Design and Built Heritage Background Paper

GOSPORT
Borough Council

Contents

Design and Built Heritage Background Paper

1.0   INTRODUCTION

1.1   This document is a Background Paper to the Gosport Borough Local Plan Review 2036 relating to design and heritage issues. The Background Paper sets out the relevant national and local policy context. It includes a summary of evidence and consultation responses to various issues related to design and built heritage.

2.0   POLICY CONTEXT

National policy and guidance

National Planning Policy Framework (MHCLG 2021)

2.1   The National Planning Policy Framework (NPPF) recognises that the creation of high quality buildings and places is fundamental to planning and development, and that good design is a key aspect of sustainable development, which is composed of economic, social and environmental objectives.

2.2   This theme is built on in Paragraph 8 of the NPPF, with part b stating that 'fostering well-designed, beautiful and safe places' is a key part of the social objective of sustainable development. Part c adds to this, with an economic objective to 'enhance our natural, built and historic environment'.

2.3   The NPPF sets out a number of planning principles for good design, including:

- Working with local communities to develop a clear design vision and facilitating effective engagement with all interested parties throughout the planning process.
- Ensuring developments function well and improve the quality of the area over its lifetime, and establishes a strong sense of place.
- Are visually attractive as a result of good architecture, layout and landscaping, while maintaining a high standard of amenity.
- Are sympathetic to local character and history but welcome appropriate innovation and change.
- Optimises the site's potential and mix of uses, including supporting local facilities and transport networks.
- Creates safe, inclusive and accessible areas which promote health and wellbeing, and minimise crime, disorder and the fear of crime.

2.4   The need to promote healthy communities is reiterated in paragraph 92 of the NPPF, which includes planning for social interaction, high quality public spaces and layouts that encourage walking and cycling. As Gosport has high levels of obesity when compared to the national average, this is of particular relevant to local planning policies and decisions.

2.5   Public safety is another key aspect of design, as laid out in paragraph 97 of the NPPF, which requires planning policies and decisions to be informed by up-to-date information from the police and other agencies on potential threats and their implications.

2.6   The importance of promoting sustainable travel is highlighted in paragraph 104, which states that the movement patterns, streets, parking and other transport considerations are integral to design and making high quality places.

2.7   Paragraph 126 of the NPPF states that design quality should be considered throughout the planning process to clarify design expectations and reconcile developer and local interests. Applications which can demonstrate early, proactive and effective engagement with the local community should be looked on more favourably.

2.8   The NPPF affords great weight towards proposals which demonstrate outstanding or innovative designs which promote high levels of sustainability, or would help raise the design standards of an area. The transition to a low carbon future, through the reuse of resources, conversion of existing buildings, and the inclusion of renewable and low carbon technologies and infrastructure is also supported.

2.9   The ability for local authorities to adopt optional national design standards are also referred to in the NPPF, with the following standards being available:

- Accessibility and wheelchair housing standards;
- Nationally described space standards;
- Water efficiency standards.

2.10   With regards to heritage, the NPPF states that local planning authorities should set out in their local plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay and other threats. Local authorities should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance.

2.11   In developing this strategy local planning authorities should take into account:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the wider social, cultural economic and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place.

2.12   The NPPF provides detailed information on the following matters which will need to be incorporated into the relevant Local Plan policy, including:

- the designation of Conservation Areas;
- determining planning applications in accordance with their historic significance including designated and non-designated historic assets;
- ensuring developers provide sufficient information to understand the potential impact of the proposal on the significance of the asset; and
- the concept of 'enabling development'.

National Planning Practice Guidance (MHCLG 2021)

2.13   The online National Planning Practice Guidance (NPPG) provides further detail to the NPPF, including providing additional guidance on design and the historic environment. It emphasises the need to take a proactive and collaborative approach to all stages of the planning process and signposts the National Design Guide for further design guidance.

2.14   The NPPG's guidance on the historic environment provides further advice on the need to prepare a positive strategy for the conservation and enhancement of heritage and the identification of non-designated heritage assets in the local plan.

National Design Guide (MHCLG 2019)

2.15   The National Design Guide (NDG) was launched in 2019 to help raise national design standards. The document states that the fundamental principles for good design are that it is: fit for purpose; durable; and brings 'delight'.

2.16   The NDG lists ten characteristics for recognising well-designed places (see Figure 1) which are based on the objectives set out in Chapter 12 'Achieving well-designed places' of the NPPF. The Guide considers that an integrated design process should bring together the ten characteristics in a mutually supporting way.
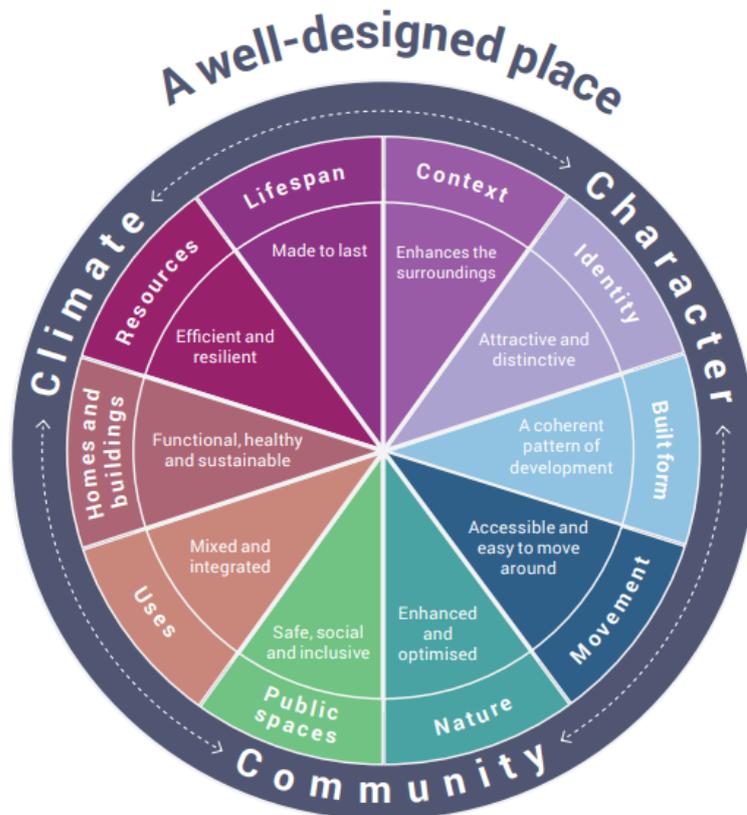
Figure 1 - The ten characteristics of well-designed places (NDG 2019)

