

Gosport Waterfront and Town Centre SPD: Schedule of Proposed Changes (March 2018)

Gosport Waterfront and Town Centre Supplementary Planning Document (SPD): Schedule of Proposed Changes

This document sets out the main proposed changes to the Gosport Waterfront and Town Centre SPD following the consultation on the previous Consultation Draft of the SPD produced in June 2017.

The schedule does not include minor word changes or format changes

| Paragraph/Plan | | Proposed change | Reason/Comment |
|---------------------------------|---------------------------------------|---|---|
| as shown in latest draft | as shown in Consultation Draft | | |
| Throughout plan | | Remove references to 'Consultation Draft'. | This text related directly to the consultation process of the previous version. |
| Opportunities Plan | | Update plan to reflect changes outlined below. This includes the removal of the sites at the eastern end of Trinity Green and the reduction of the Millennium Promenade opportunity site | To reflect revisions made to the SPD. |
| N/a | Inset page | Delete 'Any Comments to Make' & 'What Happens Next?' | This text related directly to the consultation process of the previous version. |
| Summary pages | | | |
| Key theme objectives | | Amend theme title F to include 'open space' in title and delete public realm from theme F title and include it under theme A | To better reflect content of each theme. |
| Plan 1 | | Update plan to reflect changes outlined below. This includes the removal of the sites at the eastern end of Trinity Green and the reduction of the Millennium Promenade opportunity site. | To reflect revisions made to the SPD. |
| Area objectives | | North of the High Street- remove reference to create a road link to North Loading area. | Not considered a key objective for this area and following public consultation and further consideration this proposal not considered necessary. |
| Area objectives | | Trinity Green: Delete 'Create new development which reflects historic pattern' Reword 2 nd objective to read 'to protect and enhance the open spaces in Trinity Green that respects their historic character.' Reword 3 rd objective 'to improve the frontage on the northern side of Trinity Green' | To reflect revisions made to the Trinity Green Character Area as set out in the Economic Development Board (14/3/18). This proposal was originally included to restore some of the built development that previously existed in this area. However following the public consultation there was a strong expression from residents across the Borough the area should |

Gosport Waterfront and Town Centre SPD: Schedule of Proposed Changes (March 2018)

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| | | | be retained as open space as it is of such quality. Therefore it is not considered appropriate to bring forward the small residential scheme for this area. |
| Vision | | | |
| Vision | | Amend Vision to reflect the importance of accessibility to and within the town centre and waterfront for all | To better reflect a key element of the SPD. |
| Section 1: Preparation of the Gosport Waterfront and Town Centre Supplementary Planning Document | | | |
| Paragraphs 1.11-1.14 | Paragraphs 1.10-1.13 | 'How the SPD was prepared'- re-order and update to reflect the consultation process | Update to reflect the consultation process |
| Section 2: Background to the Gosport Waterfront and Town Centre | | | |
| Strengths table | | <p>There are some additional strengths identified that are useful to include in the SPD including</p> <ul style="list-style-type: none"> • additional marine strengths identified by Gosport Marine Scene and others • Heritage Open Days • Views to RN Ships • importance of BRT route and accessible to other attractions and areas of Gosport • Include reference to Continental Ferries • Community/Voluntary activity | Strengths identified by respondents |
| Weaknesses table | | Amend phrase on congestion to also highlight that congestion increase costs and can deter investment | Weakness identified by respondents |
| Opportunities table | | <p>Amend to include:</p> <ul style="list-style-type: none"> • Reference to the expansion of the BRT • Greater opportunities to develop the high-value yachting sector due to Gosport's locational advantages. • Increasing opportunities to encourage local people to sail for pleasure or work • Increase cross-harbour working to enhance the marine sector | Opportunity identified by respondents |

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| | | <ul style="list-style-type: none"> • Opportunities to use additional waterfront sites (RCY and Blockhouse) to develop yachting service industries further including for large yachts. • Greater promotion of Gosport's nationally significant heritage and museum collections and look to expand the heritage tourism sector further • List Gosport Heritage Open Days alongside Gosport Marine Scene as a named organisation to be assisted in the organisation of events along the waterfront and town centre. • Take opportunities to improve pedestrian and cycle access to, and within, the SPD area. • Improve facilities and accessibility for those with disabilities and others with particular access. • To ensure some form of public access to historic sites and buildings once they are developed. • Take the opportunity to open up as much as the coastline as possible for public access including where possible marina areas. • Take opportunities to develop new and emerging sectors including the creative industries. • Further opportunities for skills and training to support key existing sectors (marine, heritage and tourism) and potential new and emerging sectors. This includes further enhancing Gosport's strengths in the sail training sector as well as increasing skills in heritage and conservation. • Take opportunities to maximise water efficiency. • Take opportunities to develop environmentally efficient buildings. • Promotion and marketing-recognise that more can be | |

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| | | done to improve the perception of investors, businesses , employees visitors, and local residents, that Gosport is a place to spend time and money. | |
| Challenges table | | <p>Amend to mention the following challenges:</p> <ul style="list-style-type: none"> • Ensuring that public transport and sustainable transport modes are seen as a real and tangible solution to tackling peak hour congestion. • To specifically mention residential development as a competitor to marine uses for land. • Enhanced transport provisions to improve access to, and from, the Peninsula also make competing centres more accessible. • Funding for services. | As suggested by respondents. |
| Section 3 Planning Policy Context | | | |
| Plan 3: Key Planning Policy Consideration | | Amend Plan 3 to extend the boundary of the Site of Importance for Nature Conservation at Bastion No.1. | To reflect ecological surveys undertaken by the Hampshire Biodiversity Centre and the subsequent update of the GBLP Policies Map (under provisions made by 12.79 of the GBLP). |
| Theme A: Creating an attractive townscape | | | |
| Bullet point: To preserve and enhance the character and setting of the distinctive built heritage | | Add the following text, 'Proposals will need to accord with the principles set out in Policy LP10 of the Gosport Borough Local Plan 2011-2029 with further guidance set out in the Council's Design SPD. Poor design which fails to improve the character and quality of an area should be reused' | To reinforce the design principles set out in the GBLP and that further design guidance is available. Highlight phrase included in the GBLP and the NPPF relating to refusing poorly designed proposals. |
| Bullet point: To preserve and enhance the character and setting of the distinctive built heritage | | Remove reference to residential scheme at the eastern end of Trinity Green. | This proposal was originally included to restore some of the built development that previously existed in this area. However following the public consultation there was a strong expression from residents across the Borough the area should be retained as open space as it is of such quality. Therefore it is not considered appropriate to bring forward the small residential scheme for this area. |
| Bullet point: To carefully consider the impact of any | | Amend to read as follows, 'Such landmark features <u>buildings</u> should be of exceptional design, and respect their context with | To reflect that not all landmark features are tall buildings. |

