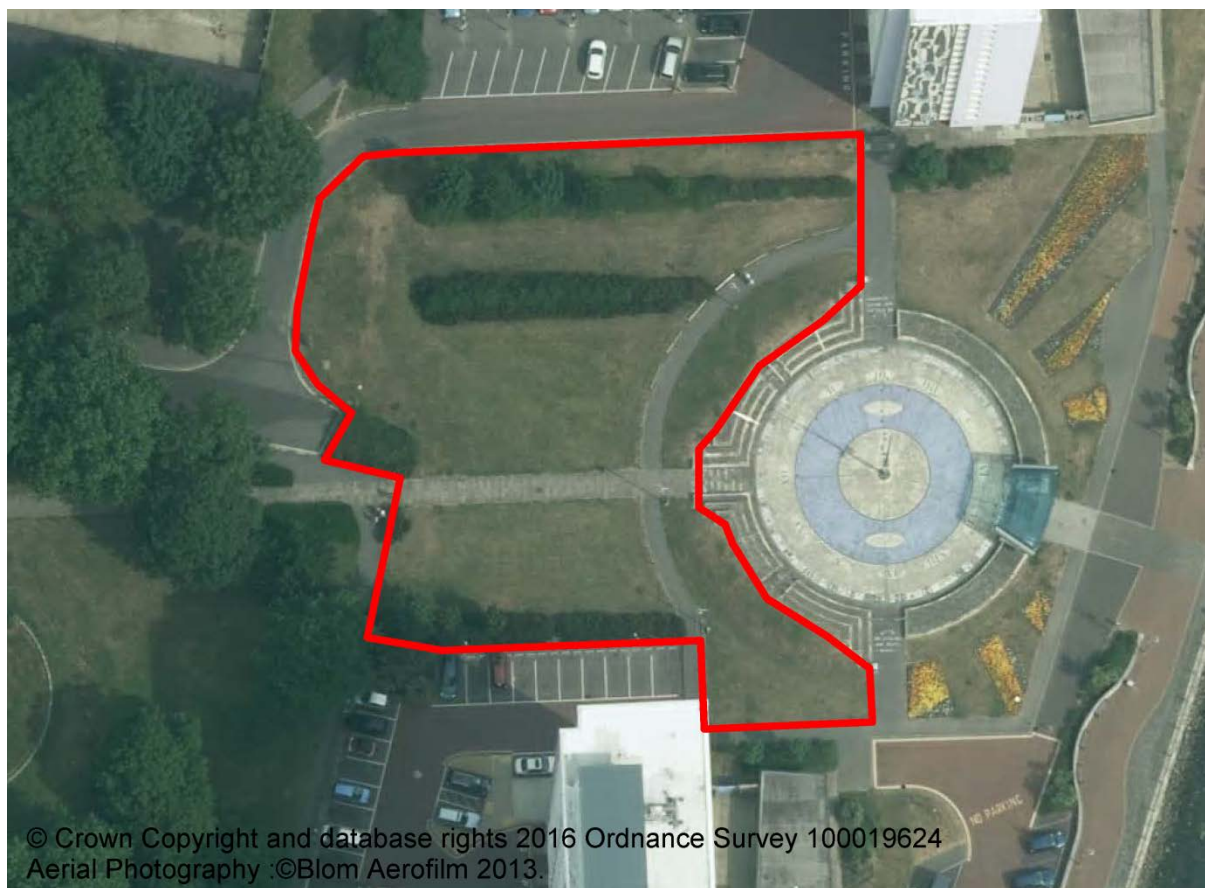
Option 2: Redevelop the site for residential development facing onto the Harbour Tower and the bus station.

Preferred approach

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.

Site 37: Area immediately east of Timespace



Site Description / Current use	The site is currently in use as an open space between Trinity Green and the Harbour and Seaward Towers. Along with these areas it forms a contiguous open space, providing an important link between Trinity Green and the Waterfront and Falkland Gardens.
Adjacent uses	<p>To the north the site is bordered by Harbour Tower and associated car parking. Beyond which is South Street and the Bus Station. There are plans to redevelop the bus station, and the impact of these proposals on the site will need careful consideration.</p> <p>To the west of the site is Barclay house and an adjoining open space which consists of three buildings and ancillary parking and outbuildings.</p> <p>Also to the west of the site is Trinity Green and Trinity Church which is a grade II* listed building.</p> <p>To the south west of the site in the vicarage which is Grade II listed.</p> <p>To the south is the Seaward Tower and further amenity space.</p>
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	Church of the Holy Trinity, Trinity Green. Grade II*
Local list	Holy Trinity Vicarage, Trinity Green. Grade II
Buildings or features of significant historic or architectural interest	The site is adjacent the Harbour and Seaward Towers, Trinity Green In the vicinity of: Nos 96, 98,100,101,102,104,107 and 108 the High Street.

Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	There is likely to be significant archaeological remains from the historic building pattern which existed up until the mid-20 th century. A single large building used to occupy the site.
	Within or adjacent
Conservation Area	The High Street Conservation Area is located to the north.
Special Character Area	No
TPO	No
Design considerations include:	
<ul style="list-style-type: none"> • The setting of Trinity Green • The setting of Trinity Church • Setting of open space/civic space • Presence of nationally and locally important historic buildings and archaeology • Location and design of a new transport interchange • Proximity of existing tall buildings • The setting of South Street • The extent of the development area • The provision of car parking • The mix of types and tenures • Dealing with flooding issues. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Within 271m of the Portsmouth Harbour SPA/Ramsar The Solent and Dorset Coast potential SPA (100m)
SSSI	Within 271m of the Portsmouth Harbour SSSI.
SINCs	Within 118 metres of the Ramparts Moat SINC.
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats)
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	Some small trees and shrubbery
Contamination	The site has been flagged by EH as being in the buffer zone of a potentially contaminated area.
Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	The site is located within flood zone 2. By 2115- Floodzones 2 and 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Noise from traffic using South Street.
Air quality (any known/potential issues)-	Local traffic including Bus Station
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity including residential and the church which is architecturally lit.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: the relationship of proposed uses with existing and other proposed uses including the proximity of the existing residential towers.

Any open space?	<p>The site is currently used as amenity open space and is designated as existing open space under Policy LP35</p> <p>It is adjacent to the Timespace open space.</p> <p>Site also adjacent the Trinity Green open space</p>
Land use designations only (as identified in the current adopted Local Plan)	<p>LP4: The Gosport Waterfront and Town Centre.</p> <p>LP35: Protection of Existing Open Space</p>
Accessibility - public transport - local/ town centre - other facilities in proximity	<p>Proximity of Town/Local centre Gosport Town Centre is located within close proximity</p> <p>Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity via the Gosport Ferry.</p>
Road access-availability, safety	<p>The site fronts onto Trinity Green.</p> <p>Any development would need to be considered in conjunction with other sites in the immediate vicinity. This would have implications for access arrangements.</p>
Parking	<p>Any development would need to be considered in conjunction with other sites in the immediate vicinity. This would have implications for parking arrangements</p>
Potential for improving pedestrian/cycling network?	<p>Need to retain link between Trinity Green and the Millennium promenade and the harbour frontage.</p>
Comprehensive development issues	<p>There are physical constraints such as flood risk that will need to be dealt with.</p> <p>The site has the potential to be comprehensively developed in conjunction with the following: the adjoining tower blocks, the adjoining open space, part of a wider development around Trinity Green, part of a wider development around South Street.</p>
Any known infrastructure issues?	<p>Sewerage capacity.</p>
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	<p>The land is identified in the Local Plan as protected existing 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.</p> <p>Other issues relate to the presence of Listed buildings.</p>
Other issues/comments	<p>None</p>

Options

Option 1: Retain as an area of public open space, including improvements to increase its use.

Option 2: redevelop the site for residential development facing onto the timespace and the harbourside.

Preferred approach

Retain the space as a public open space, complementing the time space. There may be potential to rearrange the planting and layout of the space to maximise the visual linkage between the Timespace and Trinity Church.

