

Waterfront and Town Centre SDP consultation Sept 2017 Gosport Society response
(final).pdf

From: Philippa Dickinson [REDACTED]
Sent: 28 September 2017 07:12
To: Planning Policy Internet
Subject: Gosport Waterfront and Town Centre SPD Draft Consultation: Gosport Society Response

Dear Sirs

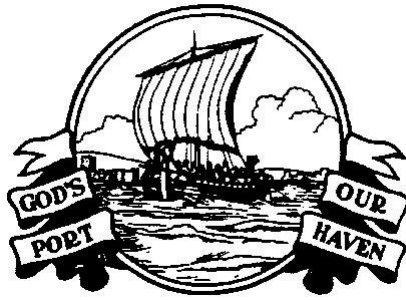
Please find attached The Gosport Society's response to the consultation on the Gosport Waterfront and Town Centre SPD Draft.

If you have any questions about this submission, please contact me.

Yours faithfully

Philippa Dickinson
Secretary
Planning Sub-Committee
The Gosport Society
[REDACTED]

m: [REDACTED]



Gosport Society

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28 September 2017

Gosport Waterfront and Town Centre SPD Draft Consultation: Gosport Society Response

1 COMMENTS ON THE VISION

1. The Gosport Society welcomes the stated ambitions of the Vision outlined in the draft SPD, particularly the recognition of the many historic assets as one of the main strengths of the Town and Waterfront areas. We also welcome the ambition to use Gosport's assets to improve the cultural facilities and to foster public pride in the Town. Thus far, the Vision is in tune with the stated Aims of the Gosport Society which are:
 - *To promote high standards of planning and architecture in or affecting Gosport.*
 - *To educate the public in the geography, history, natural history and architecture of Gosport.*
 - *To secure the preservation, protection, development and features of historic interest in Gosport.*
- 1.1. The Society welcomes the care given to ensure that the various heritage buildings and other structures in the Town and Waterfront area will continue to be protected and that where possible, sightlines will be opened up and settings will be improved around these important assets.
- 1.2. The Society welcomes the stated ambition to open up the Gosport Lines and to provide coherent pedestrian and cycle links to create a circular route connecting the proposed Gosport Lines Walk, No 1 Bastion and the Millennium Promenade
- 1.3. The Society welcomes the proposals to provide information and interpretation boards at key view points and adjacent to key heritage assets. The Society continues to be available to assist the Council in the preparation of the information and images for such boards. We would like to see a time scale for the implementation of the renovation of the existing GBC boards and installation of new boards both from GBC and other agencies.
- 1.4. The Society welcomes the stated ambition to continue to protect the natural heritage and environment of the areas with particular reference to the SINCs/SPA/RAMSAR areas
- 1.5. The Society welcomes measures to improve the cultural offering in Gosport, particularly where this can make use of the many heritage assets to draw visitors to the Town and Waterfront area
- 1.6. The Society's chief concerns are whether the Local Authority actually has the resources, both financial and qualified/skilled/knowledgeable staff, to be able to deliver this ambitious vision. Also whether the other infrastructure elements, such as transport and parking, required to translate the vision into reality the Vision are sustainably deliverable. The draft SDP does not realistically address these questions.