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| proposals for tall buildings | | reference to Historic England’s Tall Building Guidance. | |
| Bullet point: To ensure that the public realm is enhanced | | Identify that public realm enhancements also includes proposals to improve the appearance of existing frontages of buildings at ground floor and upper storeys. | To provide further information and clarity. |
| Bullet point: To ensure that the public realm is enhanced | | Provide a more comprehensive list of elements that would be considered by a public realm audit and action plan. | |
| Bullet point: The historic character and maritime heritage should be promoted and celebrated | | Mention the following aspiration ‘The Council will negotiate appropriate public access arrangements to historic building and assets where opportunities arise.’ | The Council already seek public access to certain historic assets as part of a planning proposal. As highlighted by the Gosport Society it would be useful to recognise the aim of negotiating public access where opportunities arise in the SPD. |
| Bullet point To investigate the use of architectural lighting. | | Include additional safeguards to ensure architectural lighting does not have a significant light pollution impact on residents or the environment. Highlight other considerations that would need to be considered regarding how such schemes would need to be operated. | Provide further clarity on this issue and that Policy LP46 would be the main policy to determine proposals. The principles are also relevant where planning consent is not required. |
| New point at the end of section. To incorporate principles of sustainable design within new developments | | Mention the use of sustainable design principles. | Whilst sustainable design is included in the GBLP and the Design SPD following comments received it is considered useful to make a short reference to the importance of incorporating such principles in the Waterfront and Town Centre SPD. |
| Theme B: Creating new employment opportunities | | | |
| Marine sector | | To include additional text relating to protecting key sites. ‘To safeguard marine uses from residential development. Policy LP16 (point 3) of the GBLP protects key employment assets such as waterfront access. Other policies such as Policy LP46 aim to ensure that noise sensitive developments (which could include residential) will not be permitted if the users would be adversely affected by noise from existing or proposed noise-generating uses (which could include boat yards).’ | To re-iterate existing policy safeguards in the GBLP which aim to safeguard marine sector sites. |

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| Marine sector | | Mention the scope for further development of the yachting services sector including large yachts. | As advised by Gosport Marine Scene. |
| Marine sector | | Mention opportunities at Blockhouse. | Whilst outside the SPD area it is clear this site relates well to the economy of the Gosport Waterfront and Town Centre. |
| Marine sector | | Include additional information regarding issues raised by visitor mooring. | As advised by Dean and Reddyhoff. |
| Marine sector | | Add additional information relating to skills and training. Encourage sustainable boating such as the issues covered by the RYA's Green/Blue programme. | To provide additional information on skills and training and link to the relevant policy of the GBLP. Mention sustainable issues such as the RYA Green/Blue scheme as suggested by a respondent. |
| New bullet point: Additional employment opportunities | | Add text relating to encouraging businesses in new and emerging sectors such as ICT and creative industries. | Recognise that there may be other sectors which could be accommodated in the Town Centre and Waterfront area. |
| Tourism Sector | | Recognising that a tourism strategy is required which focusses on making Gosport a destination and also noting the importance of heritage and marine activities as part of this. | This recognises that further detailed work is required on tourism issues. |
| Tourism sector | | Mention the need to investigate improving public access and facilities to the water. | Recognising that these elements can enhance the tourism offer for the Borough. |
| Tourism sector | | Recognise the importance of promoting the Borough's heritage assets and an events programme. | |
| Theme C: Enhancing the shopping and leisure experience | | | |
| Bullet point: To encourage new retail and related town centre proposals appropriate to the scale of its setting | | Add reference for the potential to consider other initiatives for retail units such pop-up units and indoor market type facilities. | It will be useful to highlight that a range of initiatives should be considered to diversify the retail offer in the town centre. |
| Bullet point: To encourage a greater diversity of uses and protect active commercial frontages | | Recognise that there is an opportunity for the boating community to spend more time and money in Gosport and that further work is required on this issue. | Whilst this has been recognised elsewhere in the SPD it is important to include this point within this section in order to recognise that there is a significant opportunity that requires further work. |
| Bullet point To enhance | | Mention further investigation is required to consider what | Recognise that forthcoming evidence studies as part of the |

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| the cultural offer | | cultural/leisure facilities would be appropriate. | Local Plan Review will assist with this. |
| Theme D: Providing new homes | | | |
| Bullet point : To ensure new residential development can be accommodated in a form which respects both the historic core and the attractive Harbour frontage | | Remove reference to residential scheme at Trinity Green. | This proposal was originally included to restore some of the built development that previously existed in this area. However following the public consultation and the appreciation of this area to be retained as a quality open space it is considered not appropriate to bring forward a small residential scheme for this area. |
| | | Remove reference to Haslar Marina as a specific example. | Due to the fact that the site is outside of the GBLP Urban Area Boundary it is considered not appropriate to highlight as a specific example for residential. This would be more appropriate as part of a review of the GBLP. |
| New bullet point at end of section | | Include new section which refers to the importance that new housing are built to good standards reflecting the principles of the Design SPD as well as ensure there is appropriate noise insulation. | Whilst any proposals would be assessed with the criteria in the GBLP it is considered appropriate to re-emphasise them in this section. |
| Theme E: Improving accessibility | | | |
| Para 4.18 | Para 4.18 | Insert reference to BRT in main text and delete from footnote 20 and other introductory comments. | Amend as HCC Strategic Transport suggest. |
| Bullet point: To reprove a new transport interchange | | Mention that the redevelopment of the bus station must be seen as an ideal opportunity to strengthen the site as a transport interchange for all uses as well as for increased commercial activity and pedestrian footfall. | Emphasise opportunities relating to this site. |
| Bullet point: To re-organise car park provision | | Mention that additional surveys have also been carried out in 2017. | In order to identify the peak occupancy time in the town centre car parks a small number of additional car park surveys were undertaken in the run-up to Christmas. This identified that the previous 3/12/16 survey still represented peak-occupancy |
| | | Mention further details regarding the forthcoming Car parking Strategy which will need to consider blue badge provision including maintaining existing numbers and proximity to the High Street as well as further consideration of parking relating to the Waterside Medical Centre. | The Council will require a car parking strategy relating to both on-street and off-street parking. It is considered important to explicitly include the issues relating to blue badge parking spaces and parking provision in relation to the Waterside Medical Centre as these were particular concerns raised as |

