

Gosport Lines Conservation Areas Appraisal and Management Plan



Gosport Lines Conservation Areas Appraisal and Management Plan

February 2024

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This Conservation Area Appraisal and Management Plan for the Gosport Lines Conservation Areas supports the duty of Gosport Borough Council to prepare proposals for the preservation and enhancement of conservation areas. Conservation areas are areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. In planning policy, conservation areas are ‘designated heritage assets’ meaning that applications for changes or developments within the area must consider the effect that the development might have on the significance of the conservation area.

The Gosport Lines Conservation Areas is the collective name for two existing and one new conservation area which follow the path of the town’s historic inland fortifications, known as the Gosport Lines. These three conservation areas are:

- St George Barracks North Conservation Area
- St George Barracks South Conservation Area
- Trinity Green and Walpole Park Conservation Area

For ease of use and management, a single Appraisal has been prepared for all three of these closely related areas.

For details of the methodology employed in assessing the conservation area and preparing the appraisal, see Part 5, Section 29 of this document (p.125).

Document Structure

This Conservation Area Appraisal is divided into five sections:

- **Part 1: Overview of the Conservation Area (p.5).** This is a summary of the conservation area’s special interest, condition, issues and vulnerabilities, and lists management recommendations for the long-term preservation and enhancement of its character and appearance.
- **Part 2: Context and Methodology (p.15).** The Introduction provides information about the context and purpose of this Conservation Area Appraisal and Management Plan.
- **Part 3: Character Appraisal (p.26).** This section provides an assessment of the special architectural and historic interest of the Gosport Lines Conservation Areas, and the contribution made by individual elements.
- **Part 4: Management Plan (p.97).** This section provides principles and recommendations to manage change across the conservation area whilst preserving its character and appearance.
- **Part 5: Supporting Information (p.121).** The last section contains: a gazetteer of heritage assets in the conservation area; a list of useful sources; the methodology used to carry out this Appraisal; and a glossary of architectural and historic terms used throughout the Appraisal.

Part 1

Overview of the Conservation Areas

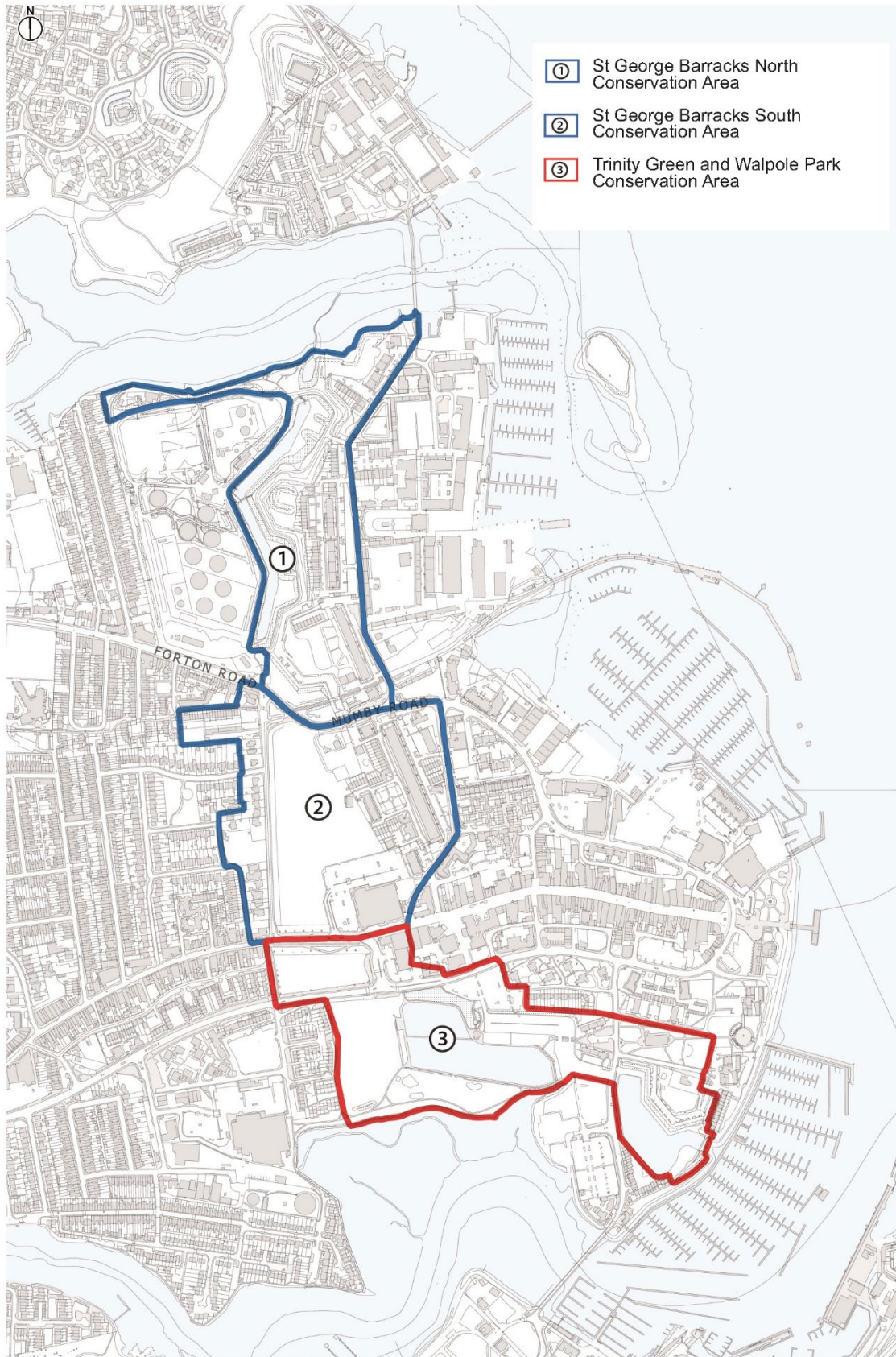


Figure 1 Map of the Gosport Lines Conservation Area boundaries



Figure 2 Outline of the Gosport Lines defensive network overlaid onto a modern map of Gosport. The dotted outline indicates the approximate route of the town defences established by de Gomme, which were cleared during the early to mid nineteenth century.



Figure 3 Aerial view of Gosport from the south, in 1958. The Gosport Lines are clearly discernible to the west and south of the town centre. Source: Historic England Archive. RAF Photography.

1.0

Summary of special interest

Together, St George Barracks North, St George Barracks South and Trinity Green and Walpole Park Conservation Areas form a historic environment with a highly distinctive sense of place, incorporating a high percentage of green space. They have local, regional, national and international significance as an integral element of the naval history and historic infrastructure of Portsmouth Harbour.

That special interest is derived primarily from the Gosport Lines, which were parts of a comprehensive scheme of fortifications to defend Portsmouth Dockyard and associated facilities from landward attack. They were planned in the 1670s by the pre-eminent military engineer Bernard de Gomme, and expanded in the eighteenth century. Although it is unlikely, based on the available evidence, that de Gomme's works survive in their original form, and not as originally planned, the remaining Gosport Lines are the best-preserved section of these Dockyard defences to survive. Their interest is multiple:

- the archaeological interest of the surviving standing elements – No.1 Bastion and the northern section (both scheduled monuments) – and the below-ground evidence for the demolished parts;
- the historical interest of their design and form, and of their contribution to the history of Gosport and the naval history of Portsmouth harbour;
- their landscape and townscape contribution to the urban form, character and appearance of Gosport. As part of this, open space – formerly the 'killing field' in front of the fortifications – is integral and specific to their design, history and present character; and,
- their ecological and amenity value as an important wildlife habitat and as some of Gosport's principal public parks. More than 50% of the land area of the conservation areas is green space, and more recent management of the Lines and associated open spaces contributes to the biodiversity of the town centre.

The subsequent history and development of the Lines also contribute strongly to the special character and appearance of the Conservation Areas. This history illustrates how Gosport has evolved with the contraction of the military estate within and around the Lines:

- the construction of barracks, whose layout, spaces, boundaries and attractive, well preserved and unusual mid-nineteenth century buildings contribute to the distinctive sense of place either side of Mumby Road; and,
- the adaptation and democratisation of redundant fortifications for recreational and communal uses, in the form of: Walpole Park – the principal town centre green space for 160 years; the Cockle Ponds – internationally recognised for model yacht racing; and, the St George's playing fields.