Site 38: Area immediately east of Trinity Church Grounds



<p>Site Description / Current use</p>	<p>The site is currently in use as an open space between Trinity Green and the Harbour and Seaward Towers. Along with these areas it forms a contiguous open space, providing an important link between Trinity Green and the Waterfront and Falkland Gardens. Currently consists of a treed area with additional formal planting.</p>
<p>Adjacent uses</p>	<p>To the north the site is bordered by an area of open space and car parking. Beyond which is South Street and the Bus Station. There are plans to redevelop the Bus Station, and the impact of these proposals on the site will need careful consideration.</p> <p>To the north west of the site is Barclay House and adjoining open space which consists of three buildings and ancillary parking and outbuildings. In addition there is also Blake Court and Hammond Court.</p> <p>Immediately to the west of the site is Trinity Green and Trinity Church which is a grade II* listed building.</p> <p>To the south of the site in the Vicarage which is Grade II listed.</p>

	<p>To the eastern side of the site is Seaward Towers which is a significant blocks of flats with ancillary areas of parking.</p> <p>Also to the east the Timespace forms an important focal point and open space within the Borough. The linkage from this site to Trinity Green and the Timespace feature will be an important consideration.</p>
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	Church of the Holy Trinity, Trinity Green. Grade II* Holy Trinity Vicarage, Trinity Green. Grade II
Local list	The site is adjacent the Harbour and Seaward Towers, Trinity Green
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 96, 98,100,101,102,104,107 and 108 the High Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	Bastion No 1 is in close proximity
Archaeology	There is likely to be significant archaeological remains from the historic building pattern which existed up until the mid-20 th century. A single large building used to occupy the site.
	Within or adjacent
Conservation Area	The High Street Conservation Area is located to the north.
Special Character Area	No
TPO	No
Design considerations	
Design considerations will be a key factor in proposals being permitted.	
In particular:	
<ul style="list-style-type: none"> the relationship with the Holy Trinity Church and its setting and the wider Trinity Green open spaces The relationship with the Vicarage The proximity of Bastion No.1 The creation of a wider cohesive development which restores the dense urban fabric of this area. High quality design including materials of both the buildings and the streetscape High quality landscaping 	
Other consideration include	
<ul style="list-style-type: none"> Consideration of linkages to adjacent areas include the Millennium Promenade The provision of car parking The mix of types and tenures Dealing with flooding issues. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Within 217m of the Portsmouth Harbour SPA. The Solent and Dorset Coast potential SPA (100m)
SSSI	Within 217m of the Portsmouth Harbour SSSI.
SINCS	Within 60m metres of the Ramparts Moat SINC.
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats)
Known BAP target species	Very urbanised site. Further investigations will be required

Any natural features of note (established trees, woods, ponds, hedges etc.)	Numerous trees
Contamination Consider previous uses, any known studies etc.	The site has been flagged by EH as being in the buffer zone of a potentially contaminated area. Further investigation will be required.
Flood risk	The site is located within flood zone 2. By 2115, floodzones 2 and 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Local traffic
Air quality (any known/potential issues)-	Local traffic
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity including residential and church (architecturally lit).
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Position in close proximity to church and popular open spaces
Any open space?	Trinity Green is designated as existing open space under Policy LP35 The site is currently used as amenity open space and is designated as Existing Open Space under Policy LP35
Land use designations only (as identified in the current adopted Local Plan)	LP4: The Gosport Waterfront and Town Centre. LP35: Protection of Existing Open Space
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre is located within close proximity Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry pontoon in Portsmouth Harbour.
Road access -availability, safety	The site fronts both sides of Trinity Green. Careful consideration would be required for the most suitable road access in conjunction with any other developments in the immediate vicinity
Parking	On-site provision would be required as part of any development.
Potential for improving pedestrian/cycling network?	Need to ensure linkages north-south and west-east are retained as part of any development.
Comprehensive development issues	The site has the potential to be comprehensively developed in conjunction with a wider development around Trinity Green.
Any known infrastructure issues?	Any regeneration likely to take place will also increase pressures upon the utilities infrastructure including sewerage capacity.

Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	The land is identified in the Local Plan as protected existing space under Policy LP35. Any redevelopment of this space needs to be carefully considered. Close proximity to Holy Trinity and the Vicarage.
Other issues/comments	None

Options

Option 1: Retain as an area of public open space

Option 2: Redevelop the site for residential development.

Preferred approach

Following the consultation on the draft SPD it has been 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.

Site 39: Areas adjacent Millennium Promenade



<p>Site Description / Current use</p>	<p>Area of ancillary parking and service access to the Harbour and Seaward Towers facing onto the Millennium Promenade. Consists of hard landscaping and some small areas of planting.</p> <p>Along with Falkland Gardens to the north and Trinity Green and the Timespace feature it forms a contiguous open space, providing an important area of open space.</p>
<p>Adjacent uses</p>	<p>To the north the site is bordered by Bus Station site. There are plans to redevelop the Bus Station, and the impact of these proposals on the Waterfront area and Promenade will need careful consideration.</p> <p>To the west of the site are the Harbour and Seaward Towers.</p> <p>Immediately to the west of the site is Trinity Green and Trinity Church which is a grade II* listed building, in addition the Timespace has</p>

	<p>potential to be integrated into the site.</p> <p>To the south west of the site in the vicarage which is Grade II listed.</p> <p>To the eastern side of the site is the promenade and pier facing out onto Portsmouth Harbour, and Haslar Marina.</p>
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	Church of the Holy Trinity, Trinity Green. Grade II* Holy Trinity Vicarage, Trinity Green. Grade II
Local list	The site is adjacent the Harbour and Seaward Towers, Trinity Green
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 96, 98,100,101,102,104,107 and 108 the High Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	Bastion No 1 to the west. (Fortifications south of Trinity Green)
Archaeology	There is likely to be significant archaeological remains from the marine activity which took place on the foreshore prior to the mid-20 th century. A single large building used to occupy the site.
	Within or adjacent
Conservation Area	High Street Conservation Area to the north.
Special Character Area	No
TPO	No
Design considerations	
<p>Considerations include:</p> <ul style="list-style-type: none"> • Need to retain significant open space/civic space on the waterfront • Any development should not detract from the attractive qualities of the Millennium Promenade • Presence of nationally and locally important historic buildings and archaeology • Location and design of a new transport interchange • The setting of Trinity Green • The setting of Trinity Church • The extent of the development area • Presence of existing tall buildings. • Amenities of local residents 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Haslar Creek SPA. Haslar Creek Ramsar. (303m) The Solent and Dorset Coast potential SPA (50m)
SSSI	Within 303m of the Portsmouth Harbour SSSI.
SINCs	Within 80 metres of the Ramparts Moat SINC.
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats) Potential species present in Bastion no.1.
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	Some soft landscaping.
Contamination Consider previous uses, any known studies etc.	Land potentially contaminated. Further investigation will be required.
Flood risk	The site is located within flood zone 2. By 2115 Flood zone 2 and 3.

Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Haslar Marina and wider Harbour
Air quality (any known/potential issues)-	Local traffic.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity (Light from flats in Seaward and Harbour Towers), Millennium Promenade, harbour uses Spinnaker Tower.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: how the design of buildings will impact upon existing residential buildings on the Waterfront; how the use of any buildings would affect the amenities of those using the Promenade;
Any open space?	The site is currently used as open space (civic space) though it is not protected in the Local Plan. Adjacent to the Timespace open space. Trinity Green is designated as Existing Open Space under Policy LP35
Land use designations only (as identified in the current adopted Local Plan)	LP4: The Gosport Waterfront and Town Centre.
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre is located within close proximity. Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity via the Gosport Ferry.
Road access -availability, safety	This area is accessed by a small road off Trinity Green (serving the southern section); and the spur road which serves the Bus Station off South Street (serving the northern section).
Parking	There is existing provision serving local residents (including Watergate permit holders) as well as a small number of public spaces including disabled persons' spaces. Any development would need to consider alternative arrangements
Potential for improving pedestrian/cycling network?	Need to maintain quality of Millennium Promenade with access to any potential new development.
Comprehensive development issues	There are physical constraints such as flood risk that will need to be dealt with. The site has the potential to be comprehensively developed in conjunction with the bus station and Falkland Gardens and with Trinity Green / the Timespace.
Any known infrastructure issues?	Sewerage capacity.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Further assessment required on whether development is viable for commercial uses or indeed desirable with regard to the potential visual impact on Millennium Promenade and waterfront.