2.17   According to the NDG, well-designed places and buildings should have a clearly expressed 'story' for their design concept, which should explain their chosen layout, form, appearance, landscape, materials and detailing. The Guide also highlights wider 'components for good design', which include:

- The context for places and buildings;
- Hard and soft landscape;
- Technical infrastructure – transport, utilities, services such as drainage;
- Social infrastructure – social, commercial, leisure uses and activities.

2.18   The Guide goes on to provide further detail on the ten characteristics of good design, which broadly include:

- **Context** – understanding and relating well to the site and its local and wider context; and valuing heritage, local history and culture. Well-designed new development should be demonstrably integrated into its surroundings physically, socially and visually.
- **Identity** – how buildings, streets, spaces, landscape and infrastructure combine and how they are experienced by all the senses. Well-designed places should have a strong identity and create a sense of pride for their users.
- **Built form** – the three-dimensional form of development, which should be compact and accessible, and contain appropriate building types and forms including 'destinations' for the community to come together.
- **Movement** – provides integrated connections to destinations, places and communities both within and beyond the development, prioritising safe and sustainable transport modes.
- **Nature** – integrates natural features into a place to support biodiversity, climate change mitigation and resilience, social interaction, and health and wellbeing including play. This could be achieved through quality landscaping, open spaces, street trees, grass, planting, activities and water features.
- **Public spaces** – well-located and safe public spaces which are integrated into access routes and support a wide variety of activities and social interactions. These spaces can range from greens and pocket parks up to parkland and public squares, and are enhanced with street furniture and trees.
- **Uses** – include a mix housing types and tenures to meet local needs and create balanced communities, as well as a mix of other uses that support everyday activities, to live, work and play.
- **Homes and buildings** – functional, accessible and sustainable homes which support the health and wellbeing of their users, taking into account a range of factors such as amenity, space standards, and waste storage and utilities.
- **Resources** – conserving natural resources and land, through compact, walkable neighbourhoods, conserving and generating energy, and using sustainable materials and construction methods.
- **Lifespan** – designing places to last, through robust materials which are easily maintained and age gracefully, constructing adaptable buildings and spaces, and establishing suitable management structures which encourage a sense of ownership.

National Model Design Code (MHCLG 2021)

2.19   In addition to the National Design Guide, an accompanying National Model Design Code (NMDG) was released by Government in 2021. The NMDG provides guidance on how local authorities can prepare design guides, including their application and how to undertake community consultation.

2.20   The Government has shown strong support for the adoption of local design guides, design codes and masterplans, and Local Development Orders, where they can be justified.

Housing Standards Review Consultation (DCLG 2013)

2.21   In 2013 the DCLG produced the Housing Standards Review Consultation. A key aim of the review was to consolidate varying local standards into a national framework centred on building regulations. Some national standards, such as the Code for Sustainable Homes were abolished, with aspects of the Code being added to building regulations. New 'optional standards' were also introduced, which local authorities could adopt where there is a proven need; this includes a nationally described space standard, technical standards for accessible and adaptable housing, and optional water efficiency and energy efficiency standards. Reference to additional national standards, such as Building for Life and the Home Quality Mark, may also be acceptable.

Building for Life 12 (Design Council CABE 2012)

2.22   Developed by a partnership of organisations, Building for Life was launched in 2003 and updated to Building for Life 12 (BfL 12) in 2012. BfL is intended as an urban design guide for building well-designed homes and neighbourhoods. There are twelve criteria to the standard, with developments that achieve nine 'green' scores (using a traffic light system), being eligible for the 'Built for Life' quality mark.

2.23   The twelve criteria which make up BfL are grouped into three sections, as follows:

Integrating into the neighbourhood

1. **Connections** - Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?
2. **Facilities and services** - Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?
3. **Public transport** - Does the scheme have good access to public transport to help reduce car dependency?
4. **Meeting local housing requirements** - Does the development have a mix of housing types and tenures that suit local requirements?

Creating a place

5. **Character** - Does the scheme create a place with a locally inspired or otherwise distinctive character?

6. **Working with the site and its context** - Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

7. **Creating well defined streets and spaces** - Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

8. **Easy to find your way around** - Is the scheme designed to make it easy to find your way around?

Street & home

9. **Streets for all** - Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

10. **Car parking** - Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

11. **Public and private spaces** - Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

12. **External storage and amenity space** - Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

2.24 The guide goes on to provide further detail to each of the twelve questions, including recommendations for how to implement the standards.

Manual for Streets (DCLG/DfT 2007)

2.25 Published in 2007, Manual for Streets (MfS) provides extensive guidance on the design of people-orientated streets, in order to increase quality of life. It is primarily aimed at residential streets, and some of its principles may be appropriate for other roads, however it is not intended for trunk roads.