2.0

Condition of the Gosport Lines Conservation Areas

The condition of the Gosport Lines Conservation Areas varies substantially. Significant elements which positively contribute to character and appearance and which are in good condition:

- Most of the historic buildings associated with St George Barracks have been retained and converted to sustainable new uses. They are well-preserved externally and appear to be in a good condition.
- Other listed buildings and non-designated heritage assets in the conservation areas, including Holy Trinity Church and the vicarage, appear to be generally well-maintained and in good external condition. Most remain in their original use or sustainable new uses, such as the former railway station now converted to housing.
- The public open spaces in the conservation areas are generally well-maintained and well-used. The recreational and leisure activities in these areas positively contributes to character, making the conservation areas more vibrant and amenable places to be.
- The condition of the public realm is generally good, although many opportunities exist to improve pedestrian movement across the conservation areas.

However, there are other elements of the conservation areas which are in a poor or deteriorating condition:

- The condition of the northern Lines has not been assessed in detail due to restricted access but the extensive growth of vegetation across the monument and the creation of a roadway along the ridge of the ramparts is likely to have had a detrimental impact on the condition of the earthworks, historic fabric and archaeological deposits and features.
- The character and appearance of the conservation areas has been degraded by the construction of big-box retail units and car parks on Walpole Road and Creek Road. These sites are likely to have disturbed archaeological evidence relating to the Lines.
- No. 1 Bastion remains on the Heritage at Risk Register. However, repair and restoration works carried out since 2019 with Coastal Revival Fund and Heritage Action Zone funding have improved its condition. Works have included the removal of self-seeded sycamores and scrubby vegetation and archaeological investigations to understand the significance and condition of the heritage asset. Further works are planned in the coming years to improve the asset's condition further and sustain regular public access.

3.0

Issues, vulnerabilities and opportunities

The principal vulnerabilities and opportunities within the conservation areas are:

- **Monument management.** Long-term management of No. 1 Bastion and the northern Lines places an administrative and financial burden on their landowners (GBC and the MoD respectively). Ecology, conservation of the historic environment, public access and anti-social behaviour have to be balanced.
- **Public access to the fortifications.** At the time of writing, there is no regular public access to much of the fortifications. Improving access is an opportunity to better reveal and explain the special interest and history of the Lines and draw more visitors to the area. The removal of overgrown shrubbery and foliage has enabled public access to Bastion No.1.
- **Climate change.** Parts of the Gosport Lines Conservation Areas are likely to be susceptible to the damaging impacts of climate change because of their low-lying, coastal location. A primary concern is the increasing likelihood of more frequent flooding events, which may require flood defences within the boundaries of the Conservation Areas.
- **Interpretation.** Both on- and off-site interpretation requires improvement to better inform the public about the national significance of the Gosport Lines and their importance in the wider context of Portsmouth Harbour's maritime history.
- **Pedestrian movement.** There is poor-quality public realm and a lack of safe road crossings in parts of the conservation areas. The Borough Council has an ambition to open up a pedestrian route along the line of the fortifications. Addressing both of these issues by improved landscaping and urban design would promote active travel, enhance the character and appearance of the conservation areas and facilitate better understanding of the fortifications.
- **Regeneration of sites.** There are a few pockets of land within the conservation areas where a degree of future development may be compatible with historic environment, landscape and ecological significance and management. The Walpole Park Car Parks are one such place. Any proposals for development in such areas present possible risks and opportunities; a conservation-led approach could enhance the character and appearance of the conservation area. This includes the preservation or enhancement of individual heritage assets within the conservation area, including Scheduled Monuments.

4.0

Management recommendations

The table below lists recommendations for ongoing management of the conservation areas to preserve and enhance their special interest. For a more detailed description of recommendations and implementation guidance, please see Part 4: Management Plan (p.97).

Recommendation 001

Stakeholders should continue joint efforts to reverse the poor condition of No. 1 Bastion to remove it from the Heritage at Risk register.

Recommendation 002

Stakeholders should work together to assess the condition of the northern Lines and carry out any necessary works to improve its condition.

Recommendation 003

The loss of listed buildings or non-designated heritage assets shall be resisted and should be wholly exceptional, and only where held strictly necessary and strongly justifiable.

Recommendation 004

The Borough Council should encourage and facilitate greater public access to No. 1 Bastion and the northern section of the Lines, in order to create a Gosport Lines Walk.

Recommendation 005

The Borough Council and the relevant arms of the Ministry of Defence should explore the creation of a pedestrian route along the Forton Lake shoreline connecting Weevil Lane and Parham Road.

Recommendation 006

The Borough Council should work with stakeholders to protect and enhance the internationally, nationally and locally important habitats and protected open space within and adjacent to the conservation area.

Recommendation 007

The Borough Council and Hampshire County Council highways authority should identify and coordinate short- medium- and long-term means to enhance the public realm throughout the Lines Conservation Areas.

Recommendation 008

The Borough Council should work with its partners to improve public understanding of the Gosport Lines Conservation Areas through enhanced on-site and off-site interpretation measures.

Recommendation 009

All new development within the Gosport Lines Conservation Areas should aim to achieve the highest standards of energy efficiency. The sustainable retrofit of existing buildings should be executed to an exemplary standard which avoids or minimises harm to heritage significance.

Recommendation 010

The Borough Council, in consultation with other stakeholders including but not limited to Historic England and Natural England, should develop a coordinated plan for the design and placement of flood defences, taking account of the conservation of the character and appearance of the Lines Conservation Areas.

Recommendation 011

Planning applications for new development within the conservation areas will be expected to preserve and enhance their character and appearance, biodiversity and permeability.

Recommendation 012

In addition to adopting this CAAMP as part of the Local Development Framework, the Borough Council has designated the new Trinity Green and Walpole Park Conservation Area as shown on Figure 1.

Part 2

Context and Methodology

5.0

Background to this document

5.1 What is the scope of this document?

This Conservation Areas Appraisal and Management Plan (CAAMP) has been produced to support Gosport Borough Council's statutory duty when carrying out its planning functions to preserve and enhance the character and appearance of two existing conservation areas and one new conservation area within Gosport Borough, namely:

- St George Barracks North Conservation Area
- St George Barracks South Conservation Area
- The new Trinity Green and Walpole Park Conservation Area

Because of the shared history and characteristics of the areas, they are discussed together in the CAAMP, with the exception of individual statements of character and area specific management recommendations.

For public consultation, the draft was written with the proposed Trinity Green and Walpole Park Conservation Area fully integrated into the document, with a view to adoption (subject to the results of consultation).

5.2 What is the purpose of this document?

The CAAMP has the following purposes:

- To provide homeowners, developers, Council officers and other interested parties with a framework against which future development proposals in the conservation area can be assessed and determined.
- To outline the history of the areas and explain what makes them special. The CAAMP identifies the elements that make up the special character and interest of the areas, and those that detract from it.
- To provide recommendations for the areas' management. These include changes to boundaries.
- In doing so, the CAAMP supports the Borough Council's legal duty (under section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to prepare proposals for the preservation and enhancement of conservation areas and to consult the public about those proposals.

5.3 How does this document relate to planning policy and other Council documents?

Conservation areas are areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. In planning policy, conservation areas are 'designated heritage assets' meaning that applications for changes or developments within the area must consider the effect that the development might have on the significance of the conservation area.

This Conservation Area Appraisal and Management Plan is part of a suite of planning guidance documents prepared by Gosport Borough Council to support the implementation of the Local Plan 2011-2029 (and the Local Plan 2040 once adopted). The advice outlined in this CAAMP will be a material consideration when determining planning applications affecting the conservation area or its setting.

Specifically, the CAAMP provides guidance on the implementation of local planning policy outlined in the Local Plan and associated policies maps and adoption statements. The Gosport Borough Council Local Plan conforms to the National Planning Policy Framework

(NPPF) which sets out the national government's planning policies for England and how these contribute to the goal of sustainable development.

It has also been written to support the implementation of other Borough Council strategies including:

- *Gosport Waterfront and Town Centre Supplementary Planning Document* (adopted March 2018)
- *Design Guidance Supplementary Planning Document* (adopted February 2014)

This document should be revised once the emerging Local Plan 2040 is adopted to reflect any updated policies.

5.4 How was this document prepared and who has been consulted?

Gosport Borough Council in conjunction with a variety of other stakeholders have been working collaboratively on the preservation and enhancement of the Gosport Lines since before the designation of St George Barracks North and South Conservation Areas in 1990. These efforts have been supported more recently by Historic England (HE) through the Gosport Heritage Action Zone (HAZ), which has provided financial assistance and input from HE's advisors on a range of projects affecting the Lines.

This CAAMP was prepared as part of the HAZ project, which aims to breathe new life into historically-rich places and use them as a catalyst for regeneration. The document was prepared by Alan Baxter Ltd in consultation with Gosport Borough Council; Hampshire County Council; Historic England; the Gosport Society; and a variety of other community stakeholders.