Other issues/comments	None
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Options

Option 1: Retain as an area of public space

Option 2: Redevelop for commercial development such as café uses complementing the development at the Bus Station and facing out over the Harbourside.

Preferred approach

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.

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 would be difficult to re-provide close-by.

High Street

Site 40: Cultural Square improvement opportunities



<p>Site Description / Current use</p>	<p>The site forms part of the High Street adjacent to the Town Hall, Discovery Centre and the Gosport Museum. Part of the space is used for market stalls on market days.</p> <p>The Cultural Square concept also includes those buildings that adjoin this area which currently provides some form of cultural/leisure offer. This provision could be enhanced. This includes in particular the former Grammar School.</p> <p>It has the potential to include additional buildings adjacent this area.</p>
<p>Adjacent uses</p>	<p>To the north the site the High Street is bordered by the Gosport Museum including the former grammar school building and a number of commercial properties.</p>

	To the south side of the High Street are the Discovery Centre, the Town Hall, the Conservative Club and a number of retail units
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	No 1 the High Street, No 2 the High Street, No 3 the High Street, No 4 the High Street.
Local list	None
Buildings or features of significant historic or architectural interest	Adjacent: Conservative Club and rear of Gosport Museum, The High Street. In the vicinity of: Nos 20-24,30,32,35,36,37,38,39, and 115 the High Street and the Roman Catholic Church,
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	There is likely to be significant archaeological remains from the pre-war built form of the town.
	Within or adjacent
Conservation Area	Within the High Street Conservation Area.
Special Character Area	No
TPO	High Street TPO
Design considerations	
Considerations include:	
<ul style="list-style-type: none"> • High Street Conservation Area • Presence of nationally and locally important historic buildings and archaeology • Creating a space with a distinct and pleasant feel where people would want to stop and stay. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Pond (Portsmouth Harbour) (97m) The Solent and Dorset Coast potential SPA (300m)
SSSI	Cockle Pond (Portsmouth Harbour) (97m)
SINCs	Ramparts Moat (321m) Arden Park (157m)
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats)
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	Double row of mature trees adjacent to the dentist to the south approach from Walpole Park Car Park.
Contamination Consider previous uses, any known studies etc.	Not known
Flood risk	Flood zone 1.
Noise/Vibration –proximity to noise emitting uses, busy roads, factories, airfield etc.	Traffic on Walpole Road and South Street
Air quality (any known/potential issues)-	Local traffic
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity- commercial including retail and community-related buildings (Discovery Centre, Town Hall)
Safeguarded Area	No
Amenity -particularly	Issues include:

residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	<ul style="list-style-type: none"> • Maintaining and improving the buildings fronting onto the square. • incorporating uses such as markets into the proposals.
Any open space?	Currently pedestrianised High Street.
Land use designations only (as identified in the current adopted Local Plan)	LP4: The Gosport Waterfront and Town Centre. Proposals for retail and other town centre uses (LP29) Urban Area Boundary LP3
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre The site forms a key space within the town centre. Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. A number of other bus stops are located within the Town Centre. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry pontoon in Portsmouth Harbour.
Road access-availability, safety	The High Street site is pedestrianised. Area is close to Ordnance Road and Clarence Road
Parking	There is significant parking provision is a number of public car parks in the vicinity.
Potential for improving pedestrian/cycling network?	Pedestrianised area. May be scope for improved cycle parking provision.
Comprehensive development issues	The site has the potential to form a key element of wider street scene improvements to the High Street.
Any known infrastructure issues?	None
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Funding- could require grant funding.
Other issues/comments	

Options

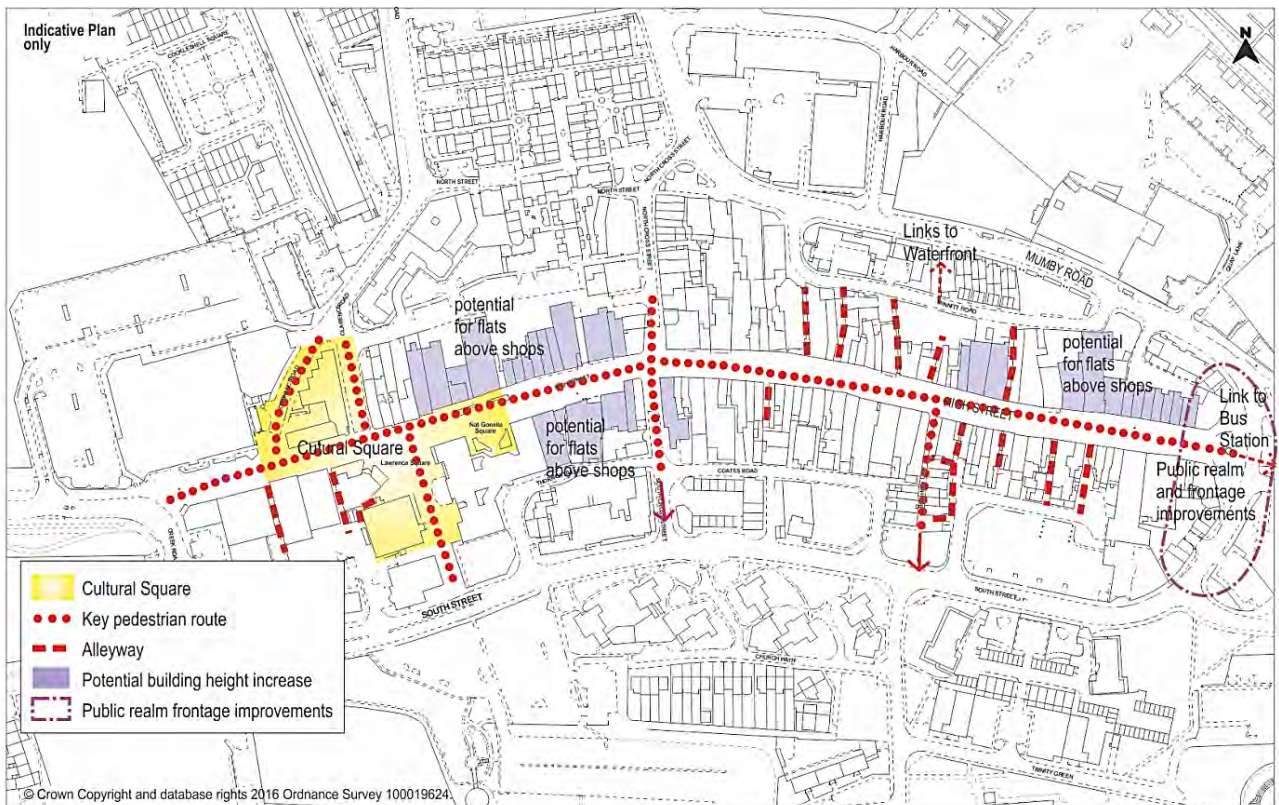
Option 1: do nothing

Option 2: Improve the street scene of this area of the High Street including provision of branded cultural square.

Preferred Approach

The Museum (Art Nouveau style), Conservative Club (Queen Anne Revival style) and 1-4 High Street (Georgian) are identified as landmark buildings in this area. The area could be enhanced to create a more culturally vibrant square. An active frontage for the Morrison's store facing onto the High Street could also improve the appearance of this section of Town Centre.

Site 41: Potential to increase height of existing buildings in the High Street



Site Description / Current use	<p>There are a number of buildings on Gosport High Street with the potential to add upper floors to maximise space for residential and other uses. These have been described in the High Street Conservation Area Appraisal</p> <p>The buildings on the High Street mostly characterised by retail frontages at ground floor level with a mixture of storage, offices and residential at first floor and above.</p>
Adjacent uses	The High Street is bordered by rear service car parks and residential development on both sides.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	No 1 the High Street, No 2 the High Street, No 3 the High Street, No 4 the High Street, no 126 the High Street, 125, 125a, 125b the High Street. No 91 the High Street. No 88 High Street. 92 – 93 High Street.
Local list	None
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 20-24,30,32,35,36,37,38,39, and 115 the High Street and the Roman Catholic Church, Conservative Club and rear of Gosport Museum, The High Street. Nos 96, 98,100,101,102,104,107 and 108 the High Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	There is likely to be significant archaeological remains from the pre-war built form of the town.
	Within or adjacent
Conservation Area	Within the High Street Conservation Area.

