

# **Gosport Borough Local Plan 2011-2029**

## **Statement on Issues and Questions**

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### **Issue 2.7**

Should the following car parks be subject to redevelopment for employment purposes?

- (1) Mumby Road bus station car park.
- (2) South Street car parks.
- (3) Haslar Marina car park

Date: 6<sup>th</sup> February 2015

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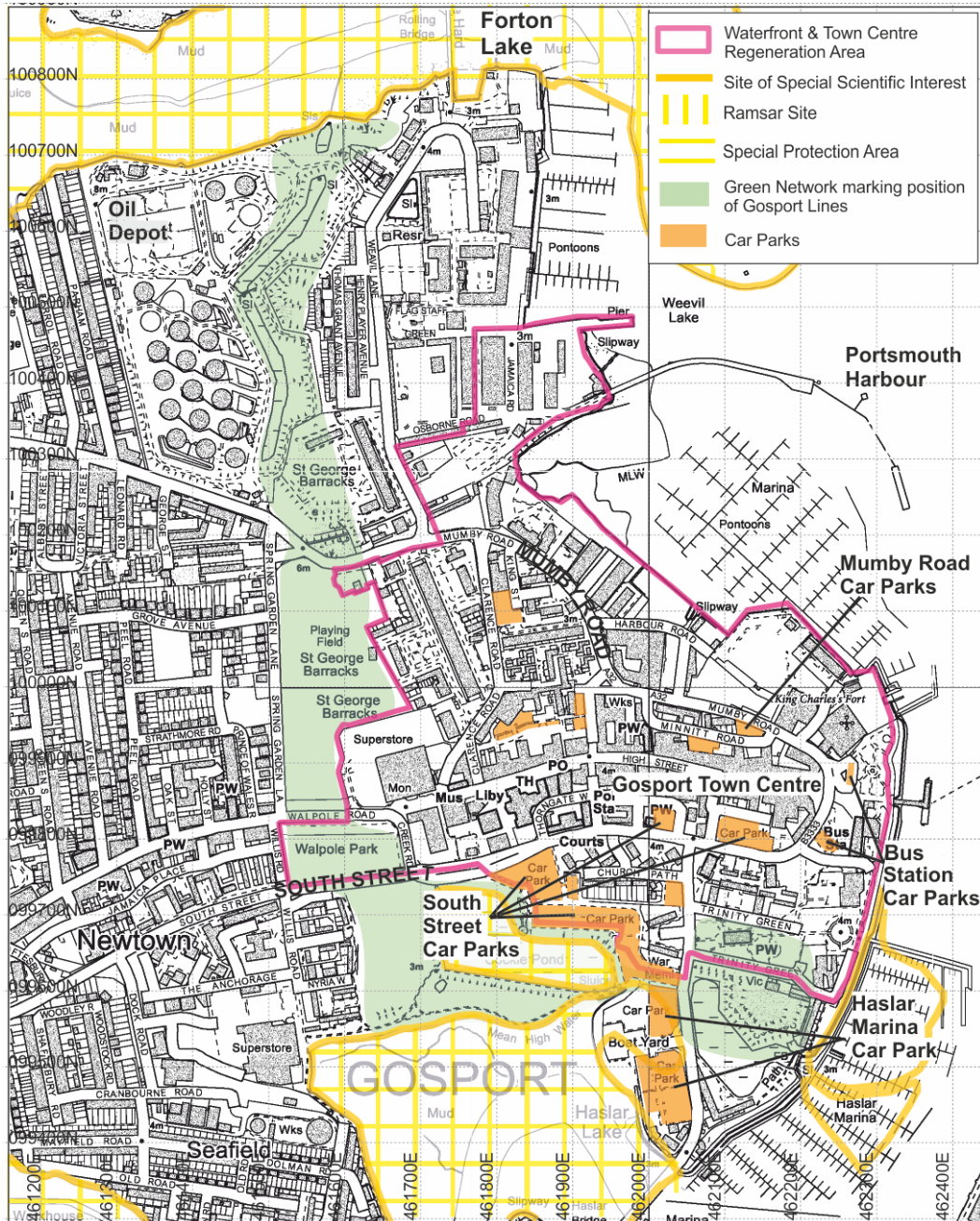


**GOSPORT**  
Borough Council

## Background

- 1.1 Plan 1 identifies the various car parks identified within this issue in relation to the Gosport Waterfront and Town Centre Regeneration Area and other features identified in Plan 4 (page 39) of the Gosport Borough Local Plan 2011-2029 (GBLP) (Submission Library LP/A1/1).