The draft document was subject to public consultation before adoption by the Borough Council.

The preparation and content of this CAAMP follows best practice guidance set out in *Planning Practice Guidance* (published November 2016, last updated June 2021) prepared by the Department for Levelling Up, Housing and Communities, and *Conservation Area Appraisal, Designation and Management: Historic England Advice Note 1* (Second Edition, 2019). This document conforms with Historic England's Advice Note 1 in terms of recommended content although its structure has been tailored to the unique character and management requirements of the Gosport Lines Conservation Areas.

For a detailed description of the methodology used to prepare this CAAMP, see Part 5: Supporting Information (p.121).

5.5 Abbreviations

The table below provides a list of common abbreviations used within this document. Further definitions of technical terms used in the CAAMP can be found in Part 5, section 28 (p.122).

The Council	Gosport Borough Council
CAAMP	Conservation Area Appraisal and Management Plan
GBC	Gosport Borough Council
HAZ	Heritage Action Zone
HCC	Hampshire County Council
HE	Historic England
LPA	Local Planning Authority (in this case, Gosport Borough Council)
MoD	Ministry of Defence
OPA	Oil and Pipelines Agency
SINC	Site of Importance for Nature Conservation
SPD	Supplementary Planning Document
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest

5.6 Acknowledgements

The authors of this report are indebted to the many people who have provided advice on the preparation of this CAAMP, in particular members of Gosport Borough Council and Historic England.

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6.0 Boundaries and designations

6.1 Location and geographical context

The Gosport Lines Conservation Areas lie in the Borough of Gosport in the county of Hampshire. The conservation areas effectively encircle the town centre and waterfront area to the west and south, creating a break in the townscape between these areas and the primarily residential suburbs to the west. The northernmost boundary of the conservation areas is the shoreline of Forton Lake, while the southernmost boundary is the shoreline of Haslar Lake.

6.2 Conservation area boundaries

A new conservation area known as 'Trinity Green and Walpole Park' has been formally adopted, along with reviews of the existing St George Barracks North and South conservation areas. The existing and newly adopted boundaries are shown on figs.1 and 4 on p.6 and p.20.

All three conservation areas collectively encompass the historic footprint of the Gosport Lines as completed at the turn of the nineteenth century. The specific boundaries of each constituent area are as follows:

St George Barracks North Conservation Area

This is the northernmost of the three conservation areas. It comprises the northern section of the Gosport Lines – a scheduled monument – along with the greater part of the nineteenth-century St George Barracks and the new housing constructed alongside the barrack buildings in the 1990s and 2000s. Its northern boundary comprises the high water mark of Forton Lake; its western boundary follows the contours of the Lines which border the Oil Fuel Depot Gosport; the southern boundary comprises the A32 (Mumby Road); and its eastern boundary is Weevil Lane, where it abuts the Royal Clarence Yard Conservation Area.

St George Barracks South Conservation Area

This is the central of the three conservation areas. It consists of the southern section of St George Barracks and associated late-twentieth-century housing, St George's Playing Fields (which covers part of the former footprint of the Lines and its field of fire), and nineteenth and twentieth-century housing along Spring Garden Lane. The north-west portion of the conservation area comprises an enclave of nineteenth-century buildings including the former Gosport Railway Station and associated Railway Hotel. The conservation area's northern boundary is the A32 (Mumby Road), where it abuts St George Barracks North and Royal Clarence Yard Conservation Areas; its western boundary is formed by the western plot boundaries of houses along Spring Garden Lane; its southern boundary is Walpole Road; and its eastern boundary is Clarence Road-Ordnance Road, where it abuts the Gosport High Street Conservation Area.

Trinity Green and Walpole Park Conservation Area

This new conservation area forms the southernmost of the three Gosport Lines Conservation Areas. It includes the public open space of Walpole Park and the Cockle Pond, along with their associated car parks, No. 1 Bastion (a scheduled monument), Trinity Close and Trinity Green. Its northern boundary comprises Walpole Road, Creek Road, the B3333 (South Street), the southern plot boundaries of houses on Church Path, and the north side of Trinity Green. Its southern boundary is formed by the high water mark of Haslar Lake and the moat of No. 1 Bastion. Its western boundary is Willis Road and the eastern plot boundaries of houses on Shamrock Close. Its eastern boundary is formed by the eastern section of Trinity Green and the western extent of No. 1 Bastion.

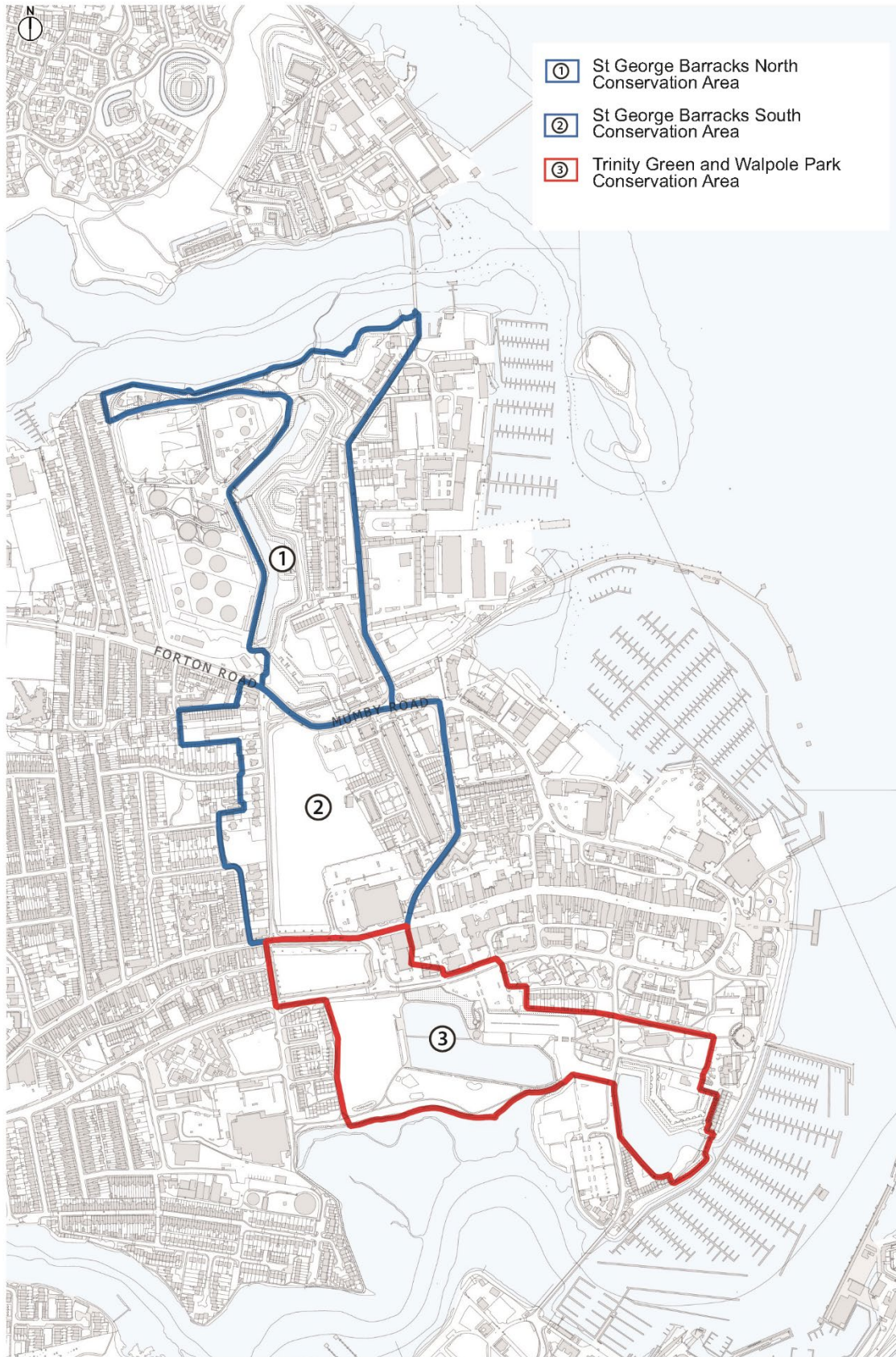


Figure 4 Map of the Gosport Lines Conservation Area boundaries

6.3 Designations

6.3.1 Conservation area designations

St George Barracks North Conservation Area and St George Barracks South Conservation Area were designated by Gosport Borough Council in 1990. Their boundaries have remained unchanged since their initial designation.

This CAAMP recommends the designation of a new conservation area named 'Trinity Green and Walpole Park Conservation Area'.