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| | | | part of the consultation. |
| Bullet point: To maintain and improve pedestrian accessibility | | Mention the need to undertake an public of where improvements to the Millennium Promenade is required including (signage, lighting, paving.) | To ensure the route is maintained and enhanced. |
| Bullet point: To improve cycle access and cycle facilities | | Amend SPD to mention public realm audit to look at cycle accessibility issues including: the quality of the network of cycle routes including links with wider areas and the national cycle route, cycling safety, signage, cycle provision at junctions, surfacing Mumby Road /South Street improvements. | Highlight this point within this section of the SPD. |
| New bullet point (after cycle access bullet point) | | A section specific on accessibility for all. | Whilst an aspect was included in the consultation draft of the SPD on those with disabilities (under the pedestrian section) it is considered that a separate section would highlight this issue further. |
| New bullet point (after water transport bullet point) | | Mention the potential to investigate the feasibility of introducing a Road Train to link key attractions in Gosport. | It is recognised that many of Gosport's attractions are quite separate from each other and therefore a convenient and accessible link between them may benefit all the attractions and the Town centre and Waterfront. Work would need to be considered on preparing a business case, potential funding and how it would operate. However it is considered useful to include this idea within the SPD itself. |
| New bullet point: To take into account changing transport requirements | | Mention electric bike. | To mention with provision of mobility scooters. |
| Theme F: Improving open space public realm and green infrastructure provision | | | |
| Title | | Amend theme title F to include 'open space' and take out public realm in title (which has now been added to Theme A title) | To better reflect content of this theme. |
| Bullet point: To use open spaces and publicly access areas to encourage tourism, promote a greater range of recreational activities and encourage more events. | | Also mention other publicly accessible areas which could be used. Include reference to the England Coastal Path in this section. | To improve clarity and highlight that the England Coastal path will be routed through this area. |

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| Plan 8 | | Include additional Millennium Promenade option. | To be consistent with other plans in the SPD. |
| Theme G: Managing flood risk | | | |
| Bullet point: To ensure that flood risk management measures, either associated with new development or protecting existing development, contributes to the overall strategy for reducing flood risk | | Change from 1:100 to 1:200 standard of protection in this particular reference as it is associated with flood defences required to serve new development in accordance with the GBLP and EA advice rather than the 1:100 standard of protection required to obtain funding to build flood defences for existing developed areas. | This change is in accordance with Standard of Protection specified in policy LP45: Flood Risk and Coastal Erosion in the Gosport Borough Local Plan 2011-2029 which expects new development to deliver a high Standard of Protection taking into account climate change over the lifetime of the development. |
| Section 5: Key opportunities | | | |
| Table | | Remove sites 34-38 from the table. | To reflect changes made to the Trinity Green character area. |
| Plan 10 | | Remove sites 34-38 from the plan and reduce area of site 39. | |
| Character Area 1: Bus Station and Falkland Gardens | | | |
| Bus Station | | | |
| Bus Station section | Bus Station section | Include additional text highlighting the following: <ul style="list-style-type: none"> • That the public consultation highlighted significant concerns regarding a tall building on the site and/or a residential development. • The need for public consultation providing sufficient detail of any proposal including potential designs. | To reflect concerns arising from the public consultation. |
| Plan 11 | | Show the taxi-rank and drop-off area as part of the transport interchange area, rather than as part of Falkland Gardens. | To better depict the function of this area and ensure that it has the flexibility to be considered as part of the wider transport interchange arrangements. |
| Development considerations | | Identify some key attributes required for the bus passenger waiting area. | Whilst the SPD required a high quality interchange, responses from the public mentioned some key elements which should be mentioned explicitly in this section. |
| | | Include new principle relating to cycling facilities at the Bus Station site. Also mention some provision for motorcycle parking. | To reflect proposals identified in the Accessibility section of the SPD and public comment. Gosport has one of the highest cycle rates in the UK and therefore it is important that the use is catered as it has the potential to bring economic and health |

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| | | | benefits. |
| | | Mention the potential for residential, hotel and/or office uses as well as leisure uses on upper floors in the Bus Station section. | <p>The Consultation Draft of the SPD mentioned potential residential opportunities as part of a mixed use development at the Bus Station under theme D: Providing New Homes. An estimated capacity of 95 dwellings was also identified in the accompanying Background Study (Table 16) which was made available at the same time as the consultation. This figure was based on the Council's earlier marketing exercise. The amenities of prospective residents have also been mentioned in Principle 12.</p> <p>The Bus Station section itself identified 'other uses' on the upper floors. Given that these uses may be acceptable on this site following on-going discussions with the Council's development partner it is considered appropriate to include reference to these uses here. It is important to mention that the consultation draft also made specific reference to the fact that, 'the Council has recently marketed the land with a view of finding a development partner and discussions with a preferred partner are at an early stage.'</p> |
| | | To provide specific guidance relating to any proposed residential development on the site. | To help alleviate the significant public concern who expressed the view that they did not want to see any residential on the site. This additional guidance sets out some key principles that will need to be addressed by any proposed residential development. |
| | | Mention more detail of proposed visitor centre. | To take into account ideas highlighted by the public consultation and clarify earlier ideas. |
| | | Mention that opportunities should be sought for the public to have an area where they can view the Harbour above ground floor level. | This would be a welcome element of the development and highlighted by a number of responses. |
| | | Identify that the toilets should meet the Changing Places Standard which meets the requirements of people with a | The use of the standards will improve the quality of facilities for people including visitors. |

