

Gosport Borough Council

Hardway Conservation Area Appraisal

March 2007



*Delivering
for Gosport*



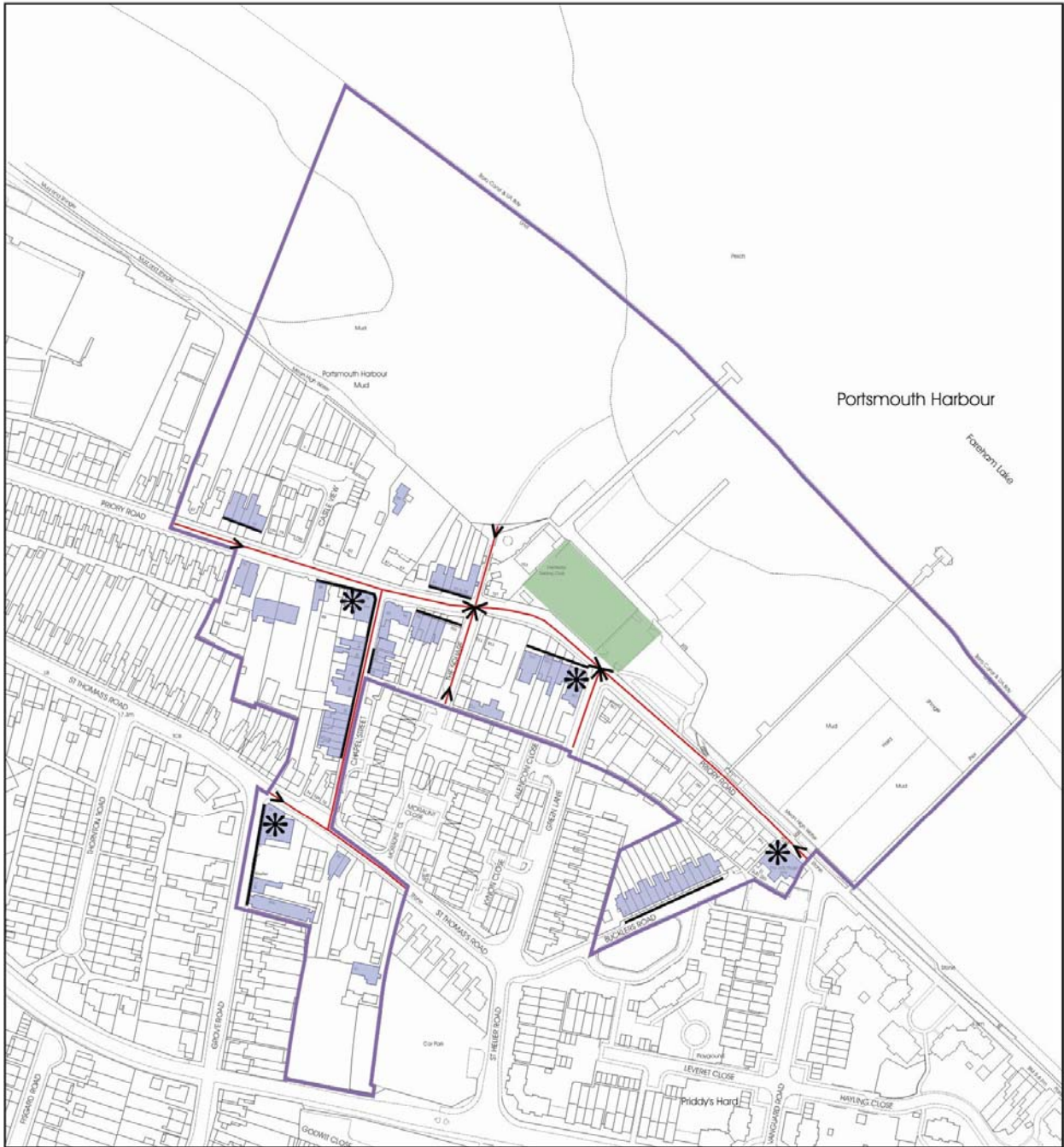
Hardway Conservation Area Appraisal

March 2007

Contents

Background	1
Scope and Structure of the Appraisal	1
The Area's Historic Development	1-3
Archaeology	3
Appraisal of the Area's Built Form	3
Detailed Area Appraisals	4-6
Grants	6
Planning Policy and Development Control	7
Further Information or Advice	7
Appendix	8-11

- Approx area of original D-Day Slipway
- Conservation Area Boundary
- Existing historic building lines
- Principal visual and historic links
- Buildings of historic and/or architectural interest
- ✳ Landmark buildings
- > Important views



Hardway Conservation Area Appraisal

Background

The Hardway Conservation Area was designated in 1985 to ensure that all future developments would 'preserve or enhance' the historic and architectural character of the area. The Hardway Conservation Area retains many buildings and features of interest which, collectively, contribute to the character of the area. Importantly, the character of the Conservation Area has strong links with Portsmouth Harbour, which can be viewed from many points within the Conservation Area.