6.3.2 Other designated heritage assets within the Gosport Lines Conservation Areas

Many buildings and spaces within the three conservation areas are designated in their own right.

The conservation areas contain 21 listed buildings between them, of which:

- 2 are Grade II* listed.
- 19 are Grade II listed.

There are also two Scheduled Monuments within the conservation areas, both of which cover surviving sections of the Lines:

- The northern section of the Lines lies within the St George Barracks North Conservation Area. Its official name is 'Fortifications N of Mumby Road'.
- No. 1 Bastion lies within the Trinity Green and Walpole Park Conservation Area. Its official name is 'Bastion No 1, Gosport Lines'.

The boundary of No. 1 Bastion has recently been reviewed by Historic England. This CAAMP has been prepared during the review period and so uses the boundary of the Scheduled Monument at the time of writing. Readers should be aware that the current boundary of the Scheduled Monument may differ from that presented in this document.

No. 1 Bastion is currently on Historic England's Heritage At Risk Register. The 2022 Register gave its condition as 'Generally satisfactory but with significant localised problems', its principal vulnerability as 'scrub/tree growth' and the trend as 'improving'.

The purpose of the Heritage at Risk Register is to identify designated heritage assets that are most at risk of being lost as a result of neglect, decay or inappropriate development. The addition of a site to the register can be the catalyst for positive change, and special guidance and potential funding opportunities may be available for buildings and places on the register.

6.3.3 Non-designated heritage assets

St George Barracks North Conservation Area contains a locally listed park and garden: the Officers' Gardens, St George Barracks North. The Borough Council considers these buildings to be non-designated heritage assets in planning policy terms.

There are a number of other historic buildings and structures in the three conservation areas which are identified in this CAAMP as non-designated heritage assets.

The designated and non-designated heritage assets within the conservation area are listed in the Gazetteer in Part 4: Supporting Information.

The methodology used to identify non-designated heritage assets is provided in Section 29 Methodology in Part 4: Supporting Information.

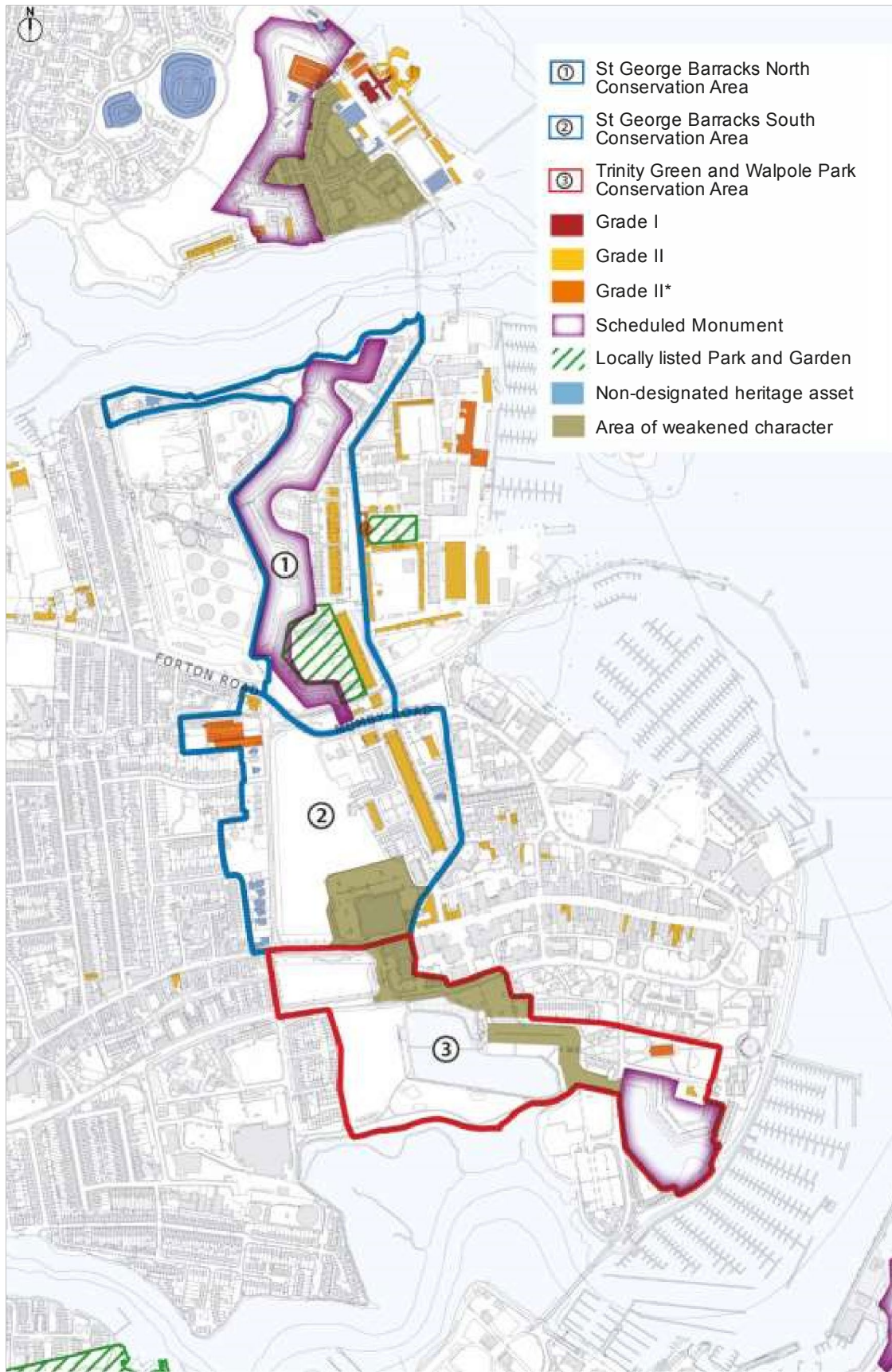


Figure 5 Map of heritage designations within the Gosport Lines Conservation Areas

6.3.4 Landscape and ecological designations

A substantial number of landscape and ecological designations applying to the Gosport Lines Conservation Areas and their immediate setting:

- The surviving northern section of the Lines, the Officers' Gardens, St George's Playing Fields, Walpole Park, the churchyard of Holy Trinity Church, the lawns around Trinity Close and No.1 Bastion are identified as 'Existing Open Space', meaning that their loss will be resisted by the Council in line with Policy LP35 of the Local Plan.
- St George's Playing Field and the moat of No.1 Bastion are Sites of Importance for Nature Conservation (SINC). SINC's are sites within Hampshire that are of local importance for nature conservation which contain habitats or features which are irreplaceable. More information is available via this link:
<https://www.gosport.gov.uk/article/1393/Local-Sites>
- Haslar Lake, Forton Lake, Portsmouth Harbour and Cockle Pond are heavily protected due to their landscape and ecological importance. The following designations apply to areas of these waterbodies and their foreshores up to the highwater mark:
 - Ramsar site – designated as wetlands of international importance under the 1971 Ramsar Convention.
 - Special Protection Area – designated under the European Union Birds Directives and Member States are required to take special measures to protect migratory, rare and vulnerable species of birds. SPAs are particularly important for birds which depend on specialised or restricted habitats for breeding, feeding, wintering or migration.
 - Portsmouth Harbour Site of Special Scientific Interest – SSSIs are sites of national importance designated by Natural England under the Wildlife and Countryside Act 1981 to protect flora, fauna, geological or physiological features of special interest. The Portsmouth Harbour SSSI contains a number of important habitats including inter-tidal mudflats and marshes which support international important wetland bird species.
- More information is available via this link:
<https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1003174&SiteName=Portsmouth%20Harbour&countyCode=19&responsiblePerson=&SeaArea=&FCAArea>



Alan Baxter

Figure 6 Map of the landscape and ecological designations within the Gosport Lines Conservation Areas

7.0 Useful resources

A comprehensive study of the Lines, their development and subsequent redevelopment is much needed. However, there are several resources which provide a useful introduction to the topic. A full list can be found in Part 5 of this CAAMP, but the following sources are of particular importance in understanding the conservation area today. Web links are provided for sources which are available online:

G. H. Williams. 1974. *The Earlier Fortifications of Gosport* (Gosport: Gosport Historic Records and Museum Society)

[Gosport Local Plan 2011-2029 and policies map \(adopted October 2015\)](#)

[The Gosport Society](#)

[Gosport Heritage Action Zone – Gosport Lines](#)

[Historic Gosport – Town Defences](#)



© Historic England Archive

Figure 7 Aerial view of Gosport, 2022. The course of the Lines is discernible through the belt of green space starting from No. 1 Bastion at the bottom of the photograph and arcing round the town centre to Forton Lake to the north.