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| | | significant range of disabilities. | |
| | | Add further reassurances regarding the design of buildings to specifically mention the importance of residential amenities and to ensure that Falkland Gardens is not overshadowed. | To provide explicit references to these issues which were raised by a significant number of public responses. This will therefore provide supplemental guidance to the criteria set out in Policy LP10 of the GBLP relating to design. |
| | | Mention the need to concur with the Council's Parking standards as set out in the Council's Parking SPD recognising that these can be reduced in accessible areas like this one for residential parking and parking for businesses and services. | Provide further clarity regarding on-site parking in this area. |
| | | Mention that any on-site parking and servicing should not detract from the appearance of this prominent site. | |
| | | To include a principle relating to charging facilities for electric vehicles. | It is considered important to future proof any parking provision on the site particularly given the Government's announcement to phase out petrol cars by 2040 and given current concerns regarding air pollution. |
| | | Mention the need to ensure any archaeology issues will need to be addressed. | To highlight a potential issue. |
| | | Mention the need to ensure that both the use <u>and design</u> of any proposal at the Bus Station site should not have an impact on Falkland Gardens. This includes the effects caused by any overshadowing, particular quality and types of uses, the quality of frontages. | Whilst these considerations are included in GBLP policies it is considered important to make explicit reference to them in this section particularly given public concern on how development on the Bus Station site may impact upon Falkland Gardens. |
| | | Mention the need to incorporate the England Coastal Path and national cycle route. | To ensure that this is identified. |
| Falkland Gardens | | | |
| Paragraph preceding list of considerations | | Mention the most recent public consultation. | Which reinforces the strength of feeling to maintain the existing character of Falkland Gardens. |
| Considerations | | Also mention potential to interpret the history of the area. | This is in addition to the interpretation of the view across the Harbour as it is recognised that there is some interesting history relating to the Falklands Gardens area itself (such as the Ferry, the Gardens and the adjacent Camper and |

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| | | | Nicholsons site). |
| | | Mention some further ideas to improve the northern edge of the site. | Further suggestions to explore with the landowner. |
| | | Mention the overall idea of being used as an events space explicitly in the Falkland Gardens section of the document. | This will need to be considered further as part of a more comprehensive events programme. |
| Character Area 2: Gosport Waterfront | | | |
| Key principles for the whole area | | Mention the potential to improve cycle routes in this area. | Point raised by HCC Strategic transport |
| | | Mention the need to incorporate the England Coastal Path. | To ensure that this is identified. |
| | | Mention the need to ensure that any residential development in proximity to marine sites have appropriate insulation standards to minimise any noise disturbance. | The marine industry is of paramount importance to Gosport and it is necessary that they continue and if possible expand their operations. At the same time it is recognised that there may be appropriate sites for new residential development in proximity to marine sites. Policy LP46 of the GBLP deals with these issues but it is considered important to explicitly identify this issue in the SPD. |
| Gosport Marina/ Endeavour Quay | | Include short introduction to this site. | Provide a useful context to the remainder of the section. |
| | | To include an additional consideration relating the need for a masterplan approach to understand how any proposed reorganisation would work particularly given the multi-functional nature of the site and the implications on parking, access and servicing. | To provide clearer guidance on this issue. |
| | | Repeat the measures included in the Falklands Garden section that could improve the boundary between the two areas. | Considered useful to include some suggestions which can be explored further over the plan period. |
| | | Mention that opportunities to exhibit and interpret the boat-building heritage of Camper and Nicholsons will be encouraged. | To reflect the important heritage of the site and to explain to both visitors and residents the significance of this site. |
| Clarence Wharf | | Include short section on this site. Mention the potential for the site to be also used for marine-related activities and the need to retain access through the site to the waterfront yard area as well as the route for the extended Millennium Promenade. | Whilst included in the consultation draft it is considered useful to include as a separate section and provide more detailed guidance relating to any redevelopment of this site. This includes providing greater flexibility for the site's future and additional safeguards to protect the existing marine uses on the waterfront. Amend plan accordingly. |
| Mumby Road Lorry/Car | | Separate into its own short section and include additional | Provide more detailed guidance relating to any redevelopment |

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| Park | | guidance relating to design, public realm and residential amenities as well recognising further work is required on considering the impact on parking provision for the Waterside Medical Centre if this site and the Clarence Road Public Car Park are released for development. | <p>of this site to reflect concerns raised as part of the consultation.</p> <p>It is recognised that public parking space used by visitors to the Waterside Medical may be an issue if both the Mumby Car/Lorry Park and the Clarence Road Public Car Park are developed. Consequently the SPD will be amended to ensure further consideration is given to the parking provision at the Waterside Medical Centre before either the Clarence Road Public Car Park and the Mumby Road Car Park/Lorry Park is released. It will be necessary to liaise with the Waterside Medical Centre to fully understand the demand for space and how much should be used for disabled parking and whether there needs to be some form of parking management in place. The SPD has been amended in relevant sections to specifically mention this point regarding these two car parks. It is however considered that at least one of these car parks should be redeveloped and if appropriate subject to the findings regarding the Waterside Medical Centre provision, both of them have the potential to be redeveloped.</p> |
| Plan 12 | | Amend route option of Millennium Promenade. | To provide consistency with other plans in SPD. |
| | | Mention that Clarence Wharf could be retained to expand marine uses and that a route is required to be maintained to the waterfront. | To reflect text in SPD. |
| Character Area 3: Royal Clarence Yard and Retained Area | | | |
| New first paragraph | n/a | Emphasising that the RCY site and Retained Area can be considered as a whole. | To reflect that the proposed release of the Retained Area represent a significant opportunity to link RCY with the rest of the Town Centre and Waterfront. |
| Royal Clarence Yard | | | |
| Royal Clarence Yard | | Include some additional text regarding the strengths of the site and opportunity to increase footfall. | To provide some further context to the key development considerations that follow. |
| | | Identify the importance of Brewhouse Square as a public space | Further consideration and public response has identified that |

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| | | <p>which could be used for events.</p> <p>Delete the phrase, 'would be amenable to the provision of access to, and parking in, Brewhouse Square.' However mention that the function of the square may need to be reviewed to include some parking provision once the 'Retained Area is released.</p> | <p>the regular use of Brewhouse Square as a parking area to serve the waterfront businesses is unlikely to be the most appropriate solution to increase footfall here. Brewhouse Square is an attractive open area which can instead be used for occasional events and will link with the Retained Area once released. It will also be potentially difficult to route traffic to this part of the site particularly given that there are no footways separating the residential properties from the route which may heighten risks to these pedestrians and to these properties.</p> <p>Consequently it therefore imperative that local residents, businesses, the landowner with the Council can find a solution to help increase footfall to the frontage including ensuring that public parking at the Cooperage and North Meadow is easy to identify and that the route to the waterfront is legible using various methods that reassure visitors that they are heading in the right direction.</p> <p>However, it is considered that some flexibility may be required in the future relating to the Retained Area development and therefore reference is made that this could be reconsidered as part of the Retained Area development.</p> |
| | | Add more suggestions to improve footfall to the site. | This is essential in order that the waterfront is successful. |
| | | Mention a partnership is required to market the site to investors and potential customers. | |
| | | Add new point regarding improved lighting. | This can assist waterfront businesses by improving the link between the car parking and the waterfront businesses. The principle sets out various considerations. |
| | | Add further details about the re-routeing of the Millennium Promenade through the site as well as the potential for the England Coastal Path. | Provide additional information on this point. The footpath could increase footfall along the water frontage. |
| | | Mention overall support for water passenger services from Royal | Whilst mentioned elsewhere in the SPD it is considered a |