2.26 MfS considers that the key difference between roads and streets, is that streets have a 'place' function, whereas road mainly support vehicular movements. As such, MfS discourages the building of street which are primarily designed to meet the needs of motor vehicles. Instead, the key aims for the document is to assist in the creation of streets that:

- help to build and strengthen the communities they serve;
- meet the needs of all users, by embodying the principles of inclusive design;
- form part of a well-connected network;
- are attractive and have their own distinctive identity;
- are cost-effective to construct and maintain; and
- are safe.

2.27 The importance of creating a 'sense of place' is highlighted in the guidance, which should be achieved through the application of local distinctiveness and sensitivity in design, which encourages visual quality and social activities. A strong relationship should be formed between the street and the buildings and spaces that frame it. The application of high-quality surface materials, planting and street furniture, and the minimisation of clutter and excessive lighting are other key considerations.

2.28 To achieve its aims, MfS recommends a number of approaches be taken towards street design, including the following:

- Applying a user hierarchy to the design process with pedestrians at the top;
- Recognising the importance of the community function of streets as spaces for social interaction;
- Promoting an inclusive environment that recognises the needs of people of all ages and abilities;
- encouraging innovation with a flexible approach to street layouts and the use of locally distinctive, durable and maintainable materials and street furniture;
- designing to keep vehicle speeds at or below 20 mph on residential streets unless there are overriding reasons for accepting higher speeds; and

2.29   The guidance highlights the importance of permeability, or a connected street network, to encourage walking and cycling, but also to spread motor traffic more evenly throughout the area. Developing walkable neighbourhoods, which have a range of facilities within 10 minutes' walk (800m), and have convenient linkages, are encouraged to support healthy, sustainable communities. Higher densities of development are required to justify frequent bus services.

BREEAM Communities International (BRE 2012)

2.30   BREEAM Communities International focuses on how large developments can be sustainably masterplanned. The technical manual provides an environment assessment standard which covers seven holistic categories of sustainable development, those being:

- **Governance**: Promotes community involvement in decisions affecting the design, construction, operation and long-term stewardship of the development.
- **Social and economic wellbeing:** Considers societal and economic factors affecting health and wellbeing such as inclusive design, cohesion, adequate housing and access to employment.
- **Resources and energy**: Addresses the sustainable use of natural resources and the reduction of carbon emissions.
- **Land use and ecology:** Encourages sustainable land use and ecological enhancement
- **Transport and movement:** Addresses the design and provision of transport and movement infrastructure to encourage the use of sustainable modes of transport.
- **Innovation:** Recognises and promotes the adoption of innovative solutions within the overall rating where these are likely to result in environmental, social and/or economic benefit in a way which is not recognised elsewhere in the scheme.

2.31   Each category has several criteria, of which passing some are mandatory to achieving the BREEAM Communities rating.

Home Quality Mark ONE (BRE 2015)

2.32   In March 2014, the Government announced plans to withdraw Code for Sustainable Homes (CfSH) and consolidate parts of it within building regulations. With the phasing out of the CfSH, the BRE launched a new

standard called the Home Quality Mark (HQM). Although both have been developed by the BRE, the HQM should not be considered as a successor to the CfSH. Instead, it is an optional standard which provides homebuyers with a rating system for a property's:

- **Running costs** - a home's overall living costs (covering typical energy bills, maintenance and access to local shops and services);
- **Health and wellbeing** - how the home will affect the occupier's health and wellbeing (level of VOCs and other air pollutants, natural light, noise insulation etc.);
- **Environmental impact** - The environmental impact of the construction and occupation of the dwelling, including whether it protects and enhances ecology.

Passivhaus Standard (Passivhaus Trust 2020)

2.33   Passivhaus is a building design standard developed by the Passivhaus Institute in Germany. The standard aims to increase the thermal and air comfort of occupiers while reducing heating and cooling bills. Typically, Passivhaus buildings are orientated to maximise solar gain during the winter months, while reducing solar heating during the summer. This approach is supplemented through high efficiency windows and insulation, which together reduce the need (often to negligible levels) for artificial space heating or cooling. The use of natural ventilation is also maximised through Passivhaus design, however mechanical ventilation with heat recovery is incorporated.

2.34   Along with enhanced comfort, Passivhaus design carries a number of other advantages, those being significantly reduced running costs (space heating accounts for the majority of energy use within the average UK dwelling[1]), as well as radically reduced environmental impacts. They also provide wellbeing benefits to occupiers through plentiful levels of natural light and fresh air.

2.35   The delivery of the 'Passivhaus Standard' is achieved through the application of a number of key design principles, which are:

- accurate design modelling using the Passive House Planning Package (PHPP);
- very high levels of insulation;
- extremely high-performance windows with insulated frames;
- airtight building fabric;
- 'thermal bridge free' construction;
- a mechanical ventilation system with highly efficient heat recovery.

2.36   The addition of Passivhaus principles to the average UK build costs were estimated to be up to 15% in 2012[2]. More recent estimates have put the figure at only 5%, or in some cases even negative. The financial (and environmental) savings achieved through the lifetime of a Passivhaus however significantly outweigh an additional build cost. On this basis, the adoption of Passivhaus principles should be supported within the Gosport Borough Local Plan 2036.

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[1]
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/386858/Estimates_of_heat_use.pdf
[2] https://www.bere.co.uk/assets/NEW-r-and-d-attachments/Larch-and-Lime-Houses-Passivhaus-Cost-Comparison-2012.pdf

Secured By Design: Homes (UKPS 2019)

2.37   Since 1989, the UK Police Service has been producing 'Secured by Design', which is a series of guides on designing out crime from development. The guides highlight that criminal activity can have a detrimental impact upon all three pillars of sustainable development (economic, social and environmental), and that the NPPF considers that planning decisions should address crime, disorder and the fear of crime. This also includes public safety and wider security measures, including anticipating malicious threats and natural hazards. In Gosport this would include the risk of flooding, but also public safety in regeneration areas and recreational hotspots.