2 COMMENTS ON THE STATED STRENGTHS

2. The Society mostly agrees with the listed Strengths in the SPD, particularly the acknowledgement of the wealth of historic buildings and Conservation Areas as a strength. Also the number of public realm spaces listed.
 - 2.1. Townscape & Heritage: The Society acknowledges the fact that the Borough enjoys the services of an extremely knowledgeable Conservation & Design team in the Planning and Development Department as a strength. The wealth of knowledge the Head of this department and colleagues within the LPA is welcomed in looking after the challenges faced by the large number of Gosport's heritage assets.
 - 2.2. Tourism: The Society supports efforts to increase tourism in Gosport, particularly opportunities to visit and admire the many historic/heritage assets here. However, we are concerned that there does not appear to be a clear strategic plan for development of tourism to Gosport.
 - 2.2.1. The Society supports the huge effort made every year by the volunteers of the Gosport Heritage Open Days community group. However, this happens only once a year (in September). We feel that there should be opportunities to hold more heritage-related events in Gosport and in the Conservation Areas. We believe the wealth of heritage assets in this area could form the basis of a year-round programme to promote Gosport and its heritage.
 - 2.2.2. The Society would like to commend the work of the Tourist Information Centre. We support the retention of this knowledgeable team of people and welcome the proposal to retain its location in a more prominent position adjacent to the Bus Station and the Ferry terminal.
 - 2.3. Transport: The Society believes that while some aspects of the Transport offering are strong – particularly with the Ferry and Bus terminals next to each other and the swift link to Portsmouth Harbour and trains to London and IoW; other aspects are not as strong as stated in this section. Particularly the dedicated cycle routes and the car/taxi drop-off areas. Also the lack of regular bus services to some parts of the Town (eg Royal Clarence Yard; Priddy's Hard & Hardway). Further comments under point 3 – Weaknesses below.

3 COMMENTS ON THE STATED WEAKNESSES

3. The Society acknowledges the listed Weaknesses in the SDP. However, we have the following comments to make:
 - 3.1. Tourism:
 - 3.1.1. Hotel accommodation. While it is true that hotel accommodation is quite limited in the Town Centre, this list of weaknesses may possibly be partially addressed if the proposed hotels in the High Street and the Haslar development are realised.
 - 3.1.2. The unattractive High street, uninspiring modern architecture and shop-fronts in-between the heritage buildings disguise what could be an attractive pedestrianised destination.
 - 3.1.3. The concept of a 'Gosport' brand and the Town's 'market position' needs further clarification. In the view of the Society, this is less important than the fact that there appear to be very few resources (either financial or staff) with a specific remit to promote or market Gosport. Opportunities to encourage people to visit Gosport are being missed (or abdicated to a random selection of third parties – with mixed results). We regard the

lack of clear strategic plan for the development of tourism as a primary weakness which needs to be addressed.

- 3.2. Transport: The Society believes insufficient attention is given in the SPD to transport and traffic flows – especially on the A32 Fareham-Gosport corridor. A southward expansion of the E1/2 dedicated route from Holbrook to the vicinity of the old railway station is needed.
 - 3.2.1. Public transport: Areas from Royal Clarence Yard to Priddy's Hard and beyond are very poorly served, which increases the reliance on personal cars by people living and working in these areas. The bus routes which served Weevil Lane were withdrawn several years ago and despite the original plans for the Millennium Bridge to carry a local bus, this has never been brought into service. Various reasons have been given for this failure to deliver this important and useful transport link which would increase footfall to some of the most important heritage assets along the Gosport Waterfront. The Society would like to encourage the SDP to include a proposal to look into the feasibility of offering a public transport link across the bridge.
 - 3.2.2. The water-taxi service linking Royal Clarence Yard to Portsmouth was withdrawn in 2009. The lack of water-based transport links across the harbour is a weakness (and also noted as an 'Opportunity' in this SDP and in other GBC development plans.)
 - 3.2.3. The problems of bottle-neck routes into and out of Gosport present a strong disincentive for business and visitors to come to Gosport, with unexpected jams frequently adding 20-30 mins to planned journeys at any time of the day (ie not just rush hours)
 - 3.2.4. Cycle paths: The lack of coherent, joined up, safe dedicated cycle paths (particularly to the ferry terminal) around the area is a significant weakness (although we note that there is a stated intention to improve parts of the local cycle network elsewhere in the draft SPD)

4 COMMENTS ON THE STATED OPPORTUNITIES

4. The Society acknowledges the Opportunities listed in this section. We would like to make the following additional comments:
 - 4.1. Redevelopment of unused and underutilised sites:
 - 4.1.1. Generally, the Society supports the Council's approach to these areas but we would like to ensure that where historic buildings are to be used for commercial or non-tourism purposes, that provision is made that some public or occasional access for specialist interest groups by arrangement is included in any planning permission to be granted.
 - 4.1.2. Site specific comments included later in this response
 - 4.2. Tourism & Events: The Society's comments on the opportunities to extend heritage tourism beyond the four days of the national Heritage Open Days in September is included in our comments on 'Strengths' above.
 - 4.2.1. The Society urges GBC to ensure that plans here ensure that the former Royal Clarence Yard is finally considered as a whole, not in two or more parts.
 - 4.3. Transport:
 - 4.3.1. The Society supports the desire to improve opportunities to improve water links – particularly to link the various key heritage sites along the Gosport Waterfront
 - 4.3.2. The Society would like to see the opportunities to improve pedestrian and cycle access included in this section.