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| | | Clarence Yard. | specific reference to it on this site may be helpful. |
| | | Place more emphasis on the potential to interpret the historic significance of RCY including the potential use of an empty unit. | It is considered that the history of RCY is currently not sufficiently explained within the site itself. |
| Plan 13 | | Differentiate between existing flood defence route and any potential additional defences. | To improve clarity. |
| Retained Area | | | |
| 2 nd paragraph | | Remove reference to the oil pipeline as advised by the DIO | The DIO have advised, ' <i>The second paragraph under the retained area heading should be deleted and an additional sentence added reading: The site includes an area of land that will be retained for MoD operations. The remainder of the site.....The Oil pipeline should not be mentioned. The pipeline is likely to limit access over the route.</i> ' |
| 4 th paragraph | | Add sentences recognising the importance of reuniting the Retained Area with RCY. | This would not only be attractive visually and restore the site's heritage; it will also improve accessibility and increase vitality and vibrancy to both the Retained Area and the rest of RCY. |
| Development considerations | | Add specific reference to developing yachting services. | As suggested by Gosport Marine Scene. |
| | | Remove reference to the oil pipeline as advised by the DIO. | The DIO have advised, ' <i>The Oil pipeline should not be mentioned</i> '. |
| | | Mention the need to accord with parking requirements in the GBLP and the Parking SPD. | To ensure that the site has sufficient parking available for proposed new businesses. |
| | | Mention the need to accord with the policies relating to residential amenities in the GBLP. | To ensure the amenities of near-by residents are safeguarded by proposals particularly as some buildings available for conversion are adjacent residential buildings. |
| | | Mention the need to potentially incorporate the England Coastal Path. | To ensure that this is identified. |
| Character Area 4: Area North of High Street | | | |
| North Cross Street | | Remove reference to a vehicular connection to North Loading Area. Retain mention of enhanced pedestrian link. | Not considered necessary and could create potential traffic conflict between through traffic and loading vehicles. |
| Clarence Road | | To include text that recognises that further work is required on considering the impact on parking provision for the Waterside Medical Centre if both this site and the Clarence Road Public Car Park are released for development. | It is recognised that public parking space used by visitors to the Waterside Medical may be an issue if both the Clarence Road Public Car Park and the Mumby Car/Lorry Park are developed. Consequently the SPD will be amended to ensure |

Gosport Waterfront and Town Centre SPD: Schedule of Proposed Changes (March 2018)

| Paragraph/Plan | | Proposed change | Reason/Comment |
|--------------------------------------|--------------------------------|---|--|
| as shown in latest draft | as shown in Consultation Draft | | |
| | | | further consideration is given to the parking provision at the Waterside Medical Centre before either the Clarence Road Public Car Park and the Mumby Road Car Park/Lorry Park is released. It will be necessary to liaise with the Waterside Medical Centre to fully understand the demand for space and how much should be used for disabled parking and whether there needs to be some form of parking management in place. The SPD has been amended in relevant sections to specifically mention this point regarding these two car parks. It is however considered that at least one of these car parks should be redeveloped and if appropriate subject to the findings regarding the Waterside Medical Centre provision, both of them have the potential to be redeveloped. |
| Plan 15 | | Mention commercial units in the annotation together with retail. | To reflect the text in the SPD. |
| Character Area 5: High Street | | | |
| 1 st paragraph | | The number of vacant units in the Town Centre has fallen from 8.5% in April 2016 to 7.9% this represents 3.8% floorspace being vacant which is a fall from 4.7% in 2016. | Update statistics. |
| Opportunity sites-Town Hall | | Include references to potential uses over the long term at the Town Hall including for commercial/leisure uses, particularly on the ground floor, with a mix of uses including potentially residential above. | The long term development of parts of the Town Hall site was included in the Consultation Draft of the SPD but it is considered useful to include some suggested potential uses, arising from the public consultation. |
| Development considerations | | Make additional to linkages with the Bus Station and the waterfront. | As suggested by HCC Strategic Transport section. |
| | | Add point regarding enhancing the evening economy in the High Street. | Whilst this point is mentioned under Theme C regarding enhancing the shopping and leisure experience it is considered relevant to also include under this section. |
| | | As part of the potential audit of public realm improvements mention the possibility of reducing dead frontages on the High Street. | Any improvements will provide a more vibrant and active frontage. |

Gosport Waterfront and Town Centre SPD: Schedule of Proposed Changes (March 2018)

| Paragraph/Plan | | Proposed change | Reason/Comment |
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| as shown in latest draft | as shown in Consultation Draft | | |
| | | Mention that more substantial temporary and permanent features have been suggested for the High Street and that these will need to be considered in further detail at an appropriate time when more detailed proposals are being considered. | Recognise that the public made a number of suggestions which could be considered in more detail at a later stage. These will be recorded in an 'Ideas Compendium' Annex. |
| Character Area 6: South Street | | | |
| New second paragraph | n/a | Include additional text on overall development objectives of this character area. Explicitly cite community uses and the types of commercial uses that may be appropriate as highlighted in the following paragraphs and additionally mention the potential of hotel use as part of the development of any one of the opportunity sites identified. | To provide the context for the paragraphs relating to the opportunity sites that follow. Some of this text has been relocated from a later part of this character area (as shown in the consultation draft). |
| Police Station | | Mention the potential for retirement accommodation on the Police Station site. | As suggested by respondents to the public consultation. |
| The Precinct | | Mention the potential for retirement accommodation and office at the Precinct site. Also include text relating to the potential height of buildings as shown on the indicative plan. | As suggested by respondents to the public consultation. It is considered useful to include some further text on the potential height of the buildings. This is consistent with the type of guidance given with regard to the Police Station site and reflects the text on the indicative plan. It is important to note that detailed design work has not been undertaken so the development may be higher or lower depending on the design considerations and how other policy requirements can be accommodated on the site. |
| Coates Road Car Park | | Mention the need to consider the servicing arrangements for the shops on the High Street. | Include additional consideration to highlight this issue. |
| Waterside Centre | | Include a specific point relating to the ambitions of the Waterside Centre site. | The SPD made reference to the need to accommodate the Waterside Centre as part of any comprehensive redevelopment of the Coates Road Car Park and the Precinct, or if that were not possible that an alternative site be found elsewhere in the vicinity. As part of the consultation the Waterside Centre has prepared a comprehensive submission |