Hardway originally grew as a small fishing village and was relatively isolated from the rest of Gosport town. However, the area was vitally important during the preparations and embarkations associated with Operation Overlord during the Second World War. Despite significant growth and change during its long history, Hardway retains clear evidence of its past uses and the way of life of its inhabitants and this gives the area its special and unique character.

Scope and Structure of the Appraisal

This document is intended to act as a guide to the buildings and features of interest that make an important contribution to the setting of the Conservation Area. It also assesses the historical development of Hardway, the character of the area, and the building form and type.

The need to designate Conservation Areas is often illustrated by the way in which poorly designed new buildings or inappropriate modern improvements or extensions have a major impact on the local character. Therefore, the distinctive character of both the buildings and spaces within the Hardway Conservation Area are highlighted in this document. Historic maps relating to the area are contained in the Appendix.

The Area's Historic Development

The Hardway Conservation Area is situated on the eastern edge of Gosport Borough Boundary, next to Portsmouth Harbour. The name Hardway begins to be used during the 18th century, with the early settlement generally being referred to as Elson Hardway. It is likely that the settlement dates back significantly further given its prominent position by the harbour. Its inhabitants farmed the surrounding open land and fished the Harbour. Historically, Hardway was relatively isolated from Gosport town as it was cut off from the south of the Borough by Forton Lake which used to extend beyond Forton and towards Ann's Hill.



Figure 1: Extract from Lewis map of 1832

For centuries, the shoreline has been characterised by a number of 'hards' which have helped those using the harbour to overcome the shallow harbour waters and mudflats and reach deeper water. In the mid-nineteenth century they were named Goliath's Hard, Lower and Convict's Hard. As the latter suggests, the hards were sometimes used to transport convicts to waiting ships moored in the harbour. Earlier maps show hards named Pinney's Hard, Elson Hard and Priddy's Hard. Piers now occupy the sites of some of the original hards.

Following the relocation of the Royal Ordnance Depot from Portsmouth to Priddy's Hard in the mid-eighteenth century and the gradual reclamation of land at the west end of Forton Lake, Hardway became more accessible. As such, its popularity grew and it began its slow expansion. The three storey Georgian residences of the former 'Carter's Terrace' (now 120-126 Priory Road) were built and, along with Moby House, they still form a focal point within the Conservation Area due mainly to their height in relation to other buildings in the vicinity. Of the Conservation Area's early buildings, of which 82 Priory Road is the oldest, 15 St. Thomas's Road (formerly known as Fairlawn and, later, Hardway House) is one of the most significant. Dating from the mid-eighteenth century with a Victorian rear extension it occupies a large plot within the Conservation Area. In recent years it has fallen into a state of disrepair and any proposal for its redevelopment must be mindful of its architectural importance and its setting within the Conservation Area.



Figure 2: View west along Priory Road taken c.1910, note the former Methodist Chapel

During the mid-nineteenth century, Methodist and Baptist chapels were constructed along with a small infant's school in St. Thomas's Road. Priory Road, Chapel Street and The Square formed the centre of the nineteenth century community and contained a variety of houses, pubs, shops and businesses. From the core of the

Conservation Area, the settlement spread further and more terraced houses were constructed along St. Thomas's Road, Green Lane and Buckler's Road. By the early twentieth century, the houses to the western end of Priory Road had been constructed. Within this group was a Methodist Chapel, but this has since been demolished and replaced by 77a and 79 Priory Road.

The value of Hardway to the D-Day Landing operations in 1944 was considerable, with many ships and craft anchored in Portsmouth Harbour. The waters and foreshore of Hardway were heavily utilised for refuelling and repairs to naval ships. Moby House, formerly the 'White Heather' PH became Gosport's Air Sea Rescue base in 1942 and 'The Old House at Home' PH was popular with troops sailing from Gosport to France. This occupies a prominent position on the corner of Chapel Street and is an important building within the Conservation Area.