Part 3

Character Appraisal

8.0

Appraising the character and appearance of the Gosport Lines

This Character Appraisal, Part 3 of the Gosport Lines CAAMP, outlines the character and appearance of Gosport Lines Conservation Area. It is presented in seven sections:

- 9.0 The historical development of the Gosport Lines
- 10.0 Geology and topography
- 11.0 Spatial character
- 12.0 Open space and ecology
- 13.0 Architectural interest and built form
- 14.0 Views
- 15.0 Heritage assets and areas of weakened character
- 16.0 Character Zones
- 17.0 Condition of the Gosport Lines Conservation Areas

9.0

The historical development of the Gosport Lines

9.1 Introduction

The following history is intended to convey the general picture of development and contraction of the Lines to produce the townscape of the conservation areas seen today, told through the major phases of change.

This history is difficult to summarise for two reasons:

- Firstly, because the Lines were planned and constructed over a drawn-out period of over 120 years, with various changes and additions to sections which are not recorded in map evidence or have been subsequently cleared away.
- Secondly, because of the extent and incremental manner in which the Lines were encroached upon and cleared away from the mid-nineteenth century onwards.

To help understand them, fig. 8 on page 29 indicates the approximate position and arrangement of the Lines at their fullest extent, overlaid on a modern map.

Those seeking a more detailed account of the history of the Lines are directed to *The Earlier Fortifications of Gosport* (Williams, 1974) and to the wealth of information compiled by local historians at Historic Gosport, available at this link: <https://historicgosport.uk/>.

9.2 Military terminology

The table below provides a list of technical military terms used in this historical account and the subsequent Parts of this CAAMP.

Bastion	Projection from the general outline of a fortress or defensive line from which the garrison can defend by flanking fire the ground before the ramparts. From the mid-sixteenth century generally a four-sided projection.
Batter	Inward slope of the face of a wall or revetment
Battery	Any place where guns or mortars are mounted.
Blockhouse	Small detached fort at a strategic point, later often a wooden structure.
Caponier	A covered passage across a defensive ditch.
Cordon	Continuous rounded projection at the junction of the sloping scarp revetment with the vertical parapet.
Covered Way	Continuous levelled area on the outer edge of the ditch protected by the earthwork parapet from enemy fire.
Expense magazine	Small magazine close to a battery in which a small supply of ammunition is kept for immediate use.
Face (of a bastion)	Outer sides of a work which meet at a salient angle projecting towards the field.
Glacis	Parapet of the covered-way extended in a long slope towards the field
Parapet	Wall or earthen breastwork for the protection of troops on the forward edge of a rampart.
Rampart	Mass of excavated earth on which the troops and guns of the garrison are raised and forming the main defence of the fortress.
Revetment	Retaining wall of a rampart or for the sides of ditches.
Terre-plein	Level surface on top of a rampart and below the parapet where guns are mounted.



Figure 8 Map illustrating the extent of the Gosport Lines in 1890 overlaid onto a modern base map. The orange lines represent the earth ramparts and the blue lines represent moats and the Cockle Pond. The central section of the Lines between Mumby Road and Haslar Road has now been redeveloped.

9.3 Early history of the area

Gosport appears to have emerged as a small fishing village during the Medieval era. It is not separately mentioned in Domesday (1086) but the town centre's grid pattern resembles that of Portsmouth, which was founded in around 1180, perhaps suggesting an early connection between Portsmouth and the 'newly built town' referred to by Bishop Godfrey in correspondence dating from 1204. The town was certainly established by the early fourteenth century, functioning as a port town in an agrarian setting, and of a size enough to provide ships for an expedition to Scotland in 1302.

Gosport was linked into the defensive network around Portsmouth Harbour by the early fifteenth century if not earlier, with a 'blockhouse' recorded on Blockhouse Point in 1417. Further fortifications added in the 1530s or 1540s during Henry VIII's reign to guard the entrance to the Harbour.

In 1602 Gosport is first referred to as a Borough, indicating that it was by then regarded as a town. It was besieged by Parliamentary forces in 1642 during the Civil War and badly damaged again in 1645 during a Royalist raid, during which the town gates were torn down.

9.4 Commencement of the Lines: 1665-1679

The origins of the Gosport Lines can be traced to the Restoration of the Monarchy in 1660, at which time Charles II returned to England accompanied by the military engineer, Sir Bernard de Gomme (1620-1685). De Gomme was of Dutch origin but had emigrated to England early in his career and following early success, accompanied Charles into exile during the Commonwealth.

Upon returning to England, de Gomme was put to work developing or enhancing existing fortifications around England's principal naval towns, with Portsmouth Harbour high on his list because of its strategic importance. de Gomme's involvement at Portsmouth and Gosport fell into two phases: the first between 1665 and 1670, the second between 1677 and 1682 (Saunders 2004: 133). Aside from initial plans for the wider defences of the Harbour, his principal occupation with the Gosport Lines fell in the second phase. None of these works survive today.

The Gosport defences effectively completed a ring of fortifications around Portsmouth Harbour protecting the Royal Navy's dockyard and associated facilities from landward attack. De Gomme, assisted by the engineer Thomas Phillips, produced plans of a bastioned 'trace' (or design) around Gosport in 1677 and work commenced in 1678, carried out by Army units stationed locally. De Gomme's proposals were illustrated in a fine town map of 1679, titled 'The New Fortifications of Gosport' (see figure 9).

After significant early progress with the groundworks, work on the Lines stuttered to a halt in 1679, the point at which de Gomme's involvement seems to have ended. At this time, the defences consisted of a 10-foot-high rampart without a parapet and a moat, partly wet and partly dry, 30ft wide and 11ft deep. This extended in an arc from the current location of No. 1 Bastion in the south-east (a later structure), west through the car parks of Walpole Park, then sharply northward along the eastern side of St George's Playing Fields before turning eastward past King Street to reach the harbour again in the general area of Rope Quays.

The next 40 years saw works on the Lines progress in fits and starts but de Gomme's original plans were never fully completed as planned. By 1707, they were considered inadequate and further improvements were suggested by Byng and Talbot Edwards (Williams 1979: 22). In 1726 they were described as a 'mud wall and a trench, or dry ditch, of about ten feet depth and breadth'.

The extent to which the earthworks constructed under de Gomme's proposals survive today is unclear and it is possible that the subsequent redevelopment of the Lines in the eighteenth century (see below) may have incorporated at least areas of the de Gomme-era ramparts. However, such was the extent of later change both to the physical form and route of the Lines (and indeed the twentieth-century removal of the southern fortifications) that it is unlikely that any of the two surviving sections of the Lines today relate to the form of de Gomme's proposals. Nevertheless, the route of the original, seventeenth-century Lines fundamentally shaped the subsequent development of Gosport and the location of open spaces around the town centre today.



Portsmouth City Archives, reproduced in Saunders:2004

Figure 9 Plan of the Lines as designed by de Gomme, 1679

9.5 Eighteenth-century development of the Lines: 1748-1770s

A new impetus to renew and extend de Gomme's original design developed in the 1740s under the engineer, John Peter Desmaretz (1686-1768), Clerk to the Fortifications and Architect to the Ordnance Board. A contemporary plan by Desmaretz shows the disposition of the existing Lines and his proposed improvements in 1748 (figure 10). The southern section of the seventeenth century works, roughly aligning with the modern route of Creek Road, Walpole Park Car Park and No. 1 Bastion, is shown as 'not completed' and apparently still in the form of a temporary earthwork and ditch. This may have been because of the marshy, estuarine environment through which the southern section of the Lines passed, which would have acted as a natural defensive barrier in itself but would also have hampered construction. By 1751, most of the ramparts and moat had been enlarged and improved, with the addition of a 'covered way' (lower outer line of defence for infantry) and 'glacis' (a sloped outer face to the ramparts) (Saunders 1989: 120).

The more significant change planned by Desmaretz commenced in 1757-58, when a northward expansion was executed to enclose the land north of Gosport town and protect Priddy's Hard, a boatyard north of Forton Lake that was established as a naval ordnance depot in 1770. The land immediately north of Gosport town had been purchased by the Victualling Commissioners in 1711, who took over and extended an existing brewery there which supplied beer to the Royal Navy. This site developed over the subsequent century as 'Weevil Yard'. In 1828 it was redeveloped as one of the Navy's principal victualling yards, and was renamed the Royal Clarence Victualling Yard in 1831. The northward extension of the Lines can thus be understood as primarily a project to defend strategically important new naval facilities rather than Gosport town itself.



