

POLICY LP6: HASLAR PENINSULA

General principles

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

Royal Hospital Haslar

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

Blockhouse

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

Haslar Marine Technology Park

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

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

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

- 7.101 The Haslar Peninsula contains significant built heritage in an attractive coastal setting adjacent the Solent and at the mouth of Portsmouth Harbour. Most of the Peninsula is within the Haslar Peninsula Conservation Area and the Council's Conservation Area Appraisal sets out the historic development of the Peninsula and its heritage value.⁹⁰
- 7.102 The protection and enhancement of the historic buildings, and the park and grounds are a key priority and consequently it is important that the buildings are re-used appropriately at an early stage to prevent them falling into disrepair. Further investigations will need to be conducted in order to understand the archaeology and historical development of the site including a landscape assessment. It will be necessary to include some form of interpretation of the history of the Haslar sites.

⁹⁰ See the Haslar Peninsula Conservation Area Appraisal (GBC March 2007).
<http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/conservation/conservation-areas/area-appraisals/>

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

- 7.103 Early discussions with the Environment Agency and the Eastern Solent Coastal Partnership will be necessary. Flood risk will be a major consideration for development proposals on the Peninsula particularly in relation to Blockhouse/Haslar Gunboat Yard which is mainly within Flood Zone 3. Significant flood defence infrastructure is likely to be required on the Peninsula with the precise nature and scale still to be determined. This would include improvements to sea walls on the Solent frontage of Royal Hospital Haslar and Blockhouse. The emerging River Hamble to Portchester Castle Flood and Erosion Study⁹¹ will provide further details.
- 7.104 Most of the Royal Hospital Haslar site is within Flood Zone 1 but is surrounded by higher risk areas. There is one small area in the south west corner (which will be retained as open space) within Flood Zone 2. The areas proposed for re-use and potential redevelopment meet the sequential test as they are within Flood Zone 1 and consequently the exception test is not required. An assessment of sea-level rise over the next century indicates that areas of proposed development (i.e. not the area to be retained as historic park and garden) would still be within Flood Zone 1. Therefore the risk of tidal (as well as fluvial flooding) is considered to be low.
- 7.105 The Flood Risk Assessment (FRA) for the site will need to address a number of issues including:
- the potential of overtopping of the Solent sea wall flood defences (particularly for the eastern edge of the site) over the next century;
 - a flood response plan; and
 - the capacity of the existing sewer network which drains surface water run-off and whether it is satisfactory to meet the needs of the new development and changing climatic conditions. The use of sustainable drainage systems may have a role to help reduce any impact and measures for their long-term management will need to be considered.
- 7.106 The flood risk issues at Blockhouse/Haslar Gunboat Yard will be a determining factor on the location, type and scale of uses within the site as significant parts of Blockhouse/Haslar Gunboat Yard are within Flood Zones 2 and 3. Consequently the Flood Risk Assessment will need to consider whether it is appropriate to locate vulnerable uses (as defined by the NPPF) on certain parts of the site. Issues that need to be addressed by a Flood Risk Assessment include:
- the condition of the existing Solent seawall defences and the risks of defence failure;
 - whether the sea defences are adequate to deal with future climatic condition and what improvements would be required;
 - the potential of overtopping of sea defences;
 - a flood response plan; and
 - the capacity of the site to deal with surface water and whether sustainable drainage systems can assist.
- 7.107 As the Royal Hospital Haslar site and parts of Blockhouse site within Flood Zone 1 could potentially be surrounded by tidal floodwater in an extreme flood event it will be necessary for the FRA to include a flood response plan. This will need to be developed in conjunction with the Borough Council to ensure that it could be an appropriate and effective method for managing risk. The

⁹¹ The River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy is being prepared by the East Solent Coastal Partnership.

response plan will need to consider flood notification and evacuation arrangements including maintaining safe access and egress routes. Alternative on-site arrangements (whilst not the preferred method) may also need to be considered to provide a robust flood response to ensure the continuing safety of people on the site during a flood event, particularly as there are likely to be vulnerable people on-site given the proposed care and health-related uses.