Special Character Area	No
TPO	There are a number of TPO trees on the High Street.
Design considerations include:	<ul style="list-style-type: none"> Proposals will need to protected and enhance the High Street Conservation Area Presence of nationally and locally important historic buildings and archaeology Design of tall buildings need to be of appropriate location and scale. Impact of building heights upon the setting of the High Street.
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Within 400m: Cockle Pond (Portsmouth Harbour);The Solent and Dorset Coast potential SPA (100m)
SSSI	Within 400m: Cockle Pond (Portsmouth Harbour)
SINCs	Within 400m: Ramparts Moat; Arden Park
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats)
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	TPO trees.
Contamination Consider previous uses, any known studies etc.	Contamination issues to consider- historical use.
Flood risk	Floodzone 1. By 2115 within floodzones 2 and 3.
Noise/Vibration –proximity to noise emitting uses, busy roads, factories, airfield etc.	Noise from traffic on surrounding roads. Noise from the markets and late night uses such as pubs.
Air quality (any known/potential issues)-	Air pollution from traffic on surrounding roads.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity- commercial, residential, street lighting.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: <ul style="list-style-type: none"> Overlooking. Noise from ground floor retail units. Parking provision.
Any open space?	Currently pedestrianised High Street.
Land use designations only (as identified in the current adopted Local Plan)	LP4: The Gosport Waterfront and Town Centre. Proposals for retail and other town centre uses (LP29) Urban Area Boundary LP3
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre The site forms a key space within the town centre. Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry pontoon in Portsmouth Harbour.
Road access -availability, safety	The High Street is pedestrianised. There are a number of town centre car parks which serve the site and road access to the rear.

Parking	There is significant parking provision in a number of public car parks in the vicinity. It may be appropriate to not provide additional parking for residents for all new development.
Potential for improving pedestrian/cycling network?	Improvements could particularly be made to the pedestrian and cycle network most notably cycle parking at this end of the town centre. Pedestrian and cycle linkages between Gosport Town Centre and along South Street into the wider Borough should also be explored.
Comprehensive development issues	Larger blocks amalgamating the space above numerous retail units may be a possibility.
Any known infrastructure issues?	Parking provision. Sewerage capacity
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Mixed ownerships
Other issues/comments	None

Options

Option 1: Do nothing

Option 2: Encourage the redevelopment and increase in height of buildings in the High Street for commercial purposes such as and including office space.

Option 3: Encourage the redevelopment and increase in height of buildings in the High Street for residential property.

Preferred approach

The Conservation Area Appraisal for the High Street Conservation Area identifies a number of buildings where the height could be increased or which would benefit from improvements to the façade, these are identified on the plan above and in the background document for the SPD.

Site 42: Small redevelopment opportunities behind shops



Aerial Photography :©Blom Aerofilm 2013

Site Description / Current use	<p>There are a number of infill plots which may be suitable for accommodating back land development behind the shops on the High Street. This could be for a mixture of uses including office and residential. Access and servicing for the retail units will need to be retained where appropriate.</p> <p>The areas to the rear of the shops on the High Street generally service the shops themselves and often consist of a mixture, of servicing, parking and access roads.</p>
Adjacent uses	The High Street is bordered by rear service car parks and residential development on both sides.
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	No 1 the High Street, No 2 the High Street, No 3 the High Street, No 4 the High Street, no 126 the High Street, 125, 125a, 125b the High Street. No 91 the High Street. No 88 High Street. 92 – 93 High Street.
Local list	None
Buildings or features of significant historic or architectural interest	In the vicinity of: Nos 20-24,30,32,35,36,37,38,39, and 115 the High Street and the Roman Catholic Church, Conservative Club and rear of Gosport Museum, The High Street. Nos 96, 98,100,101,102,104,107 and 108 the High Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	<p>There is likely to be significant archaeological remains from the pre-war built form of the town.</p> <p>Within or adjacent</p>
Conservation Area	Within the High Street Conservation Area.
Special Character Area	No
TPO	There are a number of TPO trees on the High Street.
Design considerations include:	
<ul style="list-style-type: none"> • High Street Conservation Area • Presence of nationally and locally important historic buildings and archaeology • Design of tall buildings need to be of appropriate location and scale. • Creating a space with a distinct and pleasant feel where people would want to stop and stay. 	

<ul style="list-style-type: none"> Impact of building heights upon the setting of the High Street. 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400 metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Within 400m: Cockle Pond (Portsmouth Harbour); the Solent and Dorset Coast potential SPA
SSSI	Within 400m: Cockle Pond (Portsmouth Harbour)
SINCs	Within 400m: Ramparts Moat; Arden Park
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats).
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	N/A
Contamination Consider previous uses, any known studies etc.	Contamination issues to consider- historical use.
Flood risk	Flood zone 1 and partially 2. By 2115 Flood zones 2 and 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Noise from traffic on surrounding roads. Noise from the serving areas and late night uses such as pubs.
Air quality (any known/potential issues)-	Traffic on surrounding roads.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity- residential, street lighting and commercial
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: Overlooking. Noise from ground floor retail units (including serving and hours of operation.
Any open space?	Currently pedestrianised High Street.
Land use designations only (as identified in the current adopted Local Plan)	LP4: The Gosport Waterfront and Town Centre. Proposals for retail and other town centre uses (LP29) Urban Area Boundary LP3
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre The site forms a key space within the town centre. Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. A number of other bus stops are located within the Town Centre. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry pontoon in Portsmouth Harbour.
Road access -availability, safety	The High Street is pedestrianised. There are a number of town centre car parks which serve the site and road access to the rear.
Parking	There is significant parking provision in a number of public car parks in the vicinity. It may be appropriate to provide residential development without specific parking provision in some instances.

Potential for improving pedestrian/cycling network?	Improvements could particularly be made to the pedestrian and cycle network most notably cycle parking. Pedestrian and cycle linkages between Gosport Town Centre and along South Street into the wider Borough should also be explored.
Comprehensive development issues	A number of back land plots could potentially be amalgamated into larger back land developments. There is potential to develop sites in conjunction with public car park sites
Any known infrastructure issues?	Lack of onsite parking provision.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Ownership and the potential impact on the servicing of ground floor commercial properties.
Other issues/comments	None

Options

Option 1: Do nothing

Option 2: Encourage the redevelopment of plots of land behind shops in the high street for commercial purposes such as and including office space.

Option 3: Encourage the redevelopment plots of land behind shops in the high street for residential property.

Preferred approach

Backland plots should be intensified where possible with a mixture of residential and other uses being accommodated.

Gosport Lines

Site 43: Bastion Number 1



Site Description / Current use	<p>The site consists of a remaining element of the Gosport lines. It can be accessed from the north and west.</p> <p>The site is currently in use as a park to the south of Trinity Green and to the north of the Haslar Bridge and Marina.</p>
Adjacent uses	<p>To the north the site is bordered by the vicarage and Trinity Green and Trinity Church which is a grade II* listed building.</p> <p>To the east of the site is a row of terraced housing, the Millennium Promenade and Portsmouth Harbour.</p> <p>To the west of the site on the opposite side of Haslar Road is Walpole Car Park, Walpole Park and Haslar Creek.</p> <p>To the south the site is bordered by an area of housing, the Haslar Bridge and Haslar Marina.</p>
Brownfield/greenfield?	-
Heritage	On-site or in proximity?
Listed building	Church of the Holy Trinity, Trinity Green. Grade II* Holy Trinity Vicarage, Trinity Green. Grade II
Local list	The site is in close proximity the Harbour and Seaward Towers, Trinity Green
Buildings or features of significant historic or architectural interest	None
Historic Park	None
Local historic park	None
Scheduled ancient monument	Bastion no 1. (Fortifications South of Trinity Green)