Figure 3: Troops and supplies leaving Hardway as part of Operation Overlord, note Moby House in the background

In the autumn of 1943 work began on the beach hardening process in preparation for the D-Day embarkations and Moby House was again utilised as the control station for all D-Day activities in the area. Between the 3rd of June and the 16th of November 1944 there were at least 759 embarkations of landing ships, tanks and British and Canadian servicemen

together with 750,000 tonnes of materials as part of Operation Overlord. The open ground around 15 St Thomas's Road was used as a camp for troops waiting to embark from the slipway. The land upon which the Hardway Sailing Club is built, the slipway and the small park on the foreshore all occupy land that has gradually been reclaimed since World War II.

The twentieth century has brought greatly improved road links between Hardway and Gosport Town and the village has continued to expand towards Elson. However, the area around Hardway has seen waves of house building, but the Conservation Area retains the special character that sets it apart from surrounding areas.

Archaeology

There are no records of archaeological investigations within the Conservation Area nor does the Hampshire Sites and Monuments Record list any finds. However, given its position next to the harbour and its long history of habitation the possibility of discovering evidence for an early settlement cannot be discounted. The lack of archaeological evidence is due to a lack of investigation and it must not be assumed that features of significant archaeological importance are absent from the area.

Appraisal of the Area's Built Form

The Hardway Conservation Area retains much of the village character it developed throughout the late eighteenth and nineteenth centuries. In many cases, twentieth century buildings have not significantly eroded the historic character of the Conservation Area and are generally in keeping with the appearance, scale and materials of their historic neighbours.

The houses are built along a system of roads that have been in place since at

least the mid-nineteenth century. Priory Road forms the main route through the Conservation Area. With the exception of 15 St. Thomas's Road which is set in its own grounds, the largest buildings front Priory Road. The largest are of three storeys with most of a two storey domestic scale. Terraces of two storey cottages are concentrated along Chapel Street and Buckler's Road.



Figure 4: View east along Priory Road

The character of the Conservation Area is dominated to an extent by its relationship to Portsmouth Harbour, which can be viewed from many points within the Conservation Area. There is a variety of building forms, heights, scales, plots sizes and styles, although these elements are consistent with particular groups of buildings, for example numbers 91-99 Priory Road or the terraced houses in Chapel Street. Apart from the notable collection of three storey buildings at 116-126, most buildings are of two storeys with clay-tiled or slate pitched roofs and are of domestic scale. There is a variety of detached, terraced and semi-detached properties and the interesting variety in building styles harmonise well and illustrate the expansion of the settlement.

The adjacent Priddy's Hard Conservation Area has seen a great deal of development alongside its boundary with the Hardway Conservation Area. In order to retain its special character, the design

for any new buildings in the Hardway Conservation Area must look first to the scale, layout and design of its own buildings rather than those which characterise its boundary with the Priddy's Hard Conservation Area.

Detailed Area Appraisals

The Conservation Area is split into four character areas, each of which is described on the following pages. It is intended that the understanding of each of these areas will provide a basis for a positive approach to planning future change, which will reinforce the character of the Conservation Area.

Area 1

Focused on Priory Road, The Square & Castle View

Priory Road forms the main spine of the Conservation Area and contains some of its most distinctive buildings. The oldest buildings date from the Georgian Period, but most are Victorian with infill developments dating from the twentieth century. The terraced cottages at number 91-99 Priory Road are also of an early date and the 1867 OS map refers to at least part of the terrace as the 'Goliath PH', presumably referring to Goliath's Hard which used to extend from the bottom of the slipway between 99 and 101 Priory Road. Number 100 Priory Road is also thought to be of substantial age, possibility dating to the late eighteenth century.

Buildings on both sides of Priory Road have either short or no frontages to the highway with the effect of enclosing the space between them. The main exceptions to this pattern are numbers 82-84 Priory Road, which are set well back from the road within substantial grounds. There is mature planting to the front of both houses, giving a sense of enclosure. Architectural detailing suggests that number 82 dates to the

early eighteenth century, making it the oldest building within the Conservation Area and the wider area of Hardway and Elson. Number 86 Priory Road is also an interesting late eighteenth century building forming part of the historic core of the settlement.

Further to the east, this pattern is contrasted with expansive views over the Harbour and towards Priddy's Hard. There are also a number of landmark buildings including Moby House and the Old House at Home PH with its glazed-tile frontage. This section of the Conservation Area in particular could be enhanced by reinstating lamp columns in keeping with the historic character of the area.