Protection of Nature Conservation Interests (Point 1c of Policy LP6)

- 7.108 The Haslar Peninsula is adjacent internationally important habitats (Portsmouth Harbour SPA and Ramsar Site). Consequently it will be necessary to assess proposals for the sites in terms of their potential impact on the important habitats in combination with other proposals.
- 7.109 The Habitats Regulation Assessment for the Local Plan⁹² recognises that development on the Haslar Peninsula has the potential to have a detrimental impact on the internationally important habitats. Consequently it will be necessary to ensure proposals avoid and mitigate any adverse impacts on internationally important habitats (or areas outside of the designated sites known to be of importance to the internationally important species). A number of measures should be considered including those highlighted in the HRA Report as well as those identified as part of the Solent Disturbance and Mitigation Project⁹³.
- 7.110 A project level HRA⁹⁴ is likely to be required at the planning application stage depending on the location and the nature of the proposal on the Haslar Peninsula. It will be necessary to ensure that development does not have a detrimental impact on the features of the European sites either alone or in combination with other plans and projects. If there was such an impact the proposal would not be in accordance with the Council's planning policies and would be refused⁹⁵.
- 7.111 Particular consideration will need to be given to the potential impact that development could have on Haslar Lake. There will need to be careful management to prevent access onto the intertidal area, with sufficient screening to ensure dog walkers and cyclists do not disturb birds within the SPA/Ramsar. The policy also requires that sections of the Solent frontage are opened up to public access. While there are no SPA/Ramsar designations along this stretch, the southern seawall is a potentially important wader roost. Proposals to open up the route will require additional bird surveys and careful planning and design.
- 7.112 Part of the Royal Hospital Haslar site has been identified as a Site of Importance for Nature Conservation (SINC) due to the presence of important plant life. There is also evidence of badgers, roosting bats, reptiles and nesting birds on-site. Consequently it will be necessary to undertake all the relevant on-site ecological assessments. The site also contains a number of mature trees which are worthy of protection and any works would require the Borough Council to be notified since they are within a Conservation Area. Any proposal will need to include details of the on-going management of the site to protect and enhance the site's biodiversity particularly in relation to habitats and

⁹² www.gosport.gov.uk/localplan2029-evidencestudies

⁹³ http://www.solentforum.org/forum/sub_groups/Natural_Environment_Group/Disturbance_and_Mitigation_Project/

⁹⁴ Often referred to as 'an appropriate assessment.'

⁹⁵ Unless it could be shown that the project was of overriding public interest and could secure any necessary compensatory measures in accordance with the Habitats Regulations 2010.

species included on the UK List of Priority Species and Habitats and within local Biodiversity Action Plans. In addition it will also be necessary to consider the impacts of development on other known or potential nature conservation interests in the vicinity. An Ecological Management Plan should be prepared and European Protected Species Mitigation licences will need to be sought from the statutory licencing authority where appropriate.

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

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

- 7.114 The Haslar Peninsula Regeneration Area is also served from the south-west by Clayhall Road, a residential distributor road; and by Fort Road, which provides direct access to Stokes Bay, which in part is a narrow winding lane. Neither road is of suitable character to carry significant volumes of additional traffic.

- 7.115 In view of the limitations of the existing access roads and the finite capacity of the bridge Hampshire County Council as the Highway Authority consider that proposed development on the Haslar Peninsula should not result in significantly more traffic than that arising when the proposed sites were fully occupied by the MoD. The scale of development on the Haslar Peninsula will therefore need to be kept within the capacity of the current bridge and highway network.

- 7.116 It will be necessary to ensure that any development on the Haslar Peninsula mitigates any adverse impact on the strategic road network (SRN) or the rest of the highway network. Consequently appropriate proposals will normally require a transport assessment (see policies LP21 and LP22) to demonstrate whether there are any impacts and how these will be mitigated.

- 7.117 To improve accessibility, proposals will need to include a range of measures to accommodate and encourage non-car trips and consequently Travel Plans will be required. By working with the Highway Authority and transport providers opportunities should be sought and implemented to improve public transport and cycling to the Haslar Peninsula. Key transport proposals which will improve accessibility to this Regeneration Area are set out in Policy LP21 and accompanying text.

- 7.118 There may be opportunities for dedicated mini-bus services to serve proposed care, health or residential institutional and educational uses. Consideration shall also be given to water based transport from Blockhouse.