Archaeology	The bastion is a scheduled ancient monument which has significant archaeological potential. There is likely to be significant archaeological remains from the marine activity which took place on the foreshore prior to the mid-20 th century. The moat will also likely contain archaeological remains from earlier fortifications as there has been significant slippage of the rampart over time. Potential Neolithic and Mesolithic remains on foreshore.
	Within or adjacent
Conservation Area	The High Street Conservation Area is located to the north
Special Character Area	No
TPO	No
Design considerations include:	
<ul style="list-style-type: none"> • Protection of the scheduled ancient monument itself • Need to retain significant open space/civic space on the waterfront • Presence of nationally and locally important historic buildings and archaeology 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Haslar Creek SPA. Haslar Creek Ramsar (101m) The Solent and Dorset Coast potential SPA
SSSI	Within 101m of the Portsmouth Harbour SSSI.
SINCs	Ramparts Moat SINC-expanded to include the Ramparts themselves (Feb 2018)-following ecological surveys undertaken by the Hampshire Biodiversity Information Centre
LNR	None
Known protected species	Very urbanised site. Further investigations will be required (for example bats) Potential species present in Bastion no.1.
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	Moat with potential for habitat improvement through management plan. HBIC survey- due to be surveyed this year.
Contamination Consider previous uses, any known studies etc.	The site has been flagged by Environmental Health as being in the buffer zone of a potentially contaminated area. Further investigation will be required.
Flood risk	The site is located within flood zone 2. By 2115 floodzones 2 and 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Boats in Haslar Marina.
Air quality (any known/potential issues)-	Traffic on Haslar Road and boats using Portsmouth Harbour
Light sources -is the area currently unlit or adjacent a significant unlit area	The site itself is dark and forms part of its character. Typical urban light sources in the vicinity- residential, streetlights, marina-related.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	How encouraging greater public use of the site as an open space would impact on local residents
Any open space?	The site is currently used as amenity open space and is designated as Existing Open Space under Policy LP35 Trinity Green is designated as Existing Open Space under Policy LP35
Land use designations only (as identified in the current adopted Local	LP35: Existing Open Space-

Plan)	
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre is located within close proximity Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services.
Road access-availability, safety	The site is adjacent Trinity Green and Haslar Road, with an entrance for maintenance off Trinity Green.
Parking	Walpole Park is located on the opposite site of Haslar Road
Potential for improving pedestrian/cycling network?	Provision for improving the safety of access across Haslar Road could be considered. A new linkage form the Millennium Promenade via a bridge could be investigated. This would restore a historic link. Cycle parking may also need to be considered in close proximity to
Comprehensive development issues	There are physical constraints such as flood risk that will need to be dealt with.
Any known infrastructure issues?	There is a need for improved pathways across the bastion linking it to the surrounding areas.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Land is in GBC ownership. Ensuring there is no impact on the important historical site.
Other issues/comments	None

Options

Option 1: Do nothing

Option 2: Improvements to the accessibility to the bastion including improved pathways across the bastion and a new footbridge linking the bastion to the adjoining open space to the south.

Preferred Approach

The bastion can be made more accessible through the creation of a new north south - link bridging the Bastion where it was historically crossed and creating a linkage between the bastion and the land to the south. Improved pathways including steps over the ramparts can also be provided further improving accessibility.

Site 44: Walpole Park (south)



Site Description / Current use	<p>The site is currently in use as a park with a range of facilities including a boating lake, playground, skate park and outdoor gym. There is a café on the edge of the adjacent car park.</p> <p>It forms part of the location of the historic Gosport Lines which marked the outer edge of the historic town centre.</p>
Adjacent uses	<p>To the north the site is bordered by South Street.</p> <p>Along the eastern boundary are sections of the Walpole Park Car Park with residential areas beyond.</p> <p>To the west of the site is a housing estate.</p> <p>To the south the site is bordered by Haslar Creek.</p>
Brownfield/greenfield?	-
Heritage	On-site or in proximity?
Listed building	None
Local list	None
Buildings or features of significant historic or architectural interest	None
Historic Park	None
Local historic park	None
Scheduled ancient monument	Bastion No 1 in is clear view of the park.
Archaeology	The park will contain some of the historic remains of the Gosport Lines field of fire.
	Within or adjacent
Conservation Area	Adjacent to the High Street Conservation Area.

Special Character Area	No
TPO	There are TPO trees on Spring Garden Lane to the north.
Design considerations Considerations include:	<ul style="list-style-type: none"> • The view of Bastion No 1, and consideration of the historic positions of the Gosport Lines and the field of fire. • Views of the creek. • Presence of potential archaeology • Dealing with flooding issues.
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Haslar Creek SPA. Haslar Creek Ramsar (adjacent) The Solent and Dorset Coast potential SPA.
SSSI	Haslar Creek SSSI. (adjacent)
SINCs	Arden Park SINC in close proximity
LNR	None
Known protected species	Further investigations will be required (for example bats). Brent Geese.
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	Coastal fringe habitats (such as rocks associated with flood defences). Creekside, wading birds.
Contamination Consider previous uses, any known studies etc.	None known. Potential from historic Gosport lines.
Flood risk	Part of the site is located within flood zone 2. Flood zone 2115, zones 2 and 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Traffic on South Street.
Air quality (any known/potential issues)-	Traffic on South Street.
Light sources -is the area currently unlit or adjacent a significant unlit area	The site itself is dark and forms part of its character. Typical urban light sources in the vicinity- residential, streetlights, marina-related.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Amenity of the residents of the adjoining estate.
Any open space?	The Park is designated as Existing Open Space under Policy LP35
Land use designations only (as identified in the current adopted Local Plan)	Urban Area Boundary LP3 Existing open space: LP35
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre is located within close proximity Public transport accessibility Gosport Bus Station and Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services.
Road access -availability,	Access for maintenance is from South Street and the adjacent

safety	Walpole Park Car Park
Parking	There is parking provision in the nearby public car parks.
Potential for improving pedestrian/cycling network?	Improvements could particularly be made to the pedestrian and cycle network through the park and along South Street.
Comprehensive development issues	There are physical constraints such as flood risk that will need to be dealt with.
Any known infrastructure issues?	No
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Land is in GBC ownership.
Other issues/comments	None

Options

Option 1: Do nothing

Option 2: Improvements to the park including increased play space, improved linkages to adjoining areas and areas of open space, potentially also including improved flood defence alongside the creek.

Preferred approach

Retain as park, there is potential to implement improvements to linkages to the northern part of Walpole Park and along the shore of Haslar creek. There is also potential to continue to improve the offer of play and other recreational facilities. A joined up Gosport Lines walk would also be beneficial.

Site 45: Walpole Park (north)



Site Description / Current use	The site is currently in use as a park located between South Street and Walpole Road. It forms part of the location of the historic Gosport Lines which marked the outer edge of the historic town centre. The site is often used for events such as fairs, fetes, and music and circus shows.
Adjacent uses	To the north the site is bordered by Walpole Road with Morrison's to the north east. To the east there are a number of retail units and associated parking. To the west of the site is the Stoke Road shopping area and residential area. To the south the site is bordered by South Street with the main part of Walpole Park and Haslar Creek to the south of this.
Brownfield/greenfield?	-
Heritage	On-site or in proximity?
Listed building	None
Local list	None
Buildings or features of significant historic or architectural interest	None
Historic Park	None
Local historic park	None
Scheduled ancient monument	None

Archaeology	The Park will contain some of the historic remains of the Gosport Lines field of fire.
	Within or adjacent
Conservation Area	Adjacent to the High Street Conservation Area to the east, and Stoke Road conservation area to the west.
Special Character Area	No
TPO	There are a number of TPO trees on Spring Garden Lane
Design considerations Considerations include: <ul style="list-style-type: none"> • Retaining an open aspect as part of the Gosport Lines and protecting the qualities of the open space. • Proximity of the High Street Conservation Area • Proximity of the Stoke Road Conservation Area • Potential archaeology • Views of the creek and the Haslar Peninsula 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Within 100m of Portsmouth Harbour SPA/Ramsar (Haslar Creek) and the Solent and Dorset Coast potential SPA
SSSI	Within 100m of Haslar Creek SSSI
SINCs	Arden Park SINC. (within 50m)
LNR	None
Known protected species	Unlikely
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	Hedge and some boundary trees
Contamination Consider previous uses, any known studies etc.	Potential contamination from former Gosport Lines
Flood risk	Flood zone 1. By 2115, floodzones 2 an 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Traffic on South Street / Walpole Road.
Air quality (any known/potential issues)-	Traffic on South Street / Walpole Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Part of a relatively dark corridor of open which forms part of the site's character. Typical urban light sources in the vicinity- commercial, residential and streetlights.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Amenity of the residents of the adjoining residential area.
Any open space?	The park is designated as Existing Open Space under Policy LP35
Land use designations only (as identified in the current adopted Local Plan)	Urban Area Boundary LP3 Existing open space: LP35
Accessibility - public transport	Proximity of Town/Local centre Gosport Town Centre is located within close proximity

- local/ town centre - other facilities in proximity	Public transport accessibility Numerous bus routes pass the site and bus shelters are adjacent the site. Gosport Bus Station and the Gosport Ferry are located within Gosport Waterfront which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services.
Road access-availability, safety	The site has roads surrounding it
Parking	There is parking provision in the nearby public car parks.
Potential for improving pedestrian/cycling network?	Improved pathway through the park as part of the Gosport Lines.
Comprehensive development issues	There are physical constraints such as flood risk that will need to be dealt with.
Any known infrastructure issues?	None
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Land is in GBC ownership.
Other issues/comments	None

Options

Option 1: Do nothing

Option 2: Minor alterations to improve linkages between the space and adjoining areas.