5 COMMENTS ON THE STATED CHALLENGES

5. The Society acknowledges the Challenges listed in this section. Further comments below:
 - 5.1. Town Centre: evenings and at night. There is an inherent conflict between the stated ambition to stem the 'leakage' of expenditure to Gunwharf and other more attractive evening destinations by increasing the 'night-time economy' in Gosport – and the stated ambitions in relation to health and well-being. Without a strongly controlled vision of what an acceptable 'night-time economy' should look like (including a variety of evening entertainment opportunities other than bars and restaurants, such as a cinema, family outing and cultural venues), there is a real risk that this will just lead to increasing drunkenness in the Town centre, together with additional noise and nuisance for residents.
 - 5.2. Parking: While the proposed rationalisation of the many small car parks is broadly welcomed, there may be problems with the need for parking close to popular and important destinations, such as medical centres, pharmacies, schools etc. Without sufficient short-term parking in these areas accompanied by sufficient enforcement patrols, parking problems may increase. We also question whether sufficient provision in the calculations has been made for projected increase in residential car-ownership.

6 THEME A: CREATING AN ATTRACTIVE TOWNSCAPE

6. The Society is broadly in agreement with most of the stated objectives.
 - 6.1. We welcome the recognition of the importance of the numerous Listed Buildings, Conservation Areas and archaeological interests.
 - 6.2. We also welcome the emphasis on the importance of good quality design. Particular attention should be paid to materials, height, scale and proportions of any new development. Site specific comments are included later in this response.
 - 6.3. We have some concerns about the purpose of the proposed 'landmark buildings' on various sites. With many notable historic buildings already on the Gosport Waterfront, we are concerned that any such building(s) should have a clearly defined purpose and function. We don't believe that Gosport needs to replicate the Spinnaker Tower (for example), nor to create something which might soon be regarded as an expensive 'folly'. Further clarification on the intentions and purpose of these 'landmark buildings' needed.
 - 6.4. We have strong objections to any more tall buildings along the Gosport Waterfront. Such buildings are rarely architecturally interesting (if the recent McCarthy & Stone tower is anything to go by) and are out of keeping with the style and heritage of most of the rest of the Town. They also have a detrimental effect on the surrounding areas, casting shadows and restricting views of the harbour.
 - 6.5. The Society welcomes the proposal to open up the former 'Gosport Lines' to create a walkway to link up with the Millennium Promenade.
 - 6.6. The Society welcomes proposals for the promotion of the historic character and maritime heritage through events, activities and promotions. However, this needs to be included in a strategic plan for the development of visitor attractions and tourism in Gosport. The Society is ready to assist with information and advice if required.
 - 6.7. The Society welcomes proposals to further explore the archaeological heritage of this area.
 - 6.8. The Society welcomes proposals to improve the lighting in key areas such as the Millennium Promenade and at Royal Clarence Yard, through the implementation of suitable and sustainable architectural lighting. The sensitive lighting of some of the more impressive

buildings would be welcome, providing that this does not cause light pollution to enter residential windows at night.

7 THEME B: CREATING NEW EMPLOYMENT OPPORTUNITIES

7. The Society is broadly in agreement with the stated objectives, although we feel that the draft SPD lacks detail in conceptualizing new employment and training opportunities beyond marine industries and leisure/tourism.
 - 7.1. We suggest that 'heritage tourism' could be included in the main 'tourism' objective.
 - 7.2. We would also like to see training opportunities for people to become heritage guides to assist in the delivery of this objective and also train up a younger generation to be knowledgeable about local history.
 - 7.3. We welcome the proposal to create themed walking routes and would be willing to assist in the planning of such routes.