Views into the Conservation Area from the southern end of The Square are dominated by a long view out towards the Harbour. The southern part of this area contains a mixture of modern housing and light industrial use. There is a clear view of the rear of the properties at the junction with Priory Road. All development frames views through the Conservation Area and out towards Portsmouth Harbour. The height of the buildings is stepped back towards the southern end of The Square.



Figure 5: View west along Priory Road

Modern infill development within Area 1 is generally discreet and in keeping with neighbouring buildings and the overall

character of the Conservation Area. In terms of its architectural style the most notable modern development is at 114 Priory Road. Importantly, it has been built in a design that is in keeping with the historic character of the area. The development at Castle View is set back from the main road and its scale is in keeping with neighbouring buildings.



Figure 6: View towards Portsmouth Harbour from The Square

Area 2

Focused on the foreshore

Since at least the late eighteenth century, the foreshore at Hardway has been characterised by a series of hards and, later, piers. In the westernmost section of the Conservation Area, the back gardens of the houses fronting Priory Road extend back to the shoreline. The exception is the modern development at Castle View and number 85 Priory Road where the houses are set back from Priory Road and separated from the shore by small gardens.

In the easternmost section of the Conservation Area the Jolly Roger PH and the modern two-storey dwellings form a focal point. A series of Piers dominate views out into the Harbour and there are clear views across to the Hardway Sailing Club and towards the historic core of the Conservation Area.



Figure 7: The Slipway

From the mid-twentieth century onwards the central section of foreshore has been reclaimed firstly by the slipway associated with the D-Day embarkations. In subsequent years, the Hardway Sailing Club has been constructed and a small area of adjacent land has been landscaped and contains a war memorial. The remains of 'Goliath's Hard' are visible from this point.

Area 3

Focused on Chapel Street and Bucklers Road

Although two separate streets, these two areas display similarly strong characteristics as a result of their consistent building patterns. The buildings are narrow, two storey terraces either at the back of the pavement creating a sense of enclosure, particularly at the Chapel Street/Priory Road junction, or with small frontages (Bucklers Road). The setting of Buckler's Road has changed dramatically in recent years with the development of the Priddy's Hard estate. However, this juxtaposition further reinforces the historic character of this section of the Hardway Conservation Area. Similarly, the parts of Chapel Street which were once occupied by Ayling's Bakery were developed into a residential area during the 1980s. The western side

of this development falls just outside the Conservation Area boundary. On the 1897-98 OS map, terraces of a similar form as the existing are shown as continuing along both sides of the length of Chapel Street. However, the development does not dominate the streetscene due to its position behind the historic building line and it is two-storey domestic character. The end of the road has been cut off from St Thomas's Road by a modern landscaping scheme, which has a neutral impact on the character of the area.



Figure 8: View along Chapel Street

Area 4

Focused on St Thomas's Road & and Grove Road

St Thomas's Road follows its original line and links the area with Elson to the West and Green Lane/St. Helier Road to the South East. Buildings in this section of the Conservation Area are arranged more haphazardly in plots of varying sizes. The impact of modern development is more obvious than in the rest of the Conservation Area. The most architecturally distinctive buildings in this area are the Windsor Castle PH with its attractive glazed-tile frontage, 23 and 25, and 15 St Thomas's Road. The small church at number 102 Grove Road also makes a valuable contribution to the character of the Conservation Area.



Figure 9: View along St. Thomas's Road. Numbers 23 & 25 can be seen in the centre of the photograph (dated c. 1910).

Grants

Repair and restoration works to historic buildings in the area may be eligible for an Historic Buildings Grant from the Borough Council. Information on grants can be obtained from the Conservation Officers who are able to advise on the merits of proposals and on the application procedure.

Works eligible for grant aid include the repair and restoration of the exterior of the property such as re-pointing, roof repairs, shop front restoration, damp proofing, timber treatment and large-scale structural repairs. Works regarded as routine maintenance and not relating to the historic fabric will not be eligible for assistance.

The Economic Prosperity Unit of the Borough Council will be able to advise as to the availability of other sources of financial assistance relevant to commercial properties.

Planning Policy and Development Control

The designation of a Conservation Area places certain requirements on any applicant to submit detailed information to the Local Planning Authority in support of planning applications in or, in appropriate

cases, near to the area. The principal effects are that applicants will be required to submit full proposals in support of planning applications within the area so that the implications of these proposals can be considered in detail.