**Plan 1: Location of car park sites**



- 1.2 The Gosport Waterfront and Town Centre Regeneration Area is defined on the Policies Map (LP/A1/1/1). This Regeneration Area is identified in Part 3 of Policy LP3: Spatial Strategy (page 26) as one of the areas of brownfield land within the urban area which will be a priority for new development. Policy LP4 relates specifically to the Gosport Waterfront and Town Centre and identifies specific

allocations for development such as the Gosport Waterfront but is also an enabling policy which sets out the principles for other development sites within the regeneration area which may come forward during the Local Plan period.

- 1.3 In order to investigate various options of potential opportunity sites, the Council (as identified in Paragraph 7.10 of the GBLP), intends to prepare a detailed Supplementary Planning Document (SPD) for the Waterfront and Town Centre Regeneration Area. This will give the Council and other interested parties an opportunity to assess sites in conjunction with each other in order to: understand their potential for redevelopment; what constraints need to be overcome; and further actions required. The SPD will be prepared in close consultation with interested parties including landowners, traders, the Town Team, key stakeholders such as Hampshire County Council and Hampshire Constabulary as well as the general public. The SPD will provide further details to the principles set out in Policy LP4 and assess different options and design considerations for various sites. The SPD therefore provides greater flexibility to identify sites that may come forward which may currently have deliverability issues. It is the role of the Local Plan i.e. Policy LP4 and its supporting text to establish the key policy principles for development.
- 1.4 Consequently sites set out in this Paper (and those in the Council's responses to Inspectors question 2.5 and 2.8) will be considered in more detail at the SPD stage. It is not appropriate to address them in further detail in the Local Plan as the car park sites are not currently available to be included as development allocations. Instead they are included in the broad area for potential development and should they become available during the Plan period Policy LP3 will provide the general principles for development.
- 1.5 An important consideration when assessing the development potential of the various Town Centre's car parking is whether the quantum of parking is required; if it can be re-provided elsewhere; the format (i.e. surface parking/multi-storey); and whether this format is practical, viable and acceptable in design terms. As part of the SPD process further work will be undertaken to understand this issue and indeed initial baseline studies have begun to establish the development potential of car parks in the Town Centre area.
- 1.6 There may be scope for some form of mixed use development on cars parks within the Town Centre including residential which can form part of the 700-900 dwellings identified in Policy LP4. This potentially could include two small South Street car parks with a wider development area including the Police Station, in the light of the recent announcement by Hampshire Constabulary that they are looking to relocate. This will thereby provide an opportunity of the redevelopment of a sizeable Town Centre site.
- 1.7 The Bus Station car park is allocated for redevelopment on the Policies Map as part of the Gosport Waterfront allocation (Policy LP4) and therefore will need to be considered as part of these wider proposals.

- 1.8 Employment uses such as offices may be limited on any redeveloped car park site given the small size of the office market in Gosport; and consequently depending on the location it is likely that ground floor retail and other town centre uses may be appropriate with residential uses above. Other sites may be suitable solely for residential uses.
- 1.9 As highlighted above this needs to be considered through the engagement with various stakeholders of potential options. This would include the owners of the Haslar Marina Car Park which is in private ownership unlike the other identified car parks which are owned by the Council.

### **Conclusion**

- 1.10 The Council agrees that further consideration is required over the potential of the car parks in and around the Town Centre and that this needs to be considered in more detail as part of an SPD to consider wider development options with adjoining sites. Further work is also required regarding the future requirements of parking provision in the Town Centre and Waterfront area. It is not considered that the Local Plan in this instance is the appropriate mechanism to consider these sites. Instead Policy LP4 provides the key principles for regeneration in the Gosport Waterfront and Town Centre area.