8 THEME C: ENHANCING THE SHOPPING AND LEISURE EXPERIENCE

8. The Society is broadly in agreement with the stated objectives, particularly the objective to enhance the cultural offer. The idea of a 'cultural square' is welcomed (eg around the Old Grammar School).
 - 8.1. As stated above, there needs to be a clear and strongly controlled vision of what an acceptable 'night-time economy' should look like. Our chief concern is that this should not encourage groups of drinkers to gather in public spaces and cause a nuisance to residents or around important public thoroughfares such as the new bus station/ferry interchange.
 - 8.2. While the Society supports the objective to ensure that the empty commercial units at Royal Clarence Yard should be reserved for commercial uses only, the nature of the sound transference and the absence of double glazing in the residential apartments above these units requires that the commercial units should not generate excessive noise, particularly at night.
 - 8.3. The Society supports proposals to enhance the number and range of cultural events held in Gosport. Also the harbourside market idea (possibly food & craft – like the Southsea market). This needs a resourced strategic plan in place from GBC. We suggest that venues for some of these events could include some of the heritage buildings and Conservation Areas, as well as the Millennium Time Space on the Waterfront.

9 THEME D: PROVIDING NEW HOMES

9. The Society welcomes the stated objective that new housing development should respect the historic core.
 - 9.1. The Society has some concerns about proposals for additional residential development along the Waterfront and objects to suggestions that this could include any more tall buildings. Any such development should be low-rise and in keeping with the height of buildings in the Town core.
 - 9.2. The Society has strong concerns about any new development around Trinity Green, particularly on any consecrated land and/or a former burial site. Modern development has already encroached on this important setting. What remains of the open nature and sight lines between Trinity Green and the Harbour, has already been compromised and should not be allowed to be further restricted

- 9.3. The Society has concerns about the proposal to allow an increase in the height of buildings along the High Street, which may be out of keeping with the historic core of the Town. Increasing the height of the buildings may add lead to this area becoming a shaded and windy chasm which would be unattractive for shoppers and businesses.

10 THEME E: IMPROVING ACCESSIBILITY

10. The Society welcomes the stated objectives to improve connectivity, crossings, cycle access, signage, wayfinding and street design.
 - 10.1. The Society has some concerns about the proposal to develop the Mumby Road Car/Lorry Park for dwellings: partly due to the fact that the availability of parking in this area is already very limited (due to the acknowledged lack of sufficient public/visitor parking within the developed part of Royal Clarence Yard); partly due to the effect this could have on the adjacent Listed Engineers Mews cottages.
 - 10.2. The Society welcomes plans to enhance the Millennium Promenade and link this with the proposed Gosport Lines to create a circular walk linking some of the most important heritage assets in this area.
 - 10.3. We would urge the Council to continue to work with landowners and developers to ensure that the original vision for the Promenade is realised and can be routed as close to the waterside as possible (preferably neither along the Mumby Road nor Weevil Lane). The segment which currently runs the whole length of Weevil lane could be re-routed without further delay through the developed part of Royal Clarence Yard. This would have a beneficial impact on the businesses located in Cooperage Green and along the RCY Waterfront.
 - 10.4. The Society welcomes proposals to enhance the cycle routes in the SDP area and ensure that they link up safely (plan 7b). We recommend that these routes should, wherever possible, be dedicated cycle routes, not shared with either vehicles or pedestrians. In particular, we would welcome dedicated cycle routes to and from the ferry terminal.

11 THEME F: IMPROVING THE PUBLIC REALM AND GREEN INFRASTRUCTURE PROVISION

11. The Society welcomes the stated objectives of this theme, particularly the objective to improve the interpretation of the historic and natural environment.
 - 11.1. The preservation of conservation sites within and adjacent to the creeks and spaces of historic interest is welcomed.
 - 11.2. The opening up of the former 'Gosport Lines' as a recreational route linking with the Millennium Promenade at the northern and southern ends is welcomed, together with the proposal for clear way-marking.
 - 11.3. The proposal to create an identifiable 'Creekside Walk' to connect with the circular Gosport lines and Millennium promenade is welcomed, as is the proposal for interpretation boards for both the historic and natural features along the route.
 - 11.4. The Society welcomes the proposals to retain and enhance the existing open spaces and to use some of these for cultural and other events to encourage residents and visitors to enjoy Gosport's natural and historic heritage.
 - 11.5. The Society supports the Council's ambition to facilitate and promote the proposed England Coastal path (which is also supported by the Ramblers Association) as it routes through the SPD Area.