2.38   Secured by Design: Homes explains how residential layouts can help make communities more secure, such as through the design of 'defensible space' which has a clear delineation between public and private areas. This includes limiting permeability by preventing access to the rear and side of a dwelling. The number of segregated footpaths should be minimised, while passive surveillance and a high level of outdoor activity should be encouraged. Windowless elevations and blank walls should be avoided, as they can also attract graffiti and loitering. Where they cannot be avoided, suitable planting should be used to create a buffer. The document provides detail on how fences, gates, doors, windows and locking systems should be designed to minimise the potential for crime.

2.39   The document goes on to say that a mix of dwelling types in a development will give a greater potential for homes to be occupied throughout the day, increasing natural surveillance and discouraging burglaries. Rear parking courts are also discouraged, as they lack natural surveillance.

2.40   The guidance extols that footpaths, where possible, should be straight, wide, well-lit and overlooked. Routes should be devoid of locations to hide and be well maintained so as to encourage natural surveillance. The creation of pedestrian subways should be avoided, and the use of seating carefully considered to not attract anti-social activity. Communal spaces, such as play areas, should be able to be secured at night. High-quality street lighting, which is high-up and vandal-proof, should be incorporated wherever possible.

Other guidance

2.41   In addition to the ones discussed above, there are various design guidance available that provide useful information for considering design issues. These include:

- Living Places: Cleaner, Safer, Greener (ODPM Oct 2002)
- Manual for Streets 2: Wider Application of the Principles (CIHT 2010)
- Lifetime Homes (Habinteg 2010)
- Councillor's Companion for Design in Planning (MHCLG 2017)
- Biodiversity in Planning (RTPI 2019)
- Distinctively Local (P&MA 2019)

2.42   Historic England has published a large number of guidance documents, a number of which assist with the protection and enhancement of the Borough's historic environment, including:

- Conservation Principles, Policies and Guidance (2008)
- Understanding Historic Buildings (2016)
- Urban Landscapes (2018)
- Streets for All (2018)
- Conservation Area Appraisal, Designation and Management (2019)

2.43   A forthcoming advice document titled 'Enabling Development: Good Practice Advice Note 4' is due to be published by Historic England, as well as a Neighbourhood Planning Advice guide.

Sub regional policy and initiatives

PUSH Spatial Position Statement (PfSH 2016)

2.44   The formulation of the Local Plan has been guided at the sub-regional level by a consortium of south Hampshire authorities, known as the Partnership for South Hampshire (PfSH, formerly known as PUSH). The latest PfSH Spatial Position Statement was adopted in June 2016. One of the Key Ambitions of the document is to deliver Good Quality Places to Live and Work. This involves well designed and maintained sustainable buildings and public spaces, high quality green space, and sensitive treatment and protection of heritage assets, including landscapes. The Statement also emphasises the need to create distinctive places which maintain or enhance the local character of existing settlements.

PUSH Quality Place Charter (PfSH 2010)

2.45   The Borough Council signed the PUSH Quality Place Charter in 2010 which highlights the Borough Council's commitment to create quality places. PfSH believes that good quality places add economic, environmental and social value to an area and that this is based on widely recognised research. Higher quality places and buildings generate greater rental and capital value for local authorities and investors; such buildings and places heighten the image, attractiveness and competitiveness of a settlement helping to generate inward investment and making it a more desirable place to live, work and play. The Charter identified a number of components of Quality Place, as shown below in Figure 2.

Components of
Quality Place diagram

Figure 2 - Components of Quality Place (PfSH 2010)

2.46   As part of the Quality Places Charter, each local authority, including Gosport Borough Council is committed to deliver the following:

- leadership and management structures to ensure that creating quality places is a high priority;
- a design-led multi-disciplinary culture which plans, designs and manages new and existing places in an integrated way to achieve high quality;
- place-making and quality design policies which underpin Local Development Plan Documents, including detailed guidance on creating high quality development where necessary;
- decision-making which considers the wider value of creating quality places as a prime consideration rather than cost alone;
- existing places are analysed to identify opportunities to improve quality and management;
- appropriate place awareness and design training for leaders, councillors and officers; and
- the community is involved in the planning, design and management of places.

Local policy

2.47   The Gosport Borough Local Plan (GBLP) 2011-2029 has a number of policies relating to the need to promote good design. This includes Policy LP10 (Design) which requires development to be well-designed and respect the distinctive character of Borough's built and natural environment, including heritage assets and their setting. This is reinforced by Policies LP11 (Designated Heritage Assets) and LP12 (Conservation Areas), Policy LP13 (Locally Important Heritage Assets), and Policy LP14 (Areas of Special Character).

2.48   In February 2014 the Borough Council adopted its Design SPD. This document supports the policies of the adopted Local Plan, and has had regard to the 2012 NPPF and the 2013 Housing Standards Review. It is used by the Borough Council to promote high quality design and as a material consideration when assessing and determining planning applications. The document includes guidance on matters relating to site accessibility, site context, external space, residential amenity, access and parking, architectural design and internal space.

2.49   The Council's Corporate 'Council plan on a page' (2020) has a number of strategic priorities which relate well to the protection of the Borough's built heritage including:

- raise aspirations;
- enhance the environment;
- develop the economy.