Contamination (Point 1f of Policy LP6)

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

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

Background

- 7.120 The Royal Hospital Haslar closed as a military hospital in 2007 and the NHS ceased operating from the site in July 2009. The MoD held an Enquiry by Design workshop⁹⁶ to identify uses on the site which has helped inform the Local Plan. Subsequently the site has now been sold to private developers. A planning application for a mixed use development was submitted in 2013.
- 7.121 The site which overlooks the Solent is approximately 23 hectares and has been designated as a Grade II Registered Park on Historic England's Register of Parks & Gardens of Special Historic Interest. The site includes a number of Listed Buildings and other important historic buildings. Construction begun in 1745 and was the first purpose-built naval hospital for the sick and wounded in England. The site also includes significant areas used for burial. The key characteristic of the Hospital site is the formality of the layout and the form of the buildings and grounds with the subservient scale of buildings to the main hospital. More details can be found in the Conservation Area Appraisal⁹⁷.

Site Uses (Point 2 of Policy LP6)

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

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

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

Employment Uses (Point 2b of Policy LP6)

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

⁹⁶ Royal Naval Hospital Haslar EbD [Enquiry by Design] Workshop Report (The Prince's Regeneration Trust, January 2009).

⁹⁷ www.gosport.gov.uk/sections/your-council/council-services/planning-section/conservation/conservation-areas/area-appraisals/

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

- 7.126 It is considered that buildings close to the existing main entrance of the site could include community facilities and a convenience store to serve the site and the immediate local community. This would represent a new public gateway to the site.
- 7.127 It is anticipated that a limited retail need will arise as part of any development to meet the requirements of new residents. The floorspace of such provision should be restricted and serve the immediate residential/employment catchment for everyday and small-scale shopping needs, as suggested by the Borough Council's latest evidence⁹⁸. Small scale in this instance is considered to be approximately 300 sq m (net) of convenience floorspace. Depending on the nature of the rest of the development a small amount of specialist shops/services may also be appropriate on the site for example relating to health uses. Similarly food and drink uses are likely to be appropriate to serve the uses of the site including visitors to the Historic Park and promenade.
- 7.128 Any retail proposals will need to accord with the policy tests set out in the National Planning Policy Framework and more detailed policy elements contained elsewhere in the Local Plan (LP29).
- 7.129 The site is considered suitable for hotel/conferencing uses which can utilise the assets of the site (historic grounds and buildings and the Solent views), and has potential synergies with the health and care facilities on the site. A hotel will bring visitors to the site and the town as a whole making for a more viable development. It is considered that the site is sufficiently close to the town centre and bus/ferry interchange to be accessible by modes other than the private car. If further hotel facilities were proposed then it would be necessary for the proposal to accord with the relevant tests (sequential and impact) as outlined in the NPPF.

Residential (Points 2e of Policy LP6)

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

Development Considerations (Point 3 of Policy LP6)

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

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

- 7.133 It will be necessary to ensure that the nationally important buildings and grounds will be protected and where appropriate opportunities are taken to enhance the assets. Due to the presence of the historic park and garden there is limited scope for new buildings within the site but where opportunities do exist planning applications should be accompanied with the relevant

⁹⁸ Gosport Retail Capacity Study 2014 (GBC 2014).

supporting material demonstrating how the proposal respects the historic features and setting of the Hospital site.

- 7.134 It is acknowledged that the site does contain some later twentieth century buildings which have had no regard to the historic setting and in such cases demolition may be appropriate. If the 'cross-link' building is removed it will be necessary to restore this part of the site as open space in character with the rest of the site. The site also includes significant burial areas which need to be protected.

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

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

Infrastructure Requirements (Point 3c of Policy LP6)

- 7.136 Detail is contained in the Council's latest Infrastructure Assessment Report⁹⁹ and Delivery Plan¹⁰⁰. Key requirements include:
- Provision of on-site care and health facilities;
 - Travel plan measures to reduce car travel on the Haslar Peninsula;
 - Provision of community facilities to serve the needs of the site;
 - Suitable flood evacuation measures;
 - Provision of adequate utility infrastructure including measures to improve the local foul sewer capacity as well as the necessary on-site provision and connections for water supply, telecommunications, electricity and gas supplies;
 - Public space, green infrastructure and public access to the Solent frontage;
 - Recreational open space; and
 - Other requirements as appropriate for the type of development proposed.
- 7.137 Southern Water has identified that there is insufficient capacity in the local sewerage system to meet the anticipated demand from the development proposed at Royal Hospital Haslar. New and/or improved local sewerage infrastructure will therefore be required to serve the development, or separation of surface water which currently drains to a combined system. In addition it is also necessary to protect existing on-site infrastructure including underground sewers and water mains present on the site. This infrastructure must be allowed to continue to fulfil its function and must not be damaged or built over (see Policy LP39).