Gosport Waterfront and Town Centre SPD: Schedule of Proposed Changes (March 2018)

| Paragraph/Plan | | Proposed change | Reason/Comment |
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| | | | <p>regarding their ambitions for the site and the scope to work with others for a more comprehensive community-led scheme for a wider part of the site.</p> <p>This is considered an appropriate suggestion to be explored further particularly if the Council is minded to release the Coates Road Car Park for development. Therefore the SPD has been amended to reflect this issue.</p> |
| Other site: Buildings south of the Discovery Centre | | Explicitly cite community uses as a possible ground floor use. | For completeness. |
| Walpole par Car Park (South Street) | | Mention the potential of leisure/cultural facilities on the Walpole Park Car Park site in addition to the other uses previously included in the consultation draft of the SPD. | Recognise that the SPD needs to be flexible in case a need for such a facility is required in the Town Centre over the long term. |
| Development considerations | | Opportunities should be taken to improve pedestrian and/or cycling links along South Street including those that link with the Bus Station site, Trinity Green and Walpole parks areas. | As recommended by HCC Strategic Transport section. |
| | | Mention that where opportunities arise, encourage proposals to improve the facades of the buildings on South Street Parade opposite the proposed Bus Station redevelopment in order to improve the appearance of this important frontage. | This is consistent with other character areas of the SPD. |
| | | Acknowledge the importance of the parking area and garden fronting South Street used by the residents of Hammond Court and Blake Court should be retained. Opportunities could be considered with the consultation of residents to enhance the frontage onto South Street and provide an attractive link through to Trinity Green. Such work could be undertaken as part of any redevelopment of Barclay House. | Recognise the importance of this area and that there are opportunities to consider public realm improvements particularly in association with any forthcoming development of Barclay House. |
| Plan 17 | | 'Grey-out' the Waterside Centre/ Coates Road Car Park sites rather than include an indicative layout. Amend annotation to read, 'Redevelop as a mixed use site with community facilities including the Waterside Centre.' | To highlight there are a number of combinations that could be possible in this location as reflected in the text. |
| | | Amend text to include leisure uses as a possible long term option | To reflect amended text in SPD. |

Gosport Waterfront and Town Centre SPD: Schedule of Proposed Changes (March 2018)

| Paragraph/Plan | | Proposed change | Reason/Comment |
|---|--------------------------------|--|---|
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| | | for part of the Walpole Park Car Park site. | |
| Character Area 7: Trinity Green Area | | | |
| Whole Section and Plan 19 | Whole Section and Plan 18 | <p>The two areas of terraced housing on open space associated with Trinity Green are to be removed from the Plan together with references within text. This also necessitates a number of changes to the development principles.</p> <p>Instead it is proposed to include a north-south pedestrian link with a quality 'conservation' finish, together with some relatively minor landscaping improvements, which can enhance the appearance of Trinity Green and the setting of historic buildings such as Trinity Church and the Vicarage.</p> | <p>The proposal set out in the consultation draft of the SPD was included to re-introduce some residential properties to an area where dwellings were previously located. The concept was to include a small number of townhouses with high quality homes, as well as attractive road treatment and public realm.</p> <p>Given the response from the public and that the green area is already an attractive area and highly valued by those local residents in the immediate vicinity and those elsewhere in the Borough it is considered not appropriate to incorporate the original idea in the final version of the SPD. Consequently it is necessary to amend the SPD to remove references to residential development in that particular area. Proposals for residential on the north side of Trinity Green and Church Path Car Park are retained.</p> |
| 1 st paragraph | | Mention all the historic assets in the character area. | For completeness. |
| Barclay House site | | Include additional design considerations relating to potential development of Barclay House and that appropriate arrangements would need to be in place for the current occupants. | To provide additional guidance. |
| Church Path Car Park | | Mention that as part of any development of the Church Path Car Park it will be necessary to consider existing residents' parking arrangements. | To provide additional reassurance that this issue would be considered as part of any development. |
| Short-stay visitor moorings | | Amend paragraph relating to the short-stay visitor moorings to reflect the amendments made under Theme B relating to issues that need to be considered as part of any marine-led business feasibility study. | To provide additional information of some issues that need to be considered which has arisen from the consultation work. |
| | | Add 'to the mooring area'. | To highlight that public access should incorporate public access <i>to the mooring area</i> . For the avoidance of doubt. |

Gosport Waterfront and Town Centre SPD: Schedule of Proposed Changes (March 2018)

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|--|--------------------------------|--|--|
| as shown in latest draft | as shown in Consultation Draft | | |
| | | Mention that further consideration would be required regarding the feasibility of short-term visitor moorings. | Recognise that feasibility work is still required. |
| Millennium Promenade and Plan 18 | | Make reference to the importance of the amenities of local residents with regard to any proposals for commercial uses between Harbour Tower and the Millennium Promenade. | Despite some opposition from local residents regarding this proposal it is considered that some commercial uses such as bars and restaurants linking with the bus station development has the potential to draw people along the Promenade towards the pier. This may be temporary in nature linked to special events or more permanent in time if there is demand. Whilst any proposal would be assessed against the residential amenity criteria of Policy LP10 of the GBLP it is considered that explicit reference to this issue should be highlighted in the SPD itself. |
| | | Remove reference in the text and plan to commercial/potential for café/restaurant use between Seaward Tower and the Millennium Promenade. Instead include additional paragraph emphasising this area for resident and disabled persons' parking. Amend Plan 18 accordingly. | Given the public response it is recognised that this area provides important parking for local residents. Instead this area will be retained for parking including disabled parking and thereby retaining good access to the Millennium Promenade. |
| | | Include new paragraph relating to the link to Bastion No.1 from this character area. | To highlight the potential of improving the access to Bastion No.1 from this character area. |
| | | Mention the need to potentially incorporate the England Coastal Path. | To ensure that this is identified. |
| Character Area 8: Haslar Marina | | | |
| Whole section | | Emphasise that development on this site which is outside the urban area boundary would need to be considered as an exception to Policy LP3 and that proposals would need to be treated as an 'other material consideration.' Remove reference to residential development. | The Consultation Draft of the SPD highlighted that this site is outside the urban area boundary and hence most proposals would normally be contrary to policy. The revisions to the SPD includes text from the GBLP on how exceptions to Policy LP3 need to be dealt with and there is a potential exceptional case that can be made in this instance with regard to marine-related industries that need to be in this |