3.0 EVIDENCE

3.1 Some key local evidence relating to design issues are included below.

Landscape/Townscape

Character Assessment

3.2 In 2010 Hampshire County Council produced a detailed character study of the county; the Hampshire Integrated Character Assessment (HICA). The Assessment identifies Gosport as forming part of the wider south Hampshire conurbation, stretching from Havant to Southampton. At a local level, the Borough of Gosport is within the Gosport and Fareham Coastal Plain. As shown within Figure 3, this area is predominantly characterised by the 'Settlement' landscape type, surrounded by 'Open Downs', and with 'Open Coastal Shore' and 'Intertidal Estuary and Harbour' types on the coastal boundaries. The eastern half of the Alver Valley is characterised as a large area of 'Coastal Plain Enclosed'.

Figure 3 - Gosport and Fareham Coastal Plain (source: HICA)
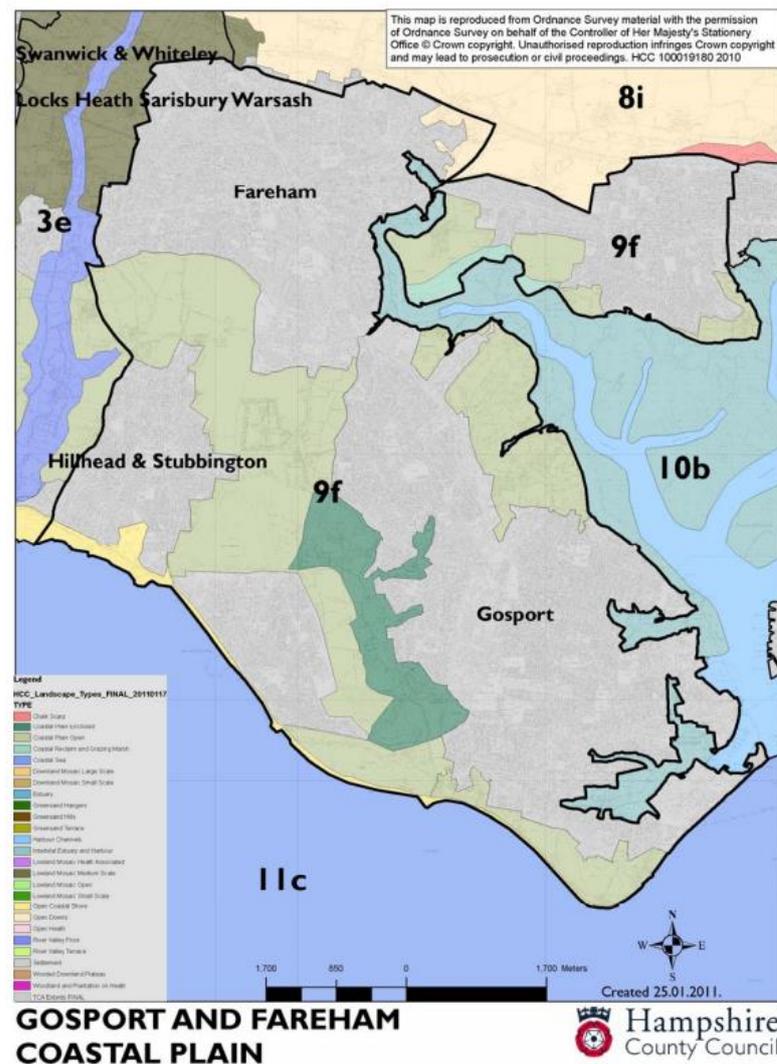
3.3 The report goes on to identify the Key Characteristics of the Gosport and Fareham Coastal Plain, as being the following:

- A low lying landscape which physically forms part of the coastal plain but is isolated from the coastline by the development.
- Drained by shallow valleys of the River Alver and Wallington in the east and by small streams running into the Meon to the west.
- Predominantly light soils which are of high agricultural quality with heathier soils in the extreme south and shingle on the foreshore.
- In the south, grassland pasture dominates while to the north there are large arable fields with no significant boundary vegetation.
- The area is strongly influenced by the adjoining urban areas of Gosport, Stubbington and Fareham, and by defence infrastructure.
- The Solent coast draws visitors, particularly local residents for various leisure activities including angling, sailing and walking.
- Numerous small parks and allotments.
- Varied coastal views including across Portsmouth harbour and the city skyline which contrast with views across busy stretch of the Solent.

3.4 Focussing on Gosport itself, the report recognises that the Borough contains a wide range of townscape types, which broadly fit into 9 character areas, as shown in Figure 4. Those character types are:

1. High Street (Historic Core)
2. Waterfront
3. Stoke Road environs
4. Forton
5. Alverstoke & Clayhall
6. Haslar peninsula
7. HMS Sultan (Palmerston Fort Line)
8. Fleetlands Industrial Estates
9. Residential suburbs

Figure 4 - Gosport Character Areas (HICA 2010)