Figure 10 Plan of the Lines in 1748, showing works to the southern section 'not completed'

The northward extension planned by Desmaretz was recorded in a plan of 1757 (Figure 11), which illustrates a series of bastions and demi-bastions on a shallow arc extending north from the outer ramparts of the earlier de Gomme fortifications. The extension corresponds with the surviving section of the Lines north of Mumby Road, with a much smaller section south of Mumby Road which was subsequently cleared away (see section 8.6 below).

The earthworks for the northward expansion appear to have been largely complete by 1774. Interestingly, Pitts' 1774 plan of Gosport depicts the southern, seaward section of the Lines still incomplete, perhaps indicating that they still remained in their incomplete 1670s condition. Modifications to this section of the Lines followed the French invasion threat of 1779 (Williams 1979: 31).



Figure 11 Plan of the proposed northward extension of the Lines in 1757.

9.5.1 Trinity Green and No. 1 Bastion: 1797-1802

The south-eastern section of the fortifications was the last section of de Gomme's earthworks to be rebuilt. This took place between 1797 and 1802, with a bastion (No. 1 Bastion) added immediately south of Holy Trinity Church, loosely on alignment with the projection proposed by de Gomme in the 1670s and completed as an earthwork. The bastion was constructed using convict labour, and was completed with brick gun emplacements, stores and magazines built into the terreplein (top ridge) and inner slope of the rampart, most of which survive today. In the 1840s, the bastion was improved, and a sluice and protective caponier (brick defensive enclosure) were added to allow the moat around the bastion to remain filled with water even at low tide.

West of No. 1 Bastion, the Lines followed a dog-leg arrangement around the Cockle Pond, a natural inlet of Haslar Lake which from at least the mid-eighteenth century had been contained for use as a tidal mill pond. During the improvement of the Lines in the 1750s/1770s, a channel was cut from the millpond to feed the moat around the southern ramparts. In 1804 the Cockle Pond mill was demolished, purportedly in response to the heightened threat of French invasion.

Immediately north of No. 1 Bastion stood Holy Trinity Church, Gosport's town church constructed in 1696 and enlarged in 1734 and 1835. The acclaimed architect, Sir Arthur Blomfield, carried out a restoration of the church in 1887 and added a detached bell tower in 1889. Holy Trinity Church was listed at Grade II* in 1953 and makes a strong positive contribution to the character and appearance of the conservation area due to its architectural and historical interest as the town's principal church dating from the late seventeenth century. It sits within a churchyard, the boundaries of which were delineated at least as early as 1748 and probably reflect its original extent. The church contains an organ originally commissioned by the composer George Frideric Handel, for erection at the Canons estate in Edgware, Middlesex, for the Duke of Chandos. Following the demolition of Canons in 1744, the organ was purchased at auction by the citizens of Gosport, and the instrument was re-erected at Holy Trinity Church.

In 1795 a Commander's House was built within No. 1 Bastion. This substantial Classical townhouse was converted into the vicarage for Holy Trinity Church in the early nineteenth century. It is of considerable historic and architectural interest and makes a positive contribution to the character and appearance of the conservation area.



Figure 12 Holy Trinity Vicarage.

9.6 Nineteenth-century developments

Within a just few decades of the final works to complete No. 1 Bastion, the Gosport Lines began to be encroached upon, levelled, and redeveloped as the growth of the town and the military presence there, developments in military technology and the waxing and waning threat of invasion, drove repurposing of the land occupied by the fortifications.

9.6.1 The arrival of the railway: 1841-45

The arrival of the London & South Western Railway in Gosport in 1841 was a significant event in the growth of the town. Although its physical impact on the fortifications was minor, it signalled the beginning of the process of opening up the Lines to greater civilian access. Gosport Railway Station was constructed outside of the Lines at the junction of London Road (now Mumby Road) and a small track which became Spring Garden Lane. Desmaretz's plans of the Lines from the 1750s show that by that time a small collection of buildings existed at the north end of Spring Garden Lane, arranged around a bowling green on the westward road to Forton. The station was designed by the renowned railway architect Sir William Tite. It partially survives today, having been badly damaged during the Second World War and then converted to housing. It is Grade II* listed.

The location of the station away from the town centre was dictated by the military authorities' insistence that the railway should not penetrate the Lines. They even placed restrictions on the height of the station to ensure it did not impede the field of fire of guns atop the ramparts.

However, just four years later, an extension was allowed across the moat and through a tunnel in the ramparts, to be used exclusively by Queen Victoria when visiting Osborne House on the Isle of Wight and to serve the Royal Clarence Yard. This breach foretold the more dramatic changes that were to follow in the coming decades.



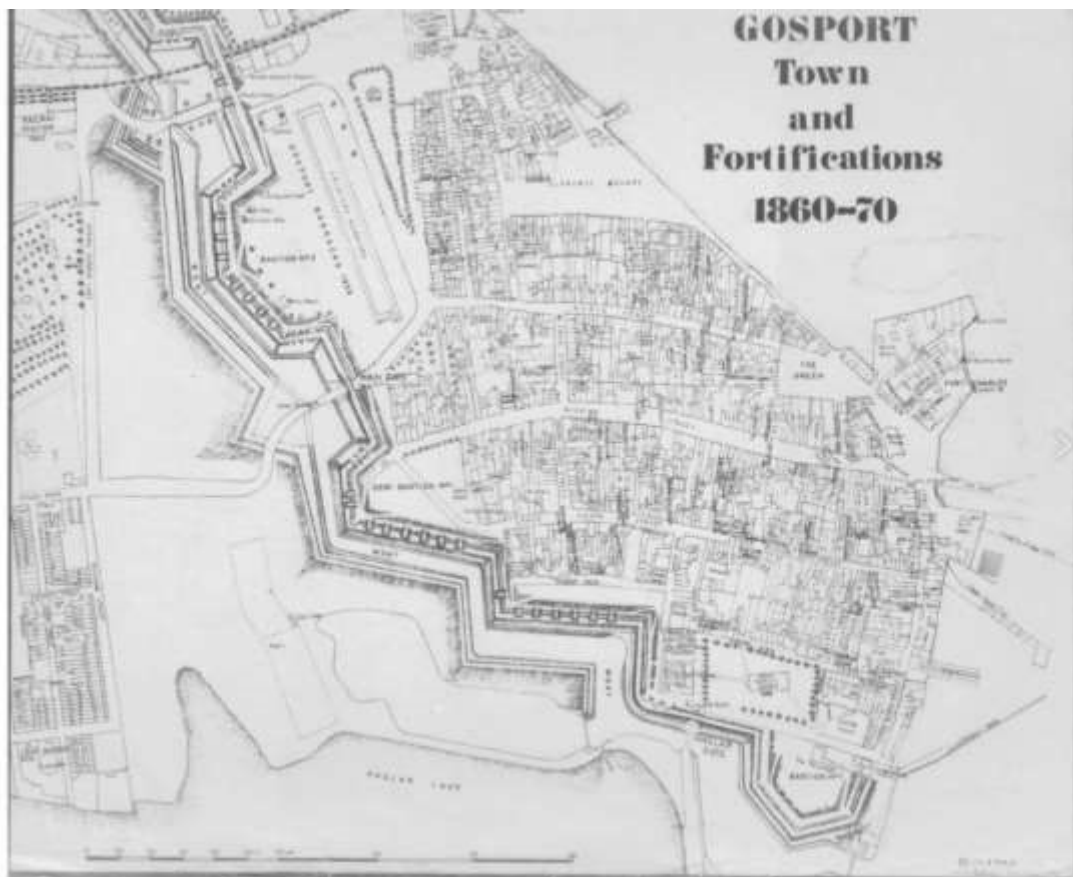
Figure 13 Gosport Railway Station, c.1930s.

9.6.2 St George Barracks: 1856-59

The establishment of 'New Barracks', as St George Barracks were first called, north-west of the town centre between 1856 and 1859 had a more dramatic effect of the physical extent of the Lines. Map evidence is scarce for this period, but the siting of the barracks appears to have required the levelling of part of the town defences north of King Street completed in around 1751, and the remodelling of the northern extension of the Lines of 1757. The barracks were first occupied by the 86th Regiment of Foot. They were renamed St George Barracks shortly after the Second World War, at which time they were used by the Royal Navy as a training facility.

The barracks were arranged on an unusual layout, sandwiched onto a thin strip of land between the Lines to the west and Royal Clarence Yard and the town centre to the east. Thus, rather than being arranged in rows or around parade grounds as was more typical for the nineteenth century, they were laid out as a north-south column of long, narrow blocks, with the ground within the bastions to their rear (west) used for ancillary buildings, officers' gardens and a parade ground. The barracks were sites north and south of Forton Road/Mumby Road, one of the two historic gated entrances through the Lines which, by the 1860s, had been opened up as an unrestricted thoroughfare into the town. The barrack blocks were designed in an austere, Classical style. The main block has a raised verandah along the front, typical of British barracks across the former Empire (St George Barracks South Conservation Area, Grade II).