Additionally, applications within a Conservation Area will require a supporting Design and Access Statement. This short report would need to explain how the layout, scale and appearance of a proposal preserves or enhances the character of the Conservation Area. Internal and external access to a proposed development would need to have special regard to highway concerns, access for the emergency services and the requirement of the Disability Discrimination Act. An access statement addressing these, and related issues, would therefore be required. Further information relating to Design and Access Statements can be found on the Gosport Borough Council website: www.gosport.gov.uk

Conservation Area Consent will be required where it is proposed to demolish a building. For an application to be determined, detailed proposals of the replacement building will be required and this information will be considered alongside other planning issues.

Six weeks written notice of the intention to carry out any works to a tree that is in the Conservation Area and is not already covered by a Tree Preservation Order is required by the Local Planning Authority.

The Adopted Gosport Borough Local Plan (from here referred to as the GBLP) provides clear policy guidance on what issues need to be considered when submitting an application in a Conservation Area. This appraisal stresses the importance of relating new proposals to their setting and any impact they may have; drawing from the guidance in the GBLP and any supplementary policy guidance.

Before making an application in the Conservation Area, you are advised to check that your proposal conforms to the relevant planning policies contained within the GBLP. Copies of this document are available from the Planning Policy Section or can be viewed at the Third Floor Regulatory Services Reception at Gosport Town Hall, in local public libraries or on the Gosport Borough Council website at www.gosport.gov.uk

The Borough Council has also produced guidance on the implications of owning a Listed Building, living in a Conservation Area, and designing or repairing shop fronts. Further advice is available from English Heritage and through Government policy guidance on heritage related issues; in particular, Planning Policy Guidance notes *15: Planning and the Historic Environment*, and *PPG 16: Archaeology and Planning*.