GOSPORT
CHARACTER AREAS

Hampshire County Council
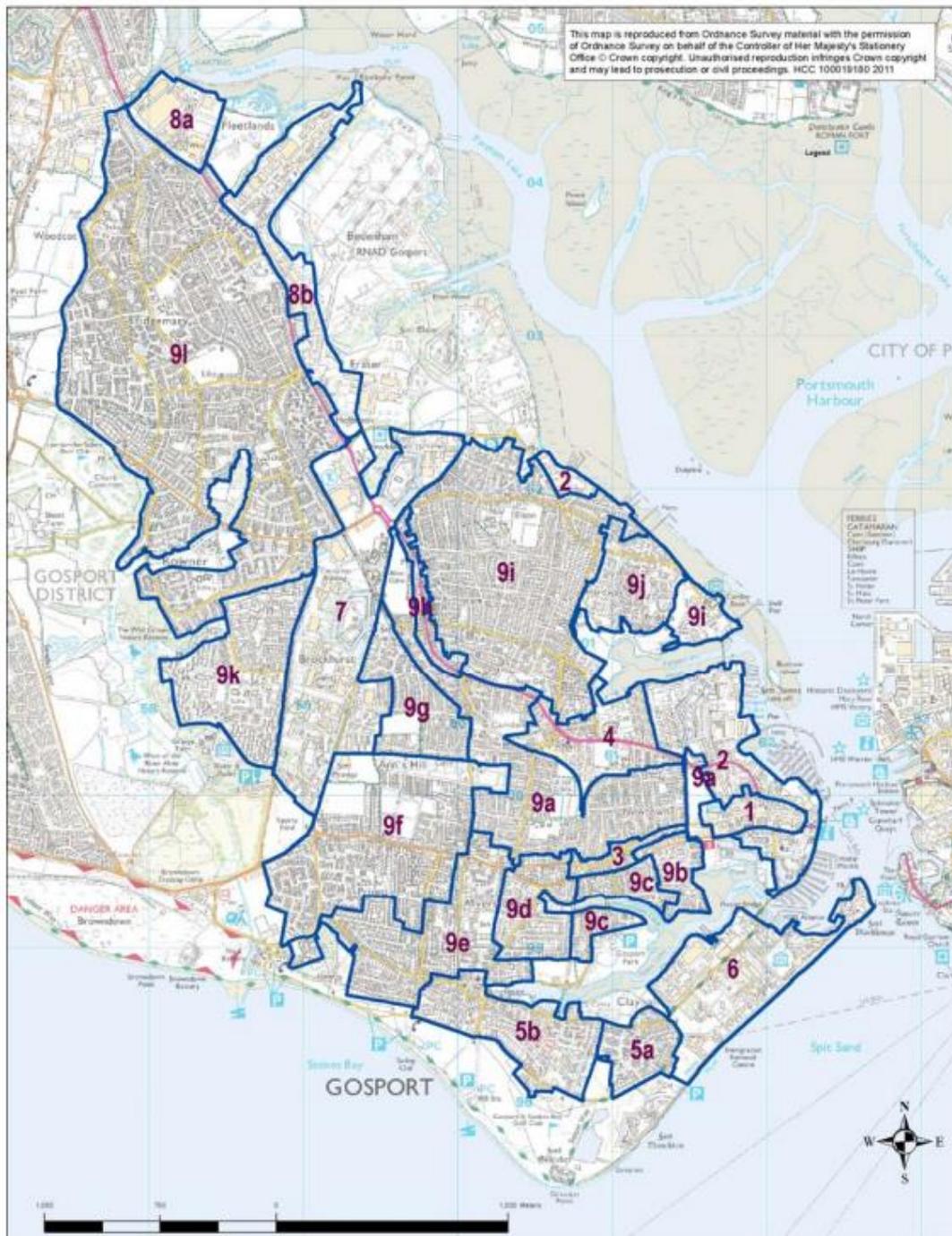
3.5   The Assessment recognises that Hampshire's landscape has been subject to constant evolution under human influence, however considers that the countryside should be protected from pressures of change and threats of destruction. It also identifies a number of opportunities for improvement, which include:

- Balancing tourism needs and conversion for development demands whilst retaining and improving the setting to these historic features could be addressed by sympathetic design briefs.
- Including space for the setting to these forts could be included in coastline defence strategies.
- The planning of the balance between recreational pressures and wildlife objectives Fort Gilkicker to Browndown management unit in the face of sea level rise and increase storm frequency.
- Design and materials could be influenced if opportunity arises on the Portsmouth harbour side of the character area for compensatory habitat creation through coastal realignment.
- A more co-ordinated approach to stewardship within the Strategic Gap and exploring opportunities for accessible green space provision could be promoted as part of improving the variety and quantity of accessible green space and green infrastructure.
- The design and character for MoD land release for development could be influenced by the townscape assessment for Gosport, Fareham and Stubbington and Hill Head to ensure good integration with these settlements.
- Modifications to design of sea defences could ensure views from the landward side are retained over the coastline.
- Retaining and improving harbour and coastal views could be emphasised as a key factor in design briefs for development, public realms and open space strategies.

3.6   The Borough Council's detailed townscape assessment[3] was produced in 2013 to support Design SPD. It identifies nine character areas (Figure 5) in the Borough and provides an assessment of each areas' location and setting, and historic context, form, characteristics and opportunities.

3.7   The key townscape characteristics of the Borough can be summarised as follows:

- Strategic peninsula location on the west side of Portsmouth Harbour;
- Low lying coastal plain intersected by a series of creeks and streams from Portsmouth Harbour and the River Alver;
- Unique historical relationship with the Royal Navy and the defence of Portsmouth Harbour, which has resulted in many fortifications, waterfront and military establishments of national historic importance;
- The scattering of historic settlements (such as Elson, Forton and Brockhurst) and farmsteads surrounding the old town, which although now subsumed within the conurbation, have unique characteristics that can still be identified;
- The north-south line of the landward Palmerston Forts which originally extended from Frater to Browndown and creates a gap that divides the older residential areas in the south and east from Bridgemary, Rowner and Lee-on-the-Solent;
- The town centre and harbour waterfront enclosed by open land marking the line of historic fortifications;

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[3] Gosport's Townscape: A Townscape Assessment of the Borough of Gosport (Michael Ricketts Associates 2013) https://www.gosport.gov.uk/media/694/Design-Townscape-Assessment/pdf/Gosport_Townscape_Assessment_-_May_2013.pdf?m=637111636981270000

- The Alver Valley forming an attractive Country Park and recreational space between the urban area of Gosport and the separate settlement of Lee-on-the-Solent and connecting to the open coastal strip of Browndown;
- The extensive open space and coastal landscape stretching from Stokes Bay to Browndown with panoramic views across the Solent and to the Isle of Wight;
- Lee-on-the-Solent, a separate residential settlement and airfield at the westernmost part of the Borough, based on a late-Victorian vision, and with an extensive promenade and shingle beach.