Almost all of the principal barrack buildings and most of the original cast iron railings along the barrack boundary survive today. Most are listed, including the railings (all at Grade II), with the few unlisted buildings being non-designated heritage assets, such as the 1890s chapel. The barracks are of considerable architectural and historic interest in their own right as a well-preserved, mid-nineteenth-century barracks complex.



Brian Patterson, reproduced at historicrosposit.uk/town-defences/

Figure 14 Plan of the Gosport Lines, 1860-70

9.6.3 Gosport Advanced Lines: 1859

The establishment of the New Barracks coincided with the creation of a new line of forts further inland from Gosport following the 1859 Royal Commission on the Defences of the United Kingdom. This new network of defences known as the Gosport Advanced Lines included Forts Elson, Rowner, Brockhurst and Grange, and was one part of a new defensive ring around Portsmouth Harbour. Their creation partly reflected Gosport's expansion westward in the first half of the nineteenth century, but also the greater range of 'rifled' artillery, which required the defensive ring to be expanded if was to protect the harbour from shelling.

This left the eighteenth-century Lines largely obsolete from this point on. In fact, the demolition of the main magazine within No. 1 Bastion in 1858 may offer a date for the beginning of the removal of armaments from the Lines. Thereafter, the ramparts and moat remained in use as a significant urban boundary but lost their strategic role as the defence against the landward attack of Portsmouth Harbour.

9.6.4 Creation of Walpole Park: 1868

The fields of fire south of Walpole Road were previously known as Horse Field and historically used as a training ground for mounted regiments. In 1868, when the fortifications were obsolete, the War Department gave permission to the Alverstoke and Gosport Local Board to use the fields as a public recreation ground, ensuring that the redundant fields of fire retained a strong influence on the townscape of Gosport.

9.6.5 Housing on Spring Garden Lane

A small number of buildings existed at the northern end of Spring Garden Lane by the time the railway arrived in Gosport in 1841. The road had been incorporated by the 1860s but it wasn't until the 1880s that the first large, detached houses were developed at the south end of the road. This pattern of building continued into the early twentieth century, when the northern end of the street was similarly developed in the interwar years.



Figure 15 Railway Hotel, Railway Inn and Spring Cottage (each Grade II listed) on Spring Garden Lane

9.7 The twentieth century

9.7.1 Oil fuel depot: 1910s

The Oil Fuel Depot immediately west of the surviving northern section of the Lines was established in the 1910s at a time when Naval vessels were switching from coal to oil fuel. In 1911, Queen Victoria's railway, which also served the Royal Clarence Yard, was extended into Portsmouth Harbour via a new jetty, to allow fuel from the depot to be loaded onto ships and carried across Portsmouth Harbour. This system was later superseded by a network of pipelines constructed under Portsmouth Harbour during the Second World War. The Lines provided a convenient eastern barrier to the Oil Fuel Depot, and would later be incorporated into the Depot site (see below).

9.7.2 The growth of Walpole Park: 1920s-30s

Shortly after the First World War (when the area was used as allotments), the Horse Field recreation ground was greatly expanded and new facilities included tennis courts and a lido. The Cockle Pond was re-landscaped to create a boating lake, which is when the model yacht racing began (a clubhouse was erected in 1926). The name Walpole Park seems to date to this era.

Expansion of the park required major alterations to the Lines, the most substantial being the removal of a section for the construction of the lido. This made use of the former earthworks by placing the pool within the former moat and the changing rooms upon the terre-plein (the top of the rampart).

Immediately east of the lido, the construction of housing on Church Path in the 1930s was facilitated by levelling the inner ramparts.



Bob Hind

Figure 16 Gosport Swimming Pool shortly after opening, c.1930s

9.7.3 Post-war housing masterplan and demolition of the Lines The reconstruction of Gosport following the destruction wrought by bombing during the Second World War fundamentally changed the character of the historic town centre south of the High Street, which was zoned for new housing in the post-war masterplan.

The comprehensive redevelopment was built out over several decades, mostly just beyond the boundary of the Trinity Green and Walpole Park Conservation Area. The one element that did fall within the conservation area boundary, Trinity Close, was constructed in the late 1950s, requiring the levelling of another section of the Lines and the infilling of the moat east of the 1920s lido. In addition, four acres of the western portion of Walpole Park were redeveloped as housing on Shamrock Close.

Demolition and infilling of the Lines continued through the 1960s as the redevelopment of the town centre progressed. The extension of the B3333 (South Street) on its current alignment in the same decade necessitated the removal of the moat and ramparts adjacent to Walpole Park. The levelled land was then redeveloped as a car park serving the town centre and the park.

It was also during the 1960s that the moat around No. 3 Bastion was infilled. This left a large open field between Spring Garden Lane and St George Barracks which, after the closure of the barracks, was given over for local sports clubs as St George's Playing Fields.

9.7.4 Closure and redevelopment of St George Barracks: 1998-

Another major change to the townscape of the conservation areas was the closure and redevelopment of St George Barracks, as they were named from 1947. After the Second World War, the barracks were occupied by the 3rd Royal Tank Regiment, then by the 2nd Maritime Regiment from 1971. In 1990 St George Barracks North and South Conservation Areas were designated.

Then in 1998, as part of the draw down after the end of the Cold War, the Barracks were closed and shortly thereafter the site was redeveloped for housing. The barrack blocks and ancillary buildings were restored and converted to residential use, while new housing blocks were added throughout the site, generally responding to the prevailing architectural character of the historic barrack blocks.

With the closure of St George Barracks in the 1990s the northern section of the Lines was brought within the security perimeter of the Oil Fuel Depot. A perimeter fence and roadway were created along the terreplein, connecting to the road network within the depot to the north and south.



National Library of Scotland

Figure 17 Ordnance Survey map of the northern Lines in 1931, showing Mumby Road cutting through the fortifications. Part of the northern section of the ramparts are in the benign use of allotment gardens



National Library of Scotland

Figure 18 Ordnance Survey map of the southern Lines in 1931, showing various recreational uses having been created over and beyond the fortifications.

9.7.5 Redevelopment around Walpole Park: 1990s-

Further development during the late twentieth century at the western end of the High Street caused another change in character of parts of the conservation areas. The 1990s saw the construction of two big-box retail units with associated car parking at the western end of the High Street, accessed via Walpole Road. These units (now a Morrisons supermarket and KFC/Halfords) sit directly over a section of the Lines which was improved in the 1750s, including the main gate onto the High Street from Walpole Road.

Various enhancements were made to Walpole Park in the late 1990s and early 2000s. A new Model Yacht and Boat Club clubhouse was completed in 2005 adjacent to the Cockle Pond, replacing the original clubhouse of 1926. The new building sat on a landscaped axis created to celebrate the Millennium, incorporating a footpath and planting laid down connecting the clubhouse, Trinity Close, Holy Trinity Church and a new public space named the Millennium Timespace Sundial (east of the conservation area).

9.8 Recent history

St George Barracks North and St George Barracks South Conservation Areas were designated by GBC in 1990. Together with the new Trinity Green and Walpole Park Conservation Area, these three areas cover the former route of the Gosport Lines.

The Gosport Heritage Action Zone (HAZ) was announced in 2019, with Historic England providing funding and advice to encourage further heritage-led regeneration efforts throughout the town, including proposals to improve access to and interpretation of the Gosport Lines.

10.0

Geology and topography

The geology of the Gosport Lines Conservation Areas is typical of an estuarine environment – namely, sands and gravels above a sedimentary bedrock associated with the Wittering Formation (sand, silt and clay). The topography of the conservation areas are similarly defined by the location close to Portsmouth Harbour, being very flat; nowhere in the conservation areas is more than 10m above sea level, even on top of the ramparts. The surviving sections of the Lines represent man-made changes to the landscape which are of greater prominence due to the prevailing topography.



Figure 19 Map of the bedrock geology within the Gosport Lines Conservation Areas.

11.0

Spatial character

11.1 Introduction

Spatial character refers to the interplay of developed and undeveloped space which produces a general urban form with characteristics which are distinct from adjoining areas of the built environment. It can be derived from a range of factors including the layout and hierarchy of streets; the form of urban blocks and individual building plots; the form and function of open space; the 'permeability' across the area; prevailing building uses and activities; and the area's interconnectedness with adjoining areas.