Gosport Waterfront and Town Centre SPD: Schedule of Proposed Changes (March 2018)

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| as shown in latest draft | as shown in Consultation Draft | | |
| | | | <p>particular location.</p> <p>For that reason any mention of any residential development that could be located on the site to complement and/or help enable the development is considered premature and would need to be considered further as part of the forthcoming Local Plan Review. Any proposal therefore that came forward for residential would need to be considered as a particular exception and that a strong justification would need to be provided by the developer demonstrating that the residential element was essential to enable the scheme to take place.</p> |
| Development considerations | | Make reference to the potential for improved interpretation and signage. | To make this potential clear in the text. |
| | | Provide guidance related to the potential landmark building in principle 10. Remove reference in paragraph 2 to avoid repetition. | To make it clear that any such building needs to be in context with the surrounding area. Remove reference in paragraph 2 to avoid repetition. |
| | | Mention the need to link with the England Coastal Path. | To ensure that this is identified. |
| Plan 20 | | <ul style="list-style-type: none"> Remove line showing flood defences as it is acknowledged that in many instances other flood alleviation measures may be more appropriate particularly in relation to marine-related uses. Amend label to include restaurant use. Key label- Remove 'residential' and instead name it 'Retained marine-related commercial premises with restaurant.' Change label to 'Potential marine-led employment area.' Show townscape character feature –label to read: <i>'maintain a visual connection between Bastion No.1 and its moat and the historic Gosport Lines.'</i> | Make a number of changes to improve clarity In the light of comments received. |
| Character Area 9: Gosport Lines | | | |
| <i>Introductory page</i> | | | |

Gosport Waterfront and Town Centre SPD: Schedule of Proposed Changes (March 2018)

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| New paragraph | NA | Include new section with principles setting out some overarching principles for the sites that are incorporated in the Gosport Lines section. | Useful to set out some overriding principles. |
| | | Mention the need to link with the England Coastal Path at both ends. | To ensure that this is identified. |
| <i>Northern (Forton) Ramparts</i> | | | |
| Third paragraph | | Amend text to highlight DIO concerns and highlight why the Council consider that it is still important to maintain this proposal in the SPD. | To provide greater clarity on this issue. |
| Considerations | | Mention that should opportunities arise to create the Gosport Lines Walk further work will be required on assessing structures such as the old railway tunnel and there would be a need to manage the site in order that MoD operations are not affected in anyway. | To provide further clarification on these matters relating to the former railway tunnel. |
| | | Mention further interpretation opportunities. | Identify that opportunities exist. |
| <i>Arden Park/ St George Barracks South Playing Field and Walpole Park North</i> | | | |
| Titles and initial references | | Identify that Arden Park has also been known as St George Barracks South. | To ensure that both the current used term (by users of the site) and the former used name are both referenced. |
| Arden Park/ St George Barracks South Playing Field | | Mention scope to include interpretation regarding the historic features of the site. | Recognise that opportunities exist to assist visitors to interpret the site. |
| Plan 23 | | Re-term Cockleshell Square at St George Barracks South from 'Publically accessible open space' to 'Existing Open Space.' | As highlighted by a local resident this open space is not publically available. It is only available for those that have access to the development. |
| | | Use term 'Existing Open Space' for all open spaces on the plan. Hatch the publically accessible spaces one way and those which are proposed to be accessible to the public if opportunities arise in a different hatch. | To provide greater clarity and to identify that access at Arden Park/St George Barracks South Playing Field is proposed rather than a definite proposal. |
| <i>Walpole Park</i> | | | |
| Considerations | | Make reference to the potential for further interpretation. | Recognise that opportunities exist to assist visitors to interpret the site. |
| | | Mention that further consideration is required regarding potential | To make it clear that further consideration and public |

Gosport Waterfront and Town Centre SPD: Schedule of Proposed Changes (March 2018)

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| | | enhancements. A small number of potential public suggestions have been included. | consultation is required regarding proposals to improve the park. |
| Bastion No.1 | | | |
| Considerations | | Mention also that the ramparts themselves are also a SINC in addition to the moat. | Since the publication of the SPD, ecological surveys undertaken by the Hampshire Biodiversity Information Centre have identified additional ecological significance at the ramparts (in addition to the moat) and consequently the Local Site Panel has identified the area as a SINC. This was confirmed to GBC in January 2018. |
| Section 6: Implementation | | | |
| Table 5 | | Sites 35, 36,38= Delete sites as opportunity sites at Trinity Green. | To reflect other changes made to the SPD which no longer include these sites as potential opportunity sites. |
| | | Site 9: Amend table to state, ' <i>DIO intend to sell the site, although an area will be retained for MOD operational purposes. The exact shape and size of the area is subject to further work.</i> ' | As suggested by DIO. |
| Companion Reports | | | |
| Background Report | | | |
| Table 4 | | Update unemployment rates. | As at January 2018 (instead of March 2017). |
| Figure 9 | | Update footfall figures. | As at Feb 2017 (instead of May 2016). |
| Table 14 and related text | | Update residential completions. | As at 31 st March 2017 (instead of 31 st March 2016). |
| Table 15 and related text | | Update residential permissions. | As at 1 st April 2017 (instead of 1 st April 2016). |
| Table 16 | | Update table following considerations of public comment <ul style="list-style-type: none"> - Site 14 - Reduce overall potential capacity. - Site 22 - include a reference to community facilities. - Site 31 - delete to reflect position in SPD. - Site 38 - delete to reflect position in SPD. <p>Reduce overall figures Low: 99 86 High: 674 591</p> | To reflect changes made to the SPD. It is important to recognise that this table is only considering potential residential capacity not necessarily the preferred/possible position as set out in the SPD. |
| Paragraph 9.19 | | Amend Character Area 7- Trinity Green. | Reflect description in SPD. |
| Plan 4-Opportunity Sites | | Update plan to reflect changes outlined above. This includes the removal of the sites at the eastern end of Trinity Green and | To reflect revisions made to the SPD. |

Gosport Waterfront and Town Centre SPD: Schedule of Proposed Changes (March 2018)