Preferred approach

Create a north-south linkage as part of the walls walk linking the site to the southern part of Walpole Park and Arden Park via an improved pathway along its western side. There is also potential to incorporate refuge style road crossing points on both Walpole Road and South Street.

Site 46: St. George Barracks South Playing Field (Arden Park)



Site Description / Current use	The site is used as a playing field for youth football located between Mumby Road and Walpole Road. It forms part of the location of the historic Gosport Lines which marked the outer edge of the historic town centre. Part of the site is also used by the army cadet with their own buildings, access and parking.
Adjacent uses	To the north the site is bordered by Mumby Road. To the east of the site is St Georges Barracks. To the west of the site is the Stoke Road shopping area and residential area. On the southern boundary the site is bordered by Morrison's and Walpole Road.
Brownfield/greenfield?	-
Heritage	On-site or in proximity?

Listed building	In close proximity: Sergeants Mess; Hospital, St Georges Barracks South; former Railway Station, Old terminal.
Local list	None
Buildings or features of significant historic or architectural interest	None
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	The Park will contain some of the historic remains of the Gosport Lines field of fire.
	Within or adjacent
Conservation Area	Within the St Georges Barracks South Conservation Area. Adjacent to the High Street Conservation Area to the east, and Stoke Road conservation area to the west.
Special Character Area	No
TPO	TPO trees along the side of Spring Garden Lane.
Design considerations	
Considerations include:	
<ul style="list-style-type: none"> • Retaining an open aspect as part of the Gosport Lines and protecting the qualities of the open space. • St Georges Barracks Conservation Area • Presence of nationally and locally important historic buildings and archaeology • Proximity of the High Street Conservation Area • Proximity of the Stoke Road Conservation Area • Views of the creek and Haslar 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Cockle Ponds (Portsmouth Harbour) (181m) The Solent and Dorset Coast potential SPA) (200m)
SSSI	Cockle Ponds (Portsmouth Harbour) (181m)
SINCS	Arden Park is a SINC
LNR	None
Known protected species	Protected Brent Geese currently use the site. It is known to be an important site for this species.
Known BAP target species	Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	Trees within the boundary of the site
Contamination Consider previous uses, any known studies etc.	Potential Contamination from former Gosport Lines. Further investigation may be required
Flood risk	None
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Noise from traffic on Spring Garden Lane/ Mumby Road / Walpole Road.
Air quality (any known/potential issues)-	Pollution from traffic on Spring Garden Lane/ Mumby Road / Walpole Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity.
Safeguarded Area	No
Amenity -particularly	Amenity of the residents of the adjoining residential areas.

residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	
Any open space?	The Park is designated as Existing Open Space under Policy LP35
Land use designations only (as identified in the current adopted Local Plan)	Urban Area Boundary LP3 Existing open space: LP35
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre is located within close proximity. Public transport accessibility Bus stops in close proximity for a number of routes.
Road access -availability, safety	Access to the site is via Mumby Road.
Parking	There is parking provision on-site to serve the army cadets. Also public parking provision in the nearby public car parks including at Walpole Park.
Potential for improving pedestrian/cycling network?	Improvements could particularly be made to the pedestrian and cycle network through the park.
Comprehensive development issues	Potential to create joined up Gosport Lines walk.
Any known infrastructure issues?	Need for improved path infrastructure through the site linking it to the main area of Arden Park to the north and Walpole Park to the South.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Site is currently owned by the Defence Infrastructure Organisation. Could additional access for open space uses affect the current football function? How will additional use affect the protected overwintering Brent geese that use the site?
Other issues/comments	None

Options

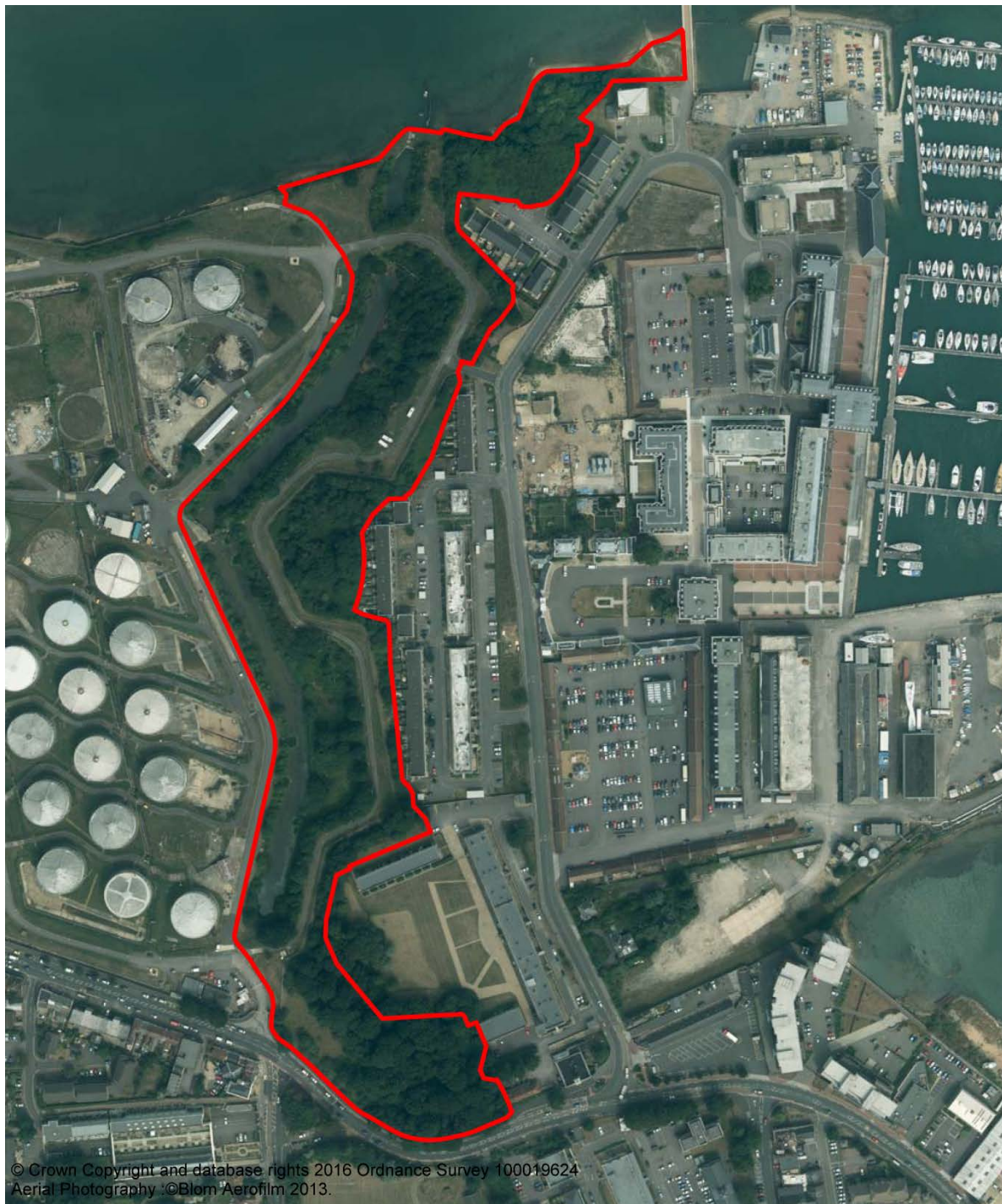
Option 1: Do nothing

Option 2: Open the park to wider public access and implement improvements to create improved linkages and create an off road cycle route through the park.