12 THEME G: MANAGING FLOOD RISK

12. The Society broadly welcomes the objective within this theme. We particularly endorse the objective that flood defence measures should enhance the visual appearance and functionality of the Waterfront. There are already several ugly, concrete 'sea walls' along the waterfront and we would like to be sure that any future flood defences are designed with more sympathy for their surroundings, particularly in front of Listed buildings and in Conservation Areas. The Society is commenting separately to specific proposals put forward by GBC and the Eastern Solent Coastal Partnership.

13 THEME H: PROVIDING APPROPRIATE INFRASTRUCTURE

13. The Society agrees with this very broad objective. However:
- 13.1. Car Parking calculations:
- 13.1.1. We note that the draft SPD includes the Morrison's supermarket car park in its calculations. This car-park is provided for Morrison's customers and is currently used by many people as an unofficial free alternative to the (paid) GBC car parks. Has any consideration been given to a change in the nature of this privately owned car-park which might affect the conclusions drawn from the surveys of current use?
- 13.1.2. Similarly, the Cooperage Green Visitor parking area at Royal Clarence Yard is frequently used by people as a free alternative to the (paid) GBC car parks. This car park does not appear to have been included in the calculations, even though a conclusion appears to have been reached that the nearby GBC Mumby Road lorry park is under-utilised. The latest plans from the RCY developer for their car-parks is to introduce paid permits and pay-and-display visitor parking into Cooperage Green. Any change in the availability of parking in the privately-owned Cooperage Green car-park could affect the future availability of parking in this area. As could the future arrangements for parking in the retained area of RCY.
- 13.1.3. With an increasing population, increase in the age profile and the known health issues of obesity and poor diet, there is an under-provision of primary healthcare in the town – and these will also need appropriate car-park arrangements. Has sufficient provision been allowed for these within the calculation of future car-parking needs?
- 13.2. We cannot see any provisions for the installation of electric car charging points in GBC car-parks.
- 13.3. If the smaller car-parks are to be removed/re-purposed and spaces consolidated into the larger paid car-parks, there is a risk that people will continue to park close to their destination (whether or not parking is permitted there). Without sufficient provision for parking enforcement patrols, there is a risk that local parking restrictions will be ignored.

14 THEME J: CREATING A HEALTHIER TOWN

14. The Society broadly welcomes the objectives set out under this theme. We welcome the inclusion of much improved safe cycle routes and pedestrian walkways linking the most interesting areas of the Town.

15 CHARACTER AREA 1: BUS STATION AND FALKLAND GARDENS

15. The Society broadly welcomes the proposals in the draft SPD for this area. However:
- 15.1. We have particular concerns about the suggestion that any further tall buildings should be permitted in this area for the reasons given under 'Theme A' above.

16 CHARACTER AREA 2: GOSPORT WATERFRONT

16. The Society broadly welcomes the proposals in the draft SPD for this area.
- 16.1. However, we have particular concerns about the suggestion that any further tall buildings should be permitted along the Gosport Waterfront for the reasons given under 'Theme A' above.
- 16.2. We also have concerns about the proposals for a potential tall 'landmark building' in this area for reasons given under 'Theme A' above.
- 16.3. The Society welcomes the proposals to route the Millennium Promenade as close as possible to the waterside. We urge the council to make strenuous efforts to ensure that the route does not have to be diverted (as at present) along the Mumby Road.
- 16.4. The Society welcomes the proposals to remove the unattractive later extensions to the Locally Listed Old School House.

