

Policy A6: Safeguarded Land for Transport Improvements

POLICY A6: SAFEGUARDED LAND FOR TRANSPORT IMPROVEMENTS

- 1. Land at Huhtamaki, off Grange Road, as shown on the Policies Map, is safeguarded for a shared-use path linking the existing cycle track to Grange Road.**
- 2. Land between Rowner Road and Lees Lane, as shown on the Policies Map, is safeguarded for a future extension to the Bus Rapid Transit route and cycle route.**
- 3. Land between Fort Road car park and Lifeboat Lane, as shown on the Policies Map, is safeguarded for an off-road cycle and pedestrian route.**

EXPLANATION OF POLICY A6

Land at Huhtamaki, off Grange Road (Point 1 of Policy A6)

- 4.59 Land is safeguarded at Huhtamaki to enable a proposal to provide a new shared-use path through land lying to the south of the Huhtamaki factory to link Grange Road to the existing cycle track on the former railway line.
- 4.60 The proposed route runs between the northern boundary of HMS Centurion and the Huhtamaki factory site. The land is owned by Huhtamaki. The existing route is an unsurfaced path which becomes difficult to use in wet conditions and is not fit for cycling but is popular with students walking to Brune Park Secondary School. An improved path will be a useful addition to the wider Gosport cycle network and provide access from the Grange & Alver Valley and Rowner & Holbrook Wards to the strategic cycleway and access to Eclipse BRT stops to the north. It will also serve Huhtamaki and HMS Sultan which are major local employers.

Future Bus Rapid Transit and cycle route extension (Point 2)

- 4.61 The corridor of land between Rowner Road and Lees Lane is safeguarded for possible future extensions of the Bus Rapid Transit / Eclipse corridor as part of the wider South East Hampshire Rapid Transit (SEHRT) network and in addition there is the potential for the development of an additional cycle link through the former railway station at Military Road.

Land between Fort Road car park and Lifeboat Lane (Point 3)

- 4.62 Land is safeguarded between Fort Road car park and Lifeboat Lane to enable the provision of a dedicated off-road cycle and pedestrian route, utilising land along the southern edge of the former Qinetiq Fort Road site.

- 4.63 Cycling on Fort Road can be a somewhat intimidating experience given the speed of vehicles and the narrow and winding character of the road. This new off-road route would be facilitated on land associated with the brownfield former QinetiQ Fort Road site. As set out in Policy A2, the former Land south of Fort Road (former QinetiQ site) is no longer utilised by the MoD and is allocated for residential development. Any redevelopment proposals on the site (see Policy A2) must take account of this and this would be secured through a planning obligation associated with its redevelopment. Land is therefore safeguarded to enable the provision of this route in this policy.
- 4.64 In the event that development proposals at the Land south of Fort Road (former QinetiQ site) are not forthcoming, it is still the Council's ambition to work with the landowner to deliver a scheme in this location. The scheme is included in the Council's 'Living List' of Local Cycling and Walking projects which is linked to Hampshire County Council's Local Cycling and Walking Infrastructure Plan²¹³.

Policy A7: Flexible Allocation: Land at Brockhurst Gate

POLICY A7: FLEXIBLE ALLOCATION: LAND AT BROCKHURST GATE

Planning permission will be granted on Land at Brockhurst Gate provided proposals are in accordance with the criteria set out below as well as other policies in the Local Plan, the NPPF and national planning guidance:

1. Development should be for the following uses:

- a) Employment development within the B Use Classes and Class E(g); and/or**
- b) Public and community uses including leisure and entertainment facilities which will need to be subject to the sequential and impact tests; and/or**
- c) Residential and/or care home development.**

2. Development should address the following objectives:

- a) ensure where applicable that uses demonstrate compliance with the sequential and impact tests (see Policy C1);**
- b) ensure buildings are well designed and that there is no unacceptable impact on the setting of the adjacent Fort Brockhurst;**
- c) proposals mitigate any impacts on the highway network;**

²¹³ Gosport LCWIP: www.hants.gov.uk/transport/strategies/transportstrategies Gosport Borough Council Living List: www.gosport.gov.uk/GBLP2042