Preferred Approach:

The park could be brought into wider public access and undergo a number of improvements preserving and enhancing the playing pitches, and incorporating measures to minimise the impact upon protected bird species.

Site 47: Northern Ramparts (east of Oil Depot)



<p>Site Description / Current use</p>	<p>The site consists of historic ramparts with moats stretching between Mumby Road in the south and Forton Lake in the north. It forms part of the location of the historic Gosport Lines which marked the outer edge of the historic town centre.</p> <p>The site is currently in MoD ownership and part of the Oil and Pipeline Agency site.</p>
<p>Adjacent uses</p>	<p>To the south the site is bordered by Mumby Road.</p> <p>To the east of the site is St George Barracks North with Royal</p>

	<p>Clarence Yard further to the east.</p> <p>To the west of the site is the MoD oil depot and Forton.</p> <p>To the north the site is bordered by Forton lake</p>
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	<p>Numerous buildings associated with St George Barracks North site including Officers' quarters, Barrack buildings and associated railings, Laundry Block, Guard House, thrift shop and rear courtyard.</p> <p>Listed buildings associated with Royal Clarence Yard further to the east.</p> <p>To the south, on the opposite side of Mumby Road there are also a number of Listed buildings including the Railway Inn, Meliden and Spring Garden Cottage group of buildings. Railway Station Old Terminal and associated structures including pillar box.</p> <p>Also to the south (south-east) there are a number of listed buildings associated with St George Barracks South.</p>
Local list	None
Buildings or features of significant historic or architectural interest	None
Historic Park	None
Local historic park	Part of the adjoining area of St Georges Barracks is a Historic Garden (local significance).
Scheduled ancient monument	The whole of this section of the lines is a Scheduled Ancient Monument.
Archaeology	The park will contain some of the historic remains of the Gosport Lines field of fire. Potential Neolithic and Mesolithic remains on foreshore.
	Within or adjacent
Conservation Area	<p>Within the St Georges Barracks North Conservation Area. The St George Barracks South Conservation Area is on the opposite side of Mumby Road (to the south) and the Royal Clarence Yard High Street Conservation Area is in close proximity to the east.</p> <p>The High Street Conservation Area is 250m to the south east and the Forton Conservation Area is a similar distance to the west.</p>
Special Character Area	No
TPO	Adjacent RCY group TPO, Spring Garden Lane group TPO
Design considerations	
<p>Considerations include:</p> <ul style="list-style-type: none"> • The need to protect the Scheduled Ancient Monument. • Create a pleasant, safe and accessible open space • Consider archaeological interest • Preserve the setting of the St Georges Barracks North Conservation Area • Presence of nationally important historic buildings • Views of Forton Creek. • Consider design to mitigate any nature conservation issues particularly along the frontage with Forton lake 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400 metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Adjacent the Forton Creek (Portsmouth Harbour SPA/Ramsar) and the Solent and Dorset Coast potential SPA
SSSI	Forton Creek (Portsmouth Harbour) (adjacent)

SINCs	Arden Park (15m)
LNR	None
Known protected species	Further investigations will be required (for example bats) Potential species present. Close proximity of wildfowl and waders Lots of potential for wildlife on the site
Known BAP target species	Very urbanised site. Further investigations will be required
Any natural features of note (established trees, woods, ponds, hedges etc.)	Well-treed, moats, coastal fringe habitats.
Contamination Consider previous uses, any known studies etc.	Contamination associated with former military use and neighbouring Oil depot.
Flood risk	Currently almost entirely in Flood Zone 1, although there is a small element on the northern edge adjacent Forton Lake. By 2115 the Ramparts themselves remain in Floodzone 1 but the moats and areas immediately adjacent them are in Floodzone 3.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Works associated with the adjacent oil depot Traffic on Mumby Road.
Air quality (any known/potential issues)-	Oil depot traffic. How do the operations of the depot affect air quality? Traffic on Mumby Road.
Light sources -is the area currently unlit or adjacent a significant unlit area	Light from security lights at the oil depot. Other sources are more typical urban light sources in the vicinity-residential and street lights
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Amenity of the residents of the adjoining residential areas relating to increased public use.
Any open space?	The site is currently used as amenity open space and is designated as Existing Open Space under Policy LP35. Arden Park is an allocated open space immediately to the south.
Land use designations only (as identified in the current adopted Local Plan)	Urban Area Boundary LP3 Existing open space: LP35
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre is in close proximity (approximately 600m). Public transport accessibility The site is located approximately 1km for the bus station and ferry, Other facilities Other facilities are located close by in association with Royal Clarence Yard and St George Barracks North including a café, bar and restaurant (at RCY) and a day nursery (adjacent the site).
Road access -availability, safety	Access is currently via the Oil and Pipeline Agency main access off Mumby Road.
Parking	There is no parking provision associated with the site.
Potential for improving pedestrian/cycling network?	Scope to make this site available for pedestrian use as part of the Gosport Lines. Improved links across Mumby Road would be required.

Comprehensive development issues	Potential to be part of comprehensive Gosport Lines walk.
Any known infrastructure issues?	There will need to be significant infrastructure investment in terms of paths, and other park related infrastructure.
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Land is in MoD ownership and currently forms part of the Oil and Pipeline Agency site. Any release for public access would have implications relating to continued security of the oil depot, as well as addressing any safety and accessibility issues on the Ramparts themselves. Feasibility work would be required. Any proposals would need to protect the Scheduled Ancient Monument. Increased public access would need to protect the nature conservation features of the adjacent SPA at Forton Lake.
Other issues/comments	None

Options

Option 1: Do nothing

Option 2: Enable the ramparts to be available for public access. Create linkages for pedestrians (and cycles) through the rampart. Promote the rampart for its historic value whilst retaining areas of nature conservation as well as improving the condition of historic features.

Preferred approach

The remains of the fortifications at Forton (Northern Ramparts) and Bastion No. 1 have significant potential as a visitor draw. Measures which look to conserve and enhance these features will be encouraged. In order to make the most of this potential it will be necessary to open the fortifications to the public and provide signage and interpretation to allow raised awareness.

The Defence Infrastructure Organisation (DIO) has security and safety concerns. These comments can be reiterated in the SPD. However it is considered important to retain the long term aspiration to secure public access to this site and ensure appropriate management measures can be incorporated.

The ramparts have been partially reclaimed by nature, measures will be taken to preserve species and create natural spaces wherever the historic context allows, and this will draw visitors with an interest in the natural spaces.

There will need to be a managed approach to the clearance of tree cover from the ramparts in order to best preserve the built heritage whilst at the same time making possible use of the natural growth to encourage nature / improve the ramparts setting. There is currently an existing metalled route along the top of much of the rampart which has the potential for being used by pedestrian and cycles as a recreational route. Specific historic features such as the railway tunnel will need signing and explanation. Access across Mumby Road to the adjoining area of open space at Arden Park will need to be improved. Potential access could also be sought along the southern side of Forton Creek potentially including the pumping house at the Oil Depot. Management Plans will need to be put in place in regard to both the historic /archaeological remains and managing biodiversity productively. Measures to protect the internationally important habitat on Forton Creek from disturbance will need to be implemented.