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| | | the reduction of the Millennium Promenade opportunity site. | |
| Section 11 Car Parking provision | | <p>Include new text and tables showing the results of the 2017 car parking surveys. This still identifies that 3rd Dec 2016 was the peak time in terms of occupancy rate.</p> <p>The latest surveys have started to monitor publicly available parking spaces at Royal Clarence Yard and includes associated text.</p> | As part of on-going monitoring of car parking demand. |
| Plan 7- Historic Assets in the Town Centre and Waterfront. | | Add 'Footprint of the Historic Gosport Lines.' | For completeness. |
| Plan 14 | | Bastion No.1 Include additional area of Ramparts as a SINC. | Since the publication of the SPD, ecological surveys undertaken by the Hampshire Biodiversity Information Centre have identified additional ecological significance at the ramparts (in addition to the moat) and consequently the Local Site Panel has identified the area as a SINC. This was confirmed to GBC in January 2018. |
| Appendix 6 Consideration of Town Centre Car Parks | | Church Path- Mention the need to consider existing residential permit provision at this site. | To reflect public comment on this particular issue. |
| | | Clarence Road- Mention the need to consider the potential cumulative impact of the release of this site and the Mumby Road Lorry/Car Park on the parking arrangements for the Waterside Medical Centre and that this will be considered further in the forthcoming Car Parking Strategy. | To reflect public comment on this particular issue. |
| | | Mumby Road- see above. | To reflect public comment on this particular issue. |
| Site Profiles | | | |
| Plan 1 | | Amend sites considered to include a key highlighting those sites which have been included in the final version of the SPD as an opportunity site. | To improve clarity. |
| Site 8: Clarence Wharf | | Preferred approach- in addition to other options highlighted, mention the potential to use the site for more marine-related uses given the site's proximity to the waterfront. Include | To identify potential of this site for marine uses. |

Gosport Waterfront and Town Centre SPD: Schedule of Proposed Changes (March 2018)

| Paragraph/Plan | | Proposed change | Reason/Comment |
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| as shown in latest draft | as shown in Consultation Draft | | |
| | | reference for the need to maintain a route to the waterfront. | |
| Site 9: Royal Clarence Yard-Retained Area | | Remove reference to the oil pipeline and mention the need to safeguard MoD operations. | As identified by the Defence Infrastructure Organisation. |
| Site 22: Waterside Centre (renamed from Waterside Church) | | Highlight the Waterside Centre's ambitions to develop an enhanced community facility on their site, with the potential to work with adjacent landowners. | As identified by the Waterside's response to the Consultation draft. |
| Site 24: Police Station site | | To mention other potential uses on this site such as retirement accommodation and hotel use. | To provide greater flexibility of uses that could be accommodated on this site. |
| Site 27: Land to the rear of 84-86 High Street | | Change name from, 'land to the rear of New Look. | To be consistent with the SPD and other SPD documents. |
| Site 31: Haslar Marina Car Park | | Preferred approach: Specifically mention that residential use is not being promoted by the final version of the SPD. | Reflects comments in the Economic Development Board Report (14/3/18) regarding the urban area boundary. |
| Site 34: Area immediately to the east of Barclay House | | Amend eastern site boundary. | To better reflect the site that could potentially be developed in conjunction with the Barclay House site. |
| Site 35: Area immediately to the east of Hammond House | | Preferred approach: To retain as open space instead of using part of the land for residential development. | To reflect public concern on this particular issue. |
| Site 36: Area immediately to the west of Harbour Tower | | Preferred approach: Delete reference to residential development. | To reflect public concern on this particular issue. |
| Site 38: Area immediately east of Trinity Church Grounds | | Preferred approach: Delete reference to residential development. | To reflect public concern on this particular issue. |
| Site 39: Areas adjacent Millennium Promenade | | Preferred approach: Mention the need for further consideration of the potential of café/restaurants uses adjacent Harbour Tower in terms of residential amenities and how the use would be operated (e.g. permanent, season or as an occasion event.) | Recognise that further work is required. |
| | | Preferred approach: Seaward Towers - mention the need to retain the existing parking arrangements between Seaward Tower and the Millennium Promenade for disabled and residents' parking. | Recognise public concerns on this particular issue. |

Gosport Waterfront and Town Centre SPD: Schedule of Proposed Changes (March 2018)

| Paragraph/Plan | | Proposed change | Reason/Comment |
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| Site 43: Bastion No.1 | | SINCs: Mention the extension of this boundary to include the Ramparts. | To take account of the latest ecological surveys. |
| Site 47: Northern Ramparts | | Preferred approach: Identify DIO concerns regarding safety and security. | To take account of DIO comments. |

In addition a number of other changes have been made which are not set out in this document:

- *minor typographical changes;
- * Paragraph number and cross references to paragraphs; and
- * footnote numbering

Gosport Waterfront and Town Centre SPD: Schedule of Proposed Changes (March 2018)

Subsequent amendments tabled and approved at the Economic Development Board (14/3/18)

| Page | Change | Reason/Comment |
|--------------------------------------|---|---|
| Summary section at front of document | 1st Plan (attached) to be titled Summary Plan | Improve clarity |
| | The plan has been amended to remove the hatching in the Falkland Gardens area. Change the shape of the marine employment opportunity area at Haslar Marina as shown on plan. | This was a cartographic error which was not previously identified. To be consistent with the main plan relating to the Haslar Marina Character Area. |
| | Area objectives- North of the High Street <ul style="list-style-type: none"> Restore the retail <u>commercial</u> frontage on North Cross Street to provide an active frontage and link between the Town Centre and the Waterfront. Create road link to North Loading area | To be consistent with the text in the North of High Street Character Area. NB This has been included in Schedule of Proposed Changes in Appendix 4 but not actually taken out of the SPD |
| Table 5 p106 | Haslar Marina Car Park: Remove reference to residential use | In order to be consistent with the revised text in the Haslar Marina Character Area section for reasons identified in Board Report |

Proposed additional amendments agreed by Members at the Economic Development Board (14/3/18)

- It was proposed and seconded that that the SPD be amended on page 73 that there would not be any development of the Car Parks in the Town Centre, until a Town Centre Car Parking Strategy was in place. This was unanimously agreed by the Board.
- It was suggested that a Cycle Strategy was included within the proposal. The Board was advised that the proposed realm audit work would consider the facilities for cyclists and would audit any proposals. It was proposed and seconded that an amendment be made the second paragraph to read, the proposed public realm work and cycle strategy will consider opportunities and improvements to the quality of the network. This was subsequently agreed.