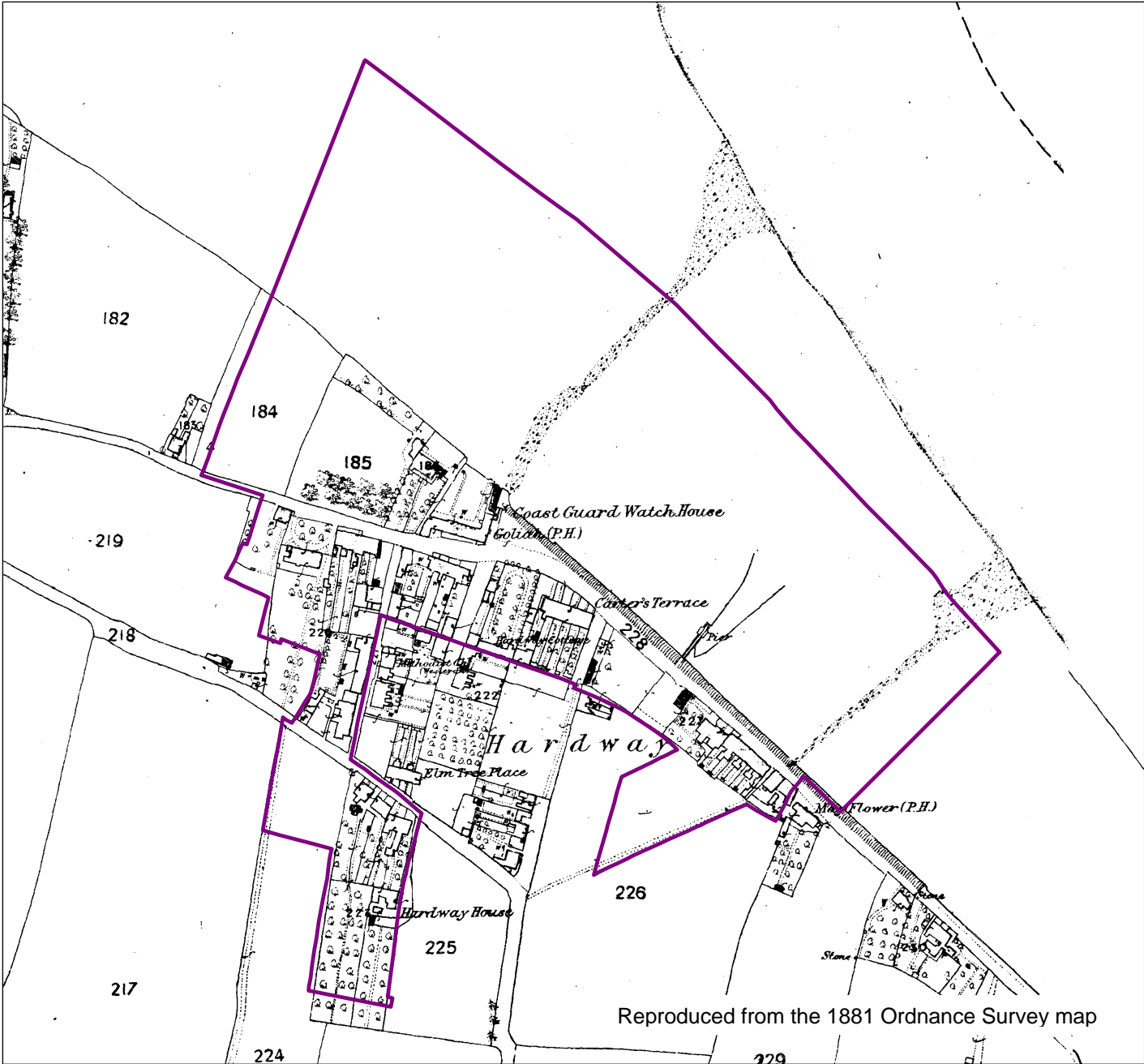
Further Information or Advice

The Borough Council's Conservation Officers can provide further information or advice regarding the built heritage of the Borough; in particular with regard to the following;

- Listed Buildings
- Conservation Areas
- Historic Buildings Grant