BLOCKHOUSE (Points 4 and 5 of policy LP6)

Background

- 7.138 The MoD has notified the Borough Council that it may release the Blockhouse sites although timescales and details are not known at this stage. Whilst the site has been identified as a mixed use allocation on the Policies Map due to the limited details available at this stage no quantum of development has been set out and consequently the site does not currently contribute to the housing and employment figures set out in Policy LP3. However it is important to recognise the potential of this site for delivering regeneration benefits and its linkages with the Royal Hospital Haslar site.

⁹⁹ www.gosport.gov.uk/localplan2029

¹⁰⁰ www.gosport.gov.uk/localplan2029

- 7.139 The site is adjacent to the mouth of Portsmouth Harbour and has a frontage with the Solent and Haslar Lake. A blockhouse or fortified tower is known to have been located on this spit of land from 1417 and the site has been developed considerably since then. It contains significant historic buildings including two scheduled ancient monuments (Fort Blockhouse and Haslar Gunboat Yard¹⁰¹) and the Submarine Escape Training Tank (SETT) which is a Grade II Listed Building.
- 7.140 The site occupies four land parcels known as Blockhouse 1, 2 and 3 and the Haslar Gunboat Yard.
- Blockhouse 1 (former HMS Dolphin) includes the Submarine Escape Training Tank and 33 Field Hospital as well as MoD administration, training, living accommodation and sports and welfare facilities.
 - Blockhouse 2 includes the RN Submarine Museum and the Joint Services Adventurous Sailing Training Centre (JSASTC). The Museum is a popular visitor attraction that will be retained on the site.
 - Blockhouse 3 (former HMS Hornet) is separated from Blockhouse 1 and 2 by Haslar Road and is used jointly by the JSASTC and the Hornet Sailing Club primarily as a boatyard. HSSC signed a new 25 year lease (2040) with the MOD in 2015 for the full use of Blockhouse 3 with an option to renew for a further 25 years (2065).
 - Haslar Gunboat Yard includes the underused historic gunboat sheds and yard
- 7.141 The intensity of use on the whole site is considerably lower than when the site was used as a submarine base. It currently employs almost 400 people, whilst in 1986 it employed just under 2,500 people¹⁰².

Site Uses (Point 4 of policy LP6)

- 7.142 The Blockhouse and Haslar Gunboat Yard area provides a significant opportunity to create a new heritage/leisure quarter focusing on the strengths of its Harbour-mouth location, historic buildings and the Royal Naval Submarine Museum. As with other sites it will be important to replace existing employment on the site. Key proposed uses are set out below.

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

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

¹⁰¹ Identified on the local authority historic buildings at risk register.

¹⁰² University of Portsmouth 2008 - The Impact of the Defence Sector on the Economy of Gosport.

- 7.145 Other employment opportunities will need to be considered including small scale offices and workshops.

Residential (Point 4d of Policy LP6)

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

Development Considerations (Point 5 of policy LP6)

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

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

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

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

- 7.151 It is important that as parts of Blockhouse/Haslar Gunboat Yard are developed opportunities are taken to improve public access to the site and along the waterfront. It will be necessary to ensure proposals do not harm important nature conservation interests such as over-wintering birds on important habitats adjacent Blockhouse/Haslar Gunboat Yard.

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

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

Infrastructure Requirements (Point 5d of Policy LP6)

- 7.153 Detail is contained in the Council's latest Infrastructure Assessment Report¹⁰³ and Delivery Plan¹⁰⁴. Key requirements include:

- Flood defences and other flood risk measures;
- Measures to reduce car travel on the Haslar Peninsula;

¹⁰³ www.gosport.gov.uk/localplan2029

¹⁰⁴ www.gosport.gov.uk/localplan2029

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

HASLAR MARINE TECHNOLOGY PARK (Point 6 of policy LP6)

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

Further information:

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

Employment Land Review (GBC 2012);

Gosport Retail Capacity Study 2014 (GVA 2014);

Haslar Peninsula Conservation Area Appraisal (GBC 2007);

Infrastructure Assessment Report (GBC 2014);

Royal Naval Hospital Haslar: EbD [Enquiry By Design] Workshop Report (The Princes Regeneration Trust January 2009);

Strategic Flood Risk Assessment (PUSH/Atkins);

Strategic Flood Risk Assessment (GBC 2014); and

Strategic Housing Land Availability Assessment (GBC 2014).