17 CHARACTER AREA 3: ROYAL CLARENCE YARD

17. The Society welcomes some of the proposals in this section, particularly those which ensure that the long-awaited reunification of the former Victualling Yard should be regarded as a coherent whole and not developed piecemeal as hitherto. With the release of the retained land, it should be possible to ensure that the majority of this area is accessible (particularly the heritage assets) and that the heritage of the Yard can be read and appreciated as a whole properly by visitors. Together with Royal William Yard in Plymouth, Royal Clarence Yard is one of only two former Royal Naval Victualling Yards and should be celebrated and promoted as such. To that end, The Society has the following comments:
- 17.1. The opportunities to utilise the westernmost area in the retained part of RCY and the listed/heritage buildings therein for heritage tourism (eg museums or visitor attractions) should not be missed. These should link coherently with both the developed part of RCY, the proposed new (and original) plan for the Millennium Promenade and the proposed enhanced cycle routes.
- 17.2. The Society welcomes the proposal to utilise the remains of Queen Victoria's Railway station (possibly moving it slightly) as a tourism asset (eg a café). Utilising the popularity of Queen Victoria and her links with Gosport should provide additional focus for the promotion of the Town.
- 17.3. That sufficient parking should be provided within the Retained Area for both the marine businesses by the deep water and to supplement the visitor parking to the newly available heritage buildings and the developed part of the RCY waterfront.
- 17.4. The Society objects to any proposal to place parking on the pedestrianised Brewhouse Square. Not only would this detract from the setting of the adjacent listed and important buildings but it would destroy the currently attractive visual aspect of the Square with its stunning views across the harbour towards the historic dockyard and the Spinnaker Tower. Additionally such

a proposal would require the installation of additional barriers and bollards to restrict vehicles driving along the Waterfront.

- 17.5. That the designation of the area is clearly signposted and remains recognised as 'Royal Clarence Yard' – rather than any other marketing designation dreamed up by developers.

18 CHARACTER AREA 4: NORTH OF HIGH STREET

18. The Society welcomes the proposals for this area, particularly the ambition to respect and protect the heritage assets and their settings in the vicinity when considering proposals for redevelopment of these streets and the Clarence Road car park.

19 CHARACTER AREA 5: HIGH STREET

19. The Society considers that addressing the issues in the High Street to be a priority. We welcome the proposals for this area, particularly the emphasis on protecting and enhancing the significant historic assets within this part of the Town Centre:
 - 19.1. Nevertheless, the Society has concerns about the proposals to allow an increase in the height of buildings along the high Street to provide additional residential and office space for the reasons outlined in 9.3 above.
 - 19.2. As stated above, The Society welcomes proposal to develop a 'cultural quarter' to include The Old Grammar School.
 - 19.3. The Society welcomes the suggestion that an application to the Heritage Lottery Fund might be possible to enable the development of public realm improvements in this area. The Society is willing to assist where possible on the preparation of materials for better/more interpretation boards and (if required) to support a bid to the HLF.

20 CHARACTER AREA 6: SOUTH STREET

20. The Society welcomes the proposals for this area, particularly the emphasis on the need to respect the pattern of the former Gosport Lines.
 - 20.1. The Society has some concerns about the suggestion that taller buildings with 'landmark features' might be permitted at the junction of South Cross and South Street. Our concerns about tall/landmark buildings which are not in keeping with the majority of the townscape in the Town centre have been made above and are also relevant for the South Street 'Character Area'.

21 CHARACTER AREA 7: TRINITY GREEN AREA

21. The Society mostly welcomes the proposals for this area, particularly the emphasis on the need to protect and enhance the setting of both the Grade II* listed Trinity Church and the Vicarage.
 - 21.1. We recognise that the Locally Listed Harbour and Seaward towers (although not admired by some) also form an important feature in this area. Developing a plan which encompasses the need to respect these somewhat clashing style and part of the built heritage of this area presents quite a challenge. Rather than looking to establish a new 'landmark' building in this area, we would like to encourage GBC to think creatively about possible

adaptation/improvements/ opportunities of the top of these tower blocks which are very visible from the water and Portsmouth.

- 21.2. The Society will be interested to learn more about the '*Welcoming entrance to Bastion No 1 open space*' as is shown on the plan of this area but does not appear to be mentioned in the accompanying text. We note that there is more detail on this in the section related to Character Area 9: The Gosport Lines.
- 21.3. We also feel that there needs to be an imaginative plan for the more regular use of the 'Millennium Time Space' as a public events venue.