- Buildings of Local Interest (The Local List)
- Conservation Planning Policy
- Information on heritage organisations and sources of grant aid

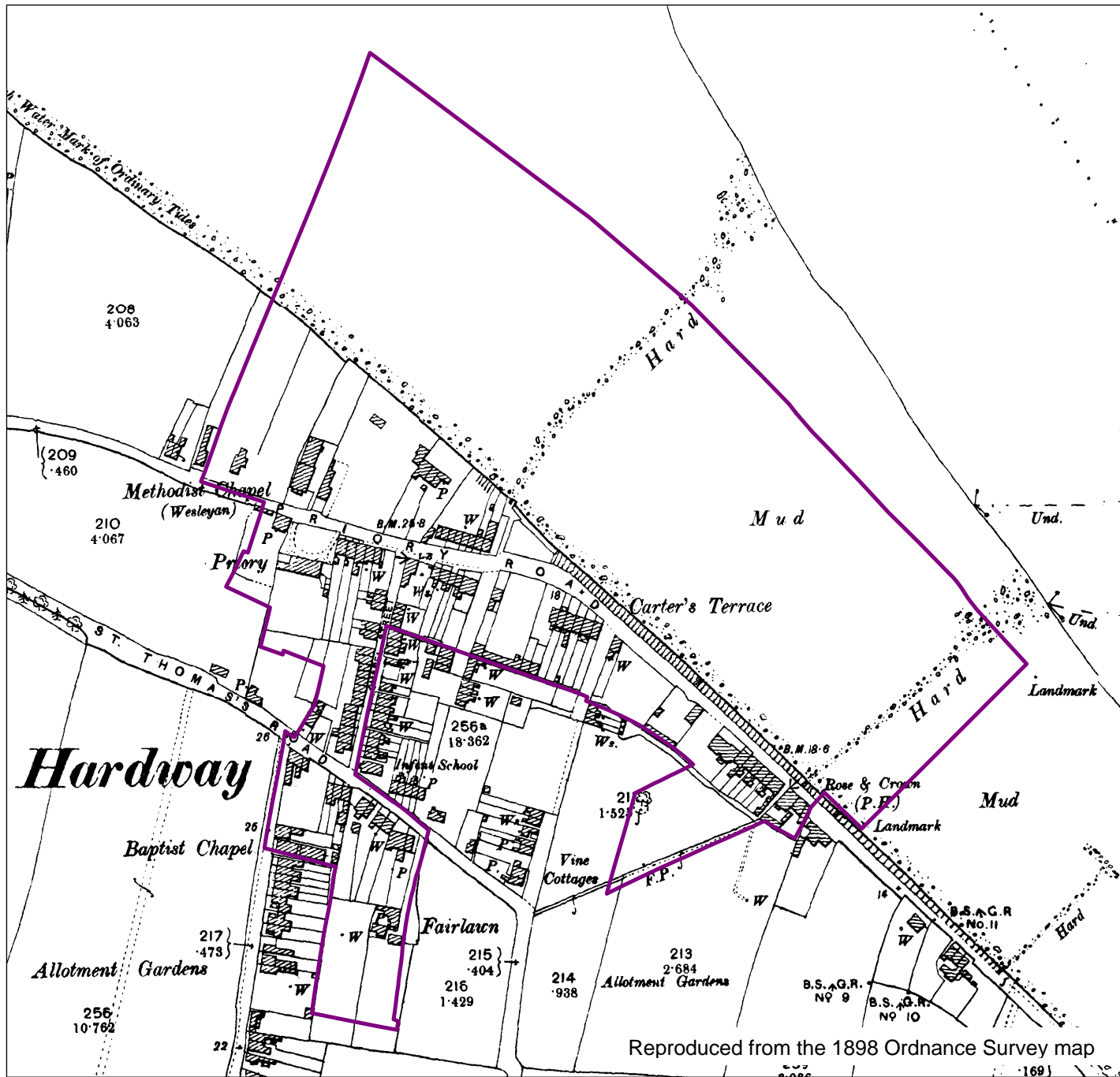
Issues relating to planning policy and planning applications can be discussed with Planning Policy and Development Control respectively.