Figure 5 - Gosport Borough's Main Townscape Areas
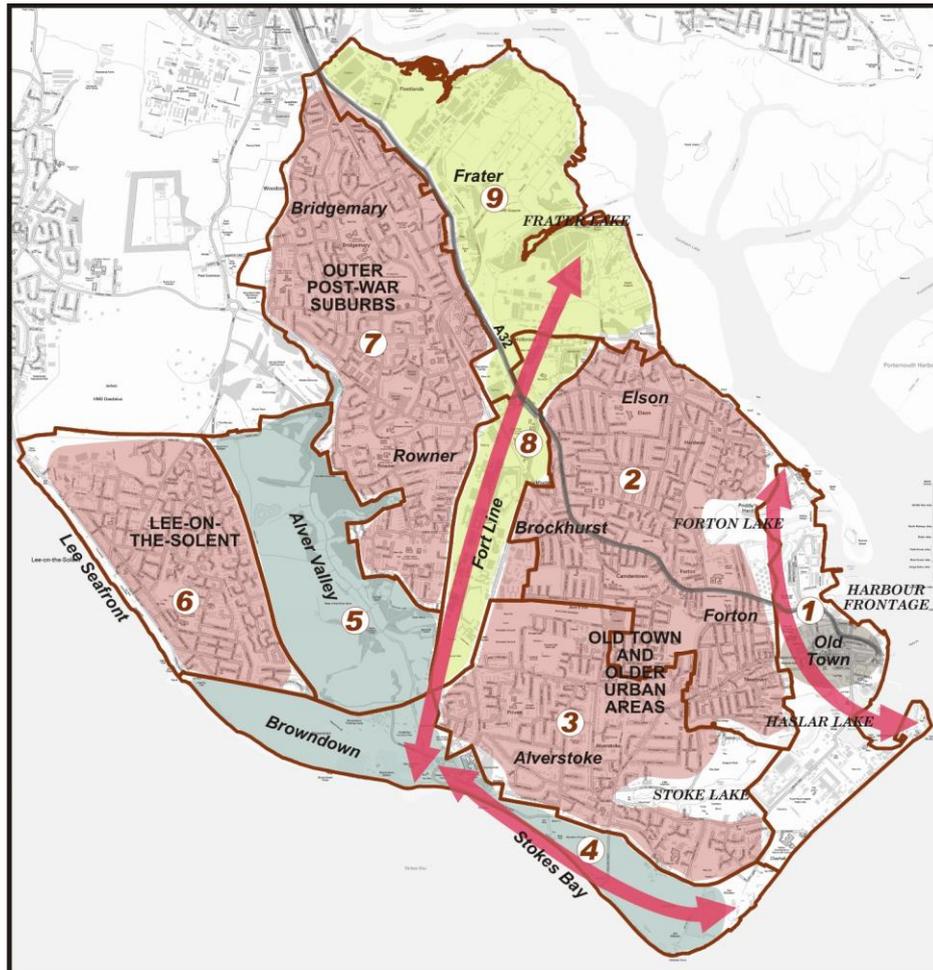
1 Waterfront and Town Centre
2 Older Urban Core
3 Alverstoke, Anglesey and Privett
4 Stokes Bay and Browndown
5 Alver Valley
6 Lee-on-the-Solent
7 Rowner, Bridgemary and Peel Common
8 Sultan and Historic Forts
9 Frater / Bedenham

Lines of military defences

Public access

Mostly non public access

Main Urban areas

Features of historic importance

3.6   The Borough has considerable built heritage which is summarised in this section. Much of this heritage reflects the Borough's significant naval heritage which contributes to the Borough's local distinctiveness.

3.7   The Borough has approximately 553 Listed Buildings. These are statutory protected and are of national importance. There were 34 properties or 6.4% of the total stock on the Heritage at Risk Register. A number of the previously at risk buildings have been removed from the register due to ongoing restoration works (notably buildings at Royal Clarence Yard). However further assessment of buildings at Priddy's Hard and Daedalus has led to an increase in the number of building on the 'At Risk Register'.

3.8   The Borough currently has 99 locally listed buildings which are given protection through the Gosport Local Plan. A list of the current buildings can be found in GBC's Local List of Heritage Assets[4].

3.9   In 2018, the Borough adopted a new Conservation Area at Haslar Barracks, and extended the Bury Road Conservation Area. There are now 17 Conservation Areas covering 259.7 hectares, representing 10.3% of the Borough's land area. Further details about most of the Conservation Areas are available in a number of Conservation Area Appraisals.

3.10   Figure 3 shows the location of the Borough's Conservation Areas as well as Scheduled Ancient Monuments and Historic Parks and Gardens.

3.11   There are 14 Scheduled Ancient Monuments in 13 sites, the majority of which are related to Gosport's military fortifications. The grounds of Royal Hospital Haslar are a Registered Historic Park of national importance (23 ha). There are also seven locally important historic parks (33.1 ha).