22 CHARACTER AREA 8: HASLAR MARINA

22. The Society welcomes the proposals for this area, particularly the emphasis on the need to respect the setting of Bastion No 1 and the views across Haslar Lake.
 - 22.1. The Society welcomes the proposal to include the whole of this area in the urban area boundary to ensure consistency of any developments in this area and the need to respect the proximity of Haslar Lake.
 - 22.2. The Society welcomes proposals to provide pedestrian links to the proposed Gosport Lines Walk.
 - 22.3. The Society's concerns about the proposals for a 'landmark building' covered in earlier comments also apply to this area.

23 CHARACTER AREA 9: GOSPORT LINES

23. The Society strongly welcomes the proposals for the opening up of the remaining parts of the former Gosport Lines to include a pedestrian route which follows the Lines and also links up with the route of the Millennium Promenade.
 - 23.1. This is possibly the most innovative and exciting part of the proposed SDP as it opens up an area which has long been a concern for the Society.
 - 23.2. The Council is to be commended for the ambition of its vision, which combines the protection and conservation of both the historic structures and the natural environment with the plans to improve community and visitor access to some of the most important heritage assets in the Town and along the Waterfront.
 - 23.3. The Society welcomes the proposals for the Northern (Forton) Ramparts, particularly the proposal to open up the tunnel through the Ramparts and link this with existing cycle routes and the Millennium promenade.
 - 23.4. The Society welcomes the proposals for the improvement of Arden Park and Walpole Park North, particularly the pedestrian and cycle routes link with the Gosport Lines and the Millennium Promenade. We would like to suggest that consideration could be given to the rebuilding of a structure in Arden Park to recognise/follow the pattern of the former Lines.
 - 23.5. The Society also commends the emphasis on the protection of Arden Park as a SINC due to the overwintering Brent Geese.
 - 23.6. The Society welcomes the proposals for Walpole Park, particularly the creation of attractive pedestrian routes including interpretation boards. As previously stated the Society is willing to assist in the development of information for these boards.
 - 23.7. The Society welcomes the proposals for enhancing and improving the routes to and through the Scheduled Ancient Monument, No 1 Bastion.

24 CONCLUDING COMMENTS: CONCERNS

24. While the Society is broadly supportive of the Vision for the heritage and conservation assets contained within this proposal, we have concerns about the practicalities of the delivery of this vision.
- 24.1. Particularly in relation to ambitions for land which remains in private ownership and without any real incentive for land-owners to agree to some of these plans (eg routing of paths and cycle ways through their property, such as the Millennium promenade).
- 24.2. The Society also has concerns as to whether this vision is deliverable, given the Council's current financial and staffing constraints.

25 CONCLUDING COMMENTS: OTHER SITES WITHIN THE SDP WITH POTENTIAL FOR DEVELOPMENT

25. The Society would like to suggest that opportunities for supporting youth work might be appropriate within the SPD area, play parks in the high street, as very successfully provided in shopping in Fareham. Also facilities to relocate Youth Groups such as Scouts, Guides or Sea Cadets, providing young people and their parents a familiarity with the attractions of the area.

26 CONCLUDING COMMENTS: ANYTHING ELSE TO BE INCLUDED IN THE FINAL VERSION OF THE SPD?

26. The Society would like to suggest the following possible additions to this plan:
- 26.1. The Priddy's Hard Ramparts Area should also be considered together with the proposals for the Northern Ramparts and the Gosport Lines.
- 26.2. The Forton Lake/Creek shoreline, which also has many interesting features, wrecks and areas of natural habitat and forms part of the Gosport Waterfront, the Millennium Promenade and the proposed Coastal Path.
- 26.3. Fort Brockhurst: as one of the remaining Palmerston Forts not already allocated to either residential or naval/military uses it has the potential to become a superb visitor attraction for Gosport and a possible venue for a variety of events.

27 ANY FURTHER COMMENTS?

No further comments

28 CONTACT DETAILS

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