Site 48: Royal Clarence Yard: Outstanding areas to be developed



<p>Site Description / Current use</p>	<p>The site consists of two plots of land within Royal Clarence Yard which are to be developed for residential.</p> <p>The sites were permitted as part of the wider Royal Clarence Yard scheme, the southern of the two plots of land (G1 – G3) is currently under construction for 13 dwellings whilst the northern of the two plots NM7 has permission for 55 flats.</p> <p>Adjacent to part of the Millennium Promenade on Weevil Lane.</p> <p>Accessed to the two sites is from Weevil Lane.</p>
<p>Adjacent uses</p>	<p>The sites fall within the Royal Clarence Yard redevelopment area. Forton Lake and Priddy's Hard is located to the north and Gosport Town Centre to the south.</p> <p>To the east is Portsmouth Harbour and to the west the Forton Ramparts and Oil Pipeline.</p>
<p>Brownfield/greenfield?</p>	<p>Brownfield</p>
<p>Heritage</p>	<p>On-site or in proximity?</p>
<p>Listed building</p>	<p>In the proximity of Deputy Superintendent's House, walls & railings, Royal Clarence Victualling Yard, east side of Weevil Lane, Superintendent's House, attached walls & railings, North Meadow Workshops, including wall to West, Royal Clarence Victualling Yard, East side of Weevil Lane.</p>
<p>Local list</p>	<p>None</p>
<p>Buildings or features of significant historic or architectural interest</p>	<p>None</p>

Historic Park	None
Local historic park	None
Scheduled ancient monument	In the proximity of: Fortifications North of Mumby Road
Archaeology	Potential for historic marine use. Within or adjacent
Conservation Area	Royal Clarence Yard Conservation Area.
Special Character Area	No
TPO	RCY group TPO
Design considerations include:	
<ul style="list-style-type: none"> • Gosport Waterfront occupies a prominent location on the frontage of the historic Portsmouth Harbour. • RCY Conservation Area. • Listed Buildings in the vicinity. • Proximity of tall buildings 	
Nature conservation	On-site or in proximity (distance from)? - normally within 400 metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Adjacent to SPA at Forton Creek. (Portsmouth Harbour) Adjacent the Solent and Dorset Coast potential SPA.
SSSI	Adjacent to SSSI at Forton Creek. (Portsmouth Harbour)
SINCs	Arden Park (within 400m)
LNR	None
Known protected species	Very urbanised site.
Known BAP target species	Very urbanised site.
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination Consider previous uses, any known studies etc.	Considered as part of planning application process.
Flood risk	Work has been undertaken as part of a Strategic Flood Risk Assessment to demonstrate that this is an exception site in terms of flood risk. It will be necessary to ensure that any potential flood risk from tidal flooding is minimised through a range of measures including located less vulnerable uses in the higher risk flood areas and ensuring more vulnerable uses are at higher ground levels. There will also be a need to some flood defence works and other associated measures. Further areas affected over the next 100 years. 2115 flood zone 2.
Noise/Vibration —proximity to noise emitting uses, busy roads, factories, airfield etc.	Future marine use could potentially create noise.
Air quality (any known/potential issues)-	Potential particulate pollution from potential emissions pollution from boat yards.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity, consideration will need to be given to outdoor lighting associated with employment sources in the vicinity.
Safeguarded Area	Oil pipeline.
Amenity -particularly residential- compatibility of	Issues include:

proposed and existing uses-noise, smell, overlooking etc.	The relationship of proposed uses with existing uses; most notably the residential buildings at RCY and the commercial users at North Meadow and the RCY frontage.
Any open space?	The Millennium Promenade is an important waterside walk- it will be desirable to extend this provision either through or adjacent to the site.
Land use designations only (as identified in the current adopted Local Plan)	Within the Urban Area Boundary LP3 Allocations outside of the regeneration areas: residential sites. LP9D Housing LP24
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport Town Centre is located within close proximity Public transport accessibility Gosport Bus Station and Gosport Ferry are located within the town centre which therefore makes this the most accessible part of the Borough in terms of accessibility to public transport services. A number of other bus stops are located within the Town Centre. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry stop in Portsmouth Harbour.
Road access-availability, safety	The site is accessed off Weevil Lane which links to Mumby Road via a controlled signalled junction.
Parking	Space on site to accommodate parking requirements for redevelopment proposals.
Potential for improving pedestrian/cycling network?	Improvements could be made to pedestrian and cycle linkages as part of the Millennium Promenade past the site.
Comprehensive development issues	The sites are the last part of the wider comprehensive redevelopment of Royal Clarence Yard.
Any known infrastructure issues?	None
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	None
Other issues/comments	

Options:

Only Option: Develop for residential development as permitted

Site 49: South Street (West)



Site Description / Current use	The site is currently occupied by a variety of office, healthy and community uses.
Adjacent uses	<p>To the north the site is bordered by the rear of the commercial properties on the High Street</p> <p>To the south on the opposite side of South Street is Walpole Park and a large area of public car parking.</p> <p>To the east is the old police station. To the west is Halfords and an area of car parking ancillary to it.</p>
Brownfield/greenfield?	Brownfield
Heritage	On-site or in proximity?
Listed building	None
Local list	None
Buildings or features of significant historic or architectural interest	Conservative Club and rear of Gosport Museum, High Street.
Historic Park	None
Local historic park	None
Scheduled ancient monument	None
Archaeology	Historic building pattern underneath the buildings including Gosport Lines
	Within or adjacent
Conservation Area	Adjacent to the High Street Conservation Area.
Special Character Area	No
TPO	No
Design considerations include:	<ul style="list-style-type: none"> • Proximity of the listed buildings and their setting. • Location adjacent the High Street Conservation Area. • High density development which would act as a cue for other developments along this frontage.

	<ul style="list-style-type: none"> • Use of street trees along South Street • Setting of Walpole Park
Nature conservation	On-site or in proximity (distance from)? - normally within 400metres –the in-combination element of the international sites is acknowledged and will be considered as part of the HRA
SPA/SAC/Ramsar	Within 150m of Cockle Pond –part of Portsmouth Harbour SPA/Ramsar site. The Solent and Dorset Coast potential SPA (300m)
SSSI	Within 150m of Cockle Pond –part of Portsmouth Harbour SSSI site
SINCs	Within 400m of St George Barracks South SINC
LNR	None
Known protected species	None
Known BAP target species	None
Any natural features of note (established trees, woods, ponds, hedges etc.)	None
Contamination	Contamination issues to consider- historical use of the site.
Consider previous uses, any known studies etc.	Further investigation will be required.
Flood risk	Flood Zone 1. By 2115 partly within flood zones 2 and 3.
Noise/Vibration –proximity to noise emitting uses, busy roads, factories, airfield etc.	Noise from users and service vehicles for the town centre.
Air quality (any known/potential issues)-	Traffic on South Street.
Light sources -is the area currently unlit or adjacent a significant unlit area	Typical urban light sources in the vicinity including from the commercial properties on the High Street.
Safeguarded Area	No
Amenity -particularly residential- compatibility of proposed and existing uses-noise, smell, overlooking etc.	Issues include: To the south east of the site is an existing area of housing. The impact upon the amenity of residents needs to be considered.
Any open space?	Open space at Walpole Park.
Land use designations only (as identified in the current adopted Local Plan)	Gosport Waterfront and Town Centre (LP4) Principal Centre (LP27 & LP28) Urban Area Boundary LP3
Accessibility - public transport - local/ town centre - other facilities in proximity	Proximity of Town/Local centre Gosport town centre is located within close proximity. Other facilities nearby Gosport Town Hall. Public transport accessibility Gosport Bus Station and Gosport Ferry are located within half a mile making this one of the most accessible parts of the Borough in terms of accessibility to public transport services. Portsmouth Harbour Railway Station is also located in close proximity to the Gosport Ferry pontoon in Portsmouth Harbour.
Road access -availability, safety	Access onto South Street, access to rear of shops to be maintained.
Parking	Parking to be provided on site, access to the car parking for Iceland to be maintained.

Servicing	The area to the north currently acts as servicing for the shops on the High Street. Space will be needed to continue this use.
Potential for improving pedestrian/cycling network?	Cycle parking required as part of residential development.
Comprehensive development issues	Potential to develop in conjunction with the adjoining Police Station site.
Any known infrastructure issues?	Sewerage issues for town centre area
Any known deliverability issues (land ownership, accessibility, viability issues etc.)?	Potential to development in conjunction with other sites in the immediate vicinity.
Other issues/comments	

Options

Option 1: Redevelop for a for high density residential

Option 2: Retain community/commercial facilities

Preferred Approach

There is the potential to retain enhanced community/commercial uses at ground floor with residential above site with a frontage onto South Street. 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, Police Station and Waterfront Church.