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[4] www.gosport.gov.uk/media/2345/Local-List-of-Heritage-Assets/pdf/Local_List_of_Heritage_Assets_(1).pdf?m=637111637030270000

Figure 3: Historic Features within the Borough
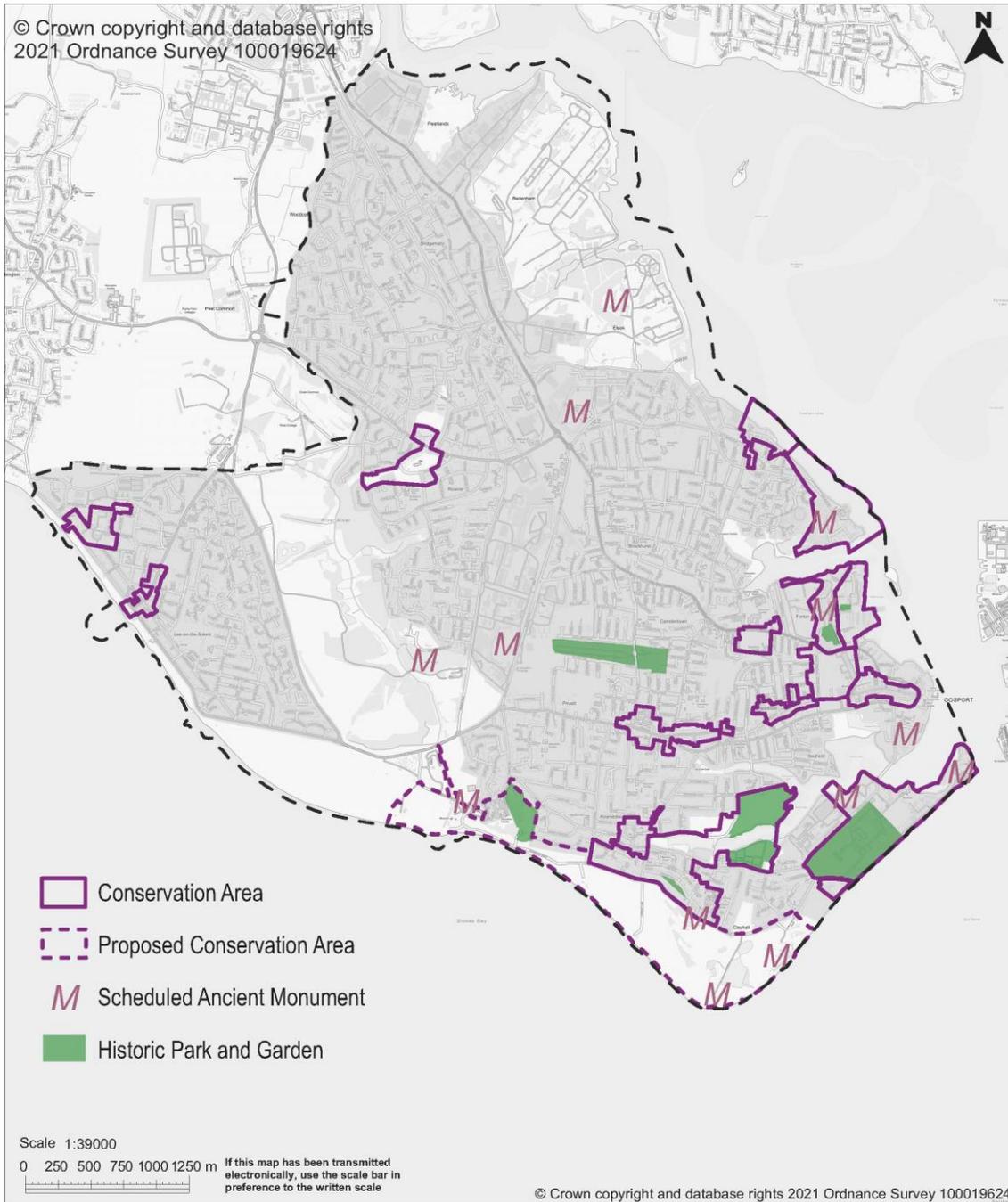
Areas of Special Character

3.12   The Borough adopted an Area of Special Character along Marine Parade in Lee-on-the-Solent in 2007. A new Area of Special Character for 'Lee West', adjacent to the Marine Parade Area of Special Character, was adopted in 2019. The Borough has Supplementary Planning Documents (SPDs) related to these areas.

Appendix 1: Evidence studies and other references

National Guidance

National Planning Policy Framework (Ministry for Housing, Communities and Local Government (MHCLG), 2021)
www.gov.uk/government/publications/national-planning-policy-framework--2

National Planning Practice Guidance (MHCLG, 2021)
https://www.gov.uk/government/collections/planning-practice-guidance

National Design Guide (MHCLG, 2019)
https://www.gov.uk/government/publications/national-design-guide

National Model Design Code (MHCLG, 2021)
https://www.gov.uk/government/publications/national-model-design-code

Building for Life 12 (Design Council CABE, 2012)
http://builtforlifehomes.org/go/building-for-life-12

Manual for Streets (DCLG/DfT, 2007)
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf

BREEAM Communities International (BRE, 2012)
https://www.breeam.com/discover/technical-standards/communities/

Home Quality Mark ONE (BRE, 2015)
https://www.homequalitymark.com/

Passivhaus Standard (Passivhaus Trust 2020)
https://www.passivhaustrust.org.uk/

Sub Regional Guidance

PUSH Spatial Position Statement (PfSH, 2016)
https://www.push.gov.uk/work/planning-and-infrastructure/push-position-statement/

PUSH Quality Place Charter (PfSH, 2010)
https://www.push.gov.uk/wp-content/uploads/2018/05/Quality-Places-Charter-2010.pdf

Secured By Design: Homes (UKPS, 2019)
https://www.securedbydesign.com/guidance/design-guides

Hampshire Integrated Character Assessment (HCC, 2010)
https://www.hants.gov.uk/landplanningandenvironment/environment/landscape/integratedcharacterassessment

Local Guidance

Design SPD (Gosport Borough Council (GBC), 2014)
https://www.gosport.gov.uk/article/1276/Design-SPD

Marine Parade Area of Special Character SPD (GBC, 2007)
https://www.gosport.gov.uk/article/1275/Marine-Parade-Area-of-Special-Character-SPD

Lee West Area of Special Character SPD (GBC, 2019)
https://www.gosport.gov.uk/leewestspd