Applicants are encouraged to discuss any proposals at an early stage, prior to the submission of an application.



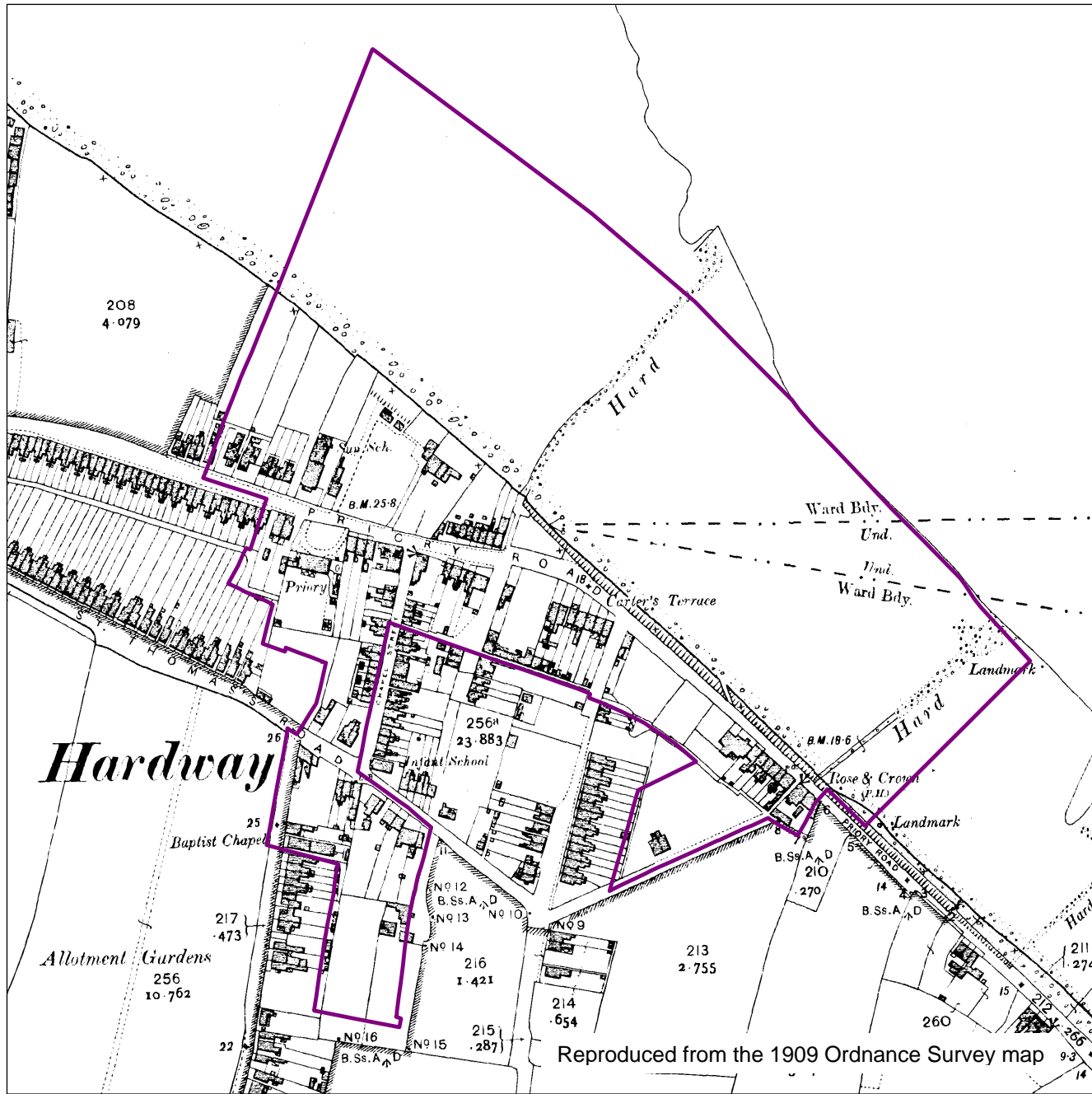
OS Plan published 1881

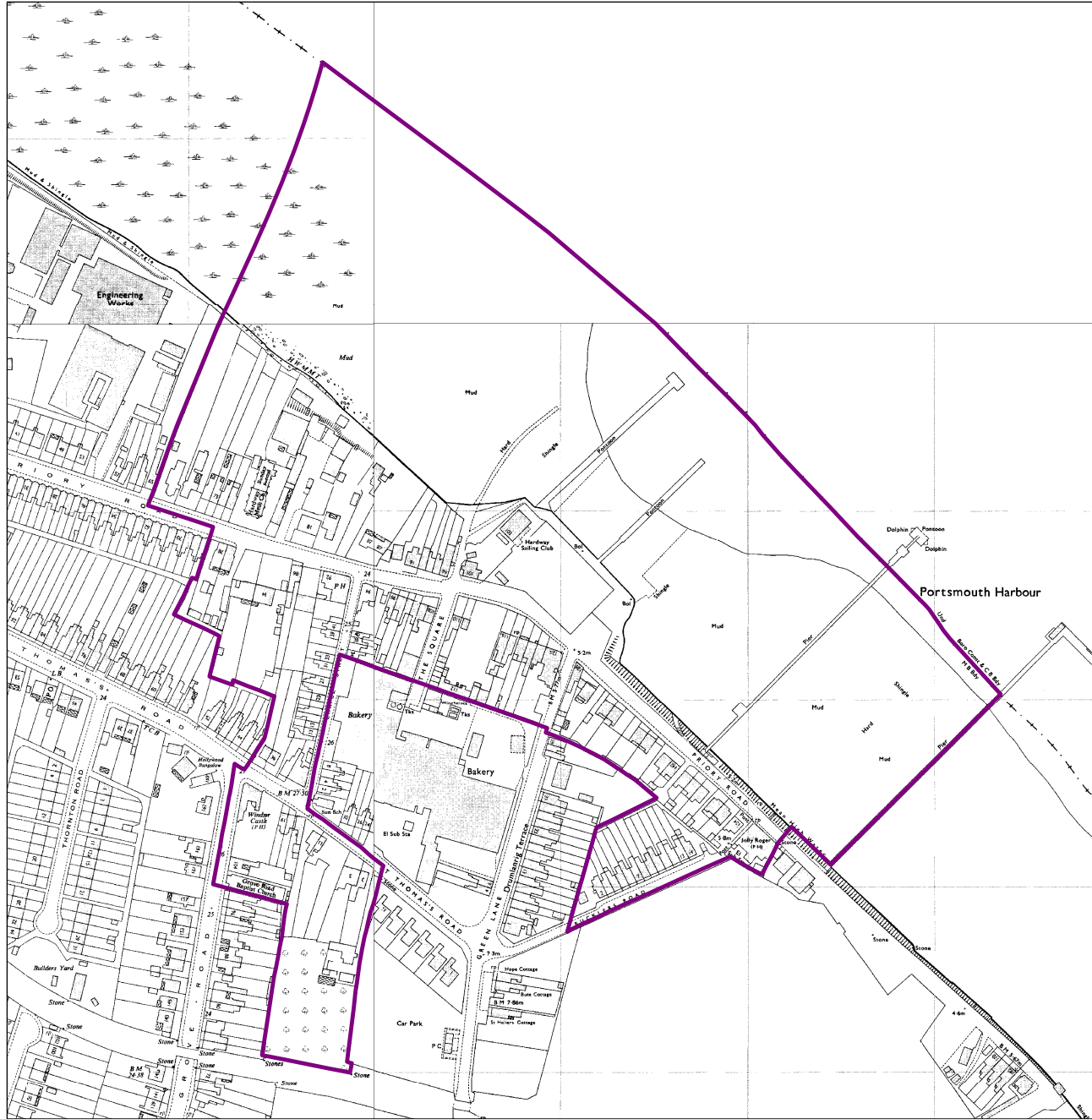
Appendix



Reproduced from the 1898 Ordnance Survey map

OS Plan of 1897-1898





OS Plan of 1953-1991