The spatial character of the Gosport Lines Conservation Areas remains fundamentally shaped by their historic role as a defensive perimeter around the town, although after a century of contraction and redevelopment, this character is now distilled into its fundamental essence of a ring of green open space to the west and built development to the east. Beyond this two-way split, there are more detailed components of spatial character which also positively contribute to the character and appearance of the Lines Conservation Areas.

This section outlines the way in which the spatial character of the Gosport Lines defines the conservation area's character and appearance.

Spatial character summary

- Fundamentally, spatial character is divided into built and unbuilt spaces.
- Unbuilt spaces span the historic course of the Gosport Lines and their fields of fire to the west.
 - Mostly public open spaces used for recreation and leisure, landscaped as playing fields bounded by tall, mature trees. High amenity, ecological and landscape value.
 - No. 1 Bastion and the northern Lines are an exception, being preserved as scheduled monuments and with public access largely restricted. They also have high ecological and landscape value due to the development of wildlife habitats there in more recent decades.
 - The northern Lines appear on the ground as a natural landscape today rather than a man-made one. Their man-made, military form is most clearly appreciated from the air or on plan.
 - Proximity to water is a key element of spatial character with the surviving moats, the Cockle Pond, Forton Lake and Haslar Lake all shaping the experience of and movement through the conservation areas.
 - Open spaces fundamentally shape movement in the area, funnelling traffic onto three main east-west roads.
- Built spaces cover land immediately within (that is, to the east of) the ramparts.
 - Prevailing residential use, with many sensitively-refurbished historic barrack buildings.
 - Generally coarse urban grain (ie, large blocks and buildings) with long, low-rise (two to three storeys) blocks arranged along axial streets.
 - Car parks and big box retail units represent poor-quality, modern townscape elements which contrast with the attractive green spaces around them.
- Spring Garden Lane and the former station are outliers, illustrating the expansion of Gosport west of the Lines during the nineteenth century.



Figure 20 'Figure ground' diagram, showing distribution of buildings (black) and open space (white) across Gosport.



Alan Baxter

Figure 21 Large expanses of public open space are a key component of spatial character



Alan Baxter

Figure 22 Nineteenth-century barrack blocks alongside new development

11.2 A landscape of defence

The historic spatial character of the Gosport Lines is preserved in the modern townscape as a series of connected open spaces forming an arc around the town centre and the former Royal Clarence Yard (see Fig 14, p.38). The obsolescence of the Lines and their subsequent redevelopment has fundamentally changed the use and appearance of much of this open space since it was first established.

- Open space makes up just over half of the land within the Lines Conservation Areas. Most of this is open to the public and is of high amenity value as a space for recreation and leisure. Much of it is also protected by local, national and international designations for its ecological value. It is also of substantial historical and archaeological interest as parts of the fields of fire and in places the Lines themselves.
- The surviving sections of the Lines to the north and south-east contribute to the spatial character of the conservation area in different ways:
 - The northern Lines are well-preserved in terms of their overall form but today, after decades of disuse, they present from ground level as a natural landscape rather than a man-made one.
 - By contrast, No. 1 Bastion has been kept clear of vegetation and retains its essential appearance as a defensive fortification.
- The network of open space essentially retains its historic function in providing a physical barrier to movement into and out of Gosport town centre and the former Royal Clarence Yard. Consequently, east-west traffic, both vehicular and pedestrian, is mostly channelled along three roads: South Road, Walpole Road and Mumby Road, the latter two corresponding to the historic gated entrances to the town through the Lines. The preservation of this characteristic is a significant positive element of the conservation areas' special interest.
- Proximity to the harbour is another important element of spatial character within the northern and southern conservation areas. Haslar Lake and Forton Lake form clear boundaries to the north and south, with the modern landscaping of Walpole Park using water for its visual amenity value. The openness of the harbour views relieves the hard, enclosed character of the built-up part of the conservation area.
- Holy Trinity Church, Holy Trinity Vicarage and the houses on Trinity Close are buildings within a landscape instead of parts of an urban townscape.
- The extensive car parks throughout the conservation areas but particularly concentrated in the Trinity Green and Walpole Park Conservation Area, are unattractive expanses of asphalt often filled with visual clutter. Although they contribute to the open spatial character of the conservation areas, they are poor quality spaces which detract from key views of heritage assets, the biodiversity potential of the areas and from one's ability to understand the historic context and trace of the Lines.



Figure 23 The surviving sections of the Lines provide variation to the flat topography



Figure 24 Cockle Pond and Walpole Park

11.3 St George Barracks

The former St George Barracks determines the form of the majority of built space within the two northern conservation areas. Almost all of the barrack buildings have been retained and converted to residential or community use. This contributes to special interest in providing evidence of the layout of a nineteenth-century barracks complex but also in preserving the residential and ancillary use of these buildings.

The unusual form of the nineteenth-century barrack blocks determines the spatial character. These are long, uniform, two-storey terraces overlooking formal lawns or paved areas and arranged along axial streets with minor feeder roads giving access to the backs of the blocks. Because of their historic function and layout, open space is communal, boundaries and private gardens are rare.

Modern housing built alongside the barrack blocks has maintained this overall form, mostly comprising long, low, narrow blocks with uniform elevations. This arrangement preserves the fairly coarse urban grain of the original barracks complex.

Another important element of spatial character is the visual and spatial dominance of the surviving northern Lines immediately west of the barracks. This densely-wooded ridge forms a substantial green barrier to development and movement within the St George Barracks North Conservation Area. Because of the extent of tree growth, it appears as a natural rather than man-made feature and contributes to the amenity value of the communal spaces at the back of the housing.

11.4 Spring Garden Lane

The spatial character on the west side of Spring Garden Lane is different to the public open spaces and barracks site. This is a more conventional residential townscape, with a smaller scale of development and finer urban grain. It mostly comprises detached two-storey houses within generous plots with gardens to the front and rear. The public-private boundary is clearly delineated by boundary walls, some of which are original to the nineteenth-century houses and are of historic and architectural interest. There is no public east-west movement between the houses but the gaps left between them are important elements of spatial character in enhancing the sense of spaciousness and relief from the built environment, lending the street a suburban character quite different from that of the more densely-developed eastern parts of the conservation areas.

The area around the former railway station also has a finer urban grain and smaller scale of development which reflects the civilian land uses on the western edge of the conservation area, but the architectural styles, forms and layout of the buildings here are different: they illustrate an earlier phase of development beyond the Lines, when a few isolated buildings lined the Forton Road, and then the railway arrived, and they are architecturally and historically significant because of this.

Nevertheless, the spatial character of this part of the conservation area is heavily influenced by the Lines, because the former fields of fire and remaining elements of the fortifications form a green and heavily treed swathe all along the eastern side of Spring Garden Lane and the north side of Forton Road.



Alan Baxter

Figure 25 St George Barracks



Alan Baxter

Figure 26 Spring Garden Lane

12.0

Open space and ecology

12.1 Introduction

The character and appearance of the Gosport Lines Conservation Areas is strongly determined by open space and greenery – over 50% of the entire Lines Conservation Areas is open space. This landscape, formed for defence and mostly now reshaped for leisure, is the defining quality of the conservation areas' special interest. Open space contributes to the character and appearance of the conservation area both for its historic and archaeological interest but also for its landscape, ecological and amenity value.

- Scheduled fortifications are of high archaeological interest as part of the Gosport Lines – some of the best-preserved seventeenth- and eighteenth-century fortifications in the country.
- The densely-wooded character of the northern Lines today diverges from their historically cleared character but positively contributes due to its high amenity and ecological value.
- The fields of fire (and parts of the Lines themselves) have been re-landscaped as high-quality public open spaces. They retain historic and archaeological interest.
- The Cockle Pond holds diverse historic interests, from its early function as a mill pond to its twentieth-century role as a leading site for model yacht racing.
- The fortifications remain a physical barrier to movement throughout the conservation area – in a sense maintaining their historic function. Restricted public access to the scheduled monuments impedes their ability to reveal the conservation area's special interest to visitors.
- Many parts of the conservation areas and their setting are heavily protected for their ecological importance.
- Throughout the conservation areas, there are many native species of trees which make a positive contribution to character and appearance but which are also of considerable landscape and ecological value. Trees are an important element of the conservation areas' appearance and have been a feature of its landscape since the first development of the area.

12.2 Character of open space

The open green space within the conservation area falls into five categories:

- The surviving Lines
- St George's Playing Fields
- Walpole Park and Cockle Pond
- Trinity Green
- Public and private open space within the residential areas

Almost all of the public open spaces within the conservation areas are designated in Gosport's Local Plan as Protected Open Space, which places strict limits on planning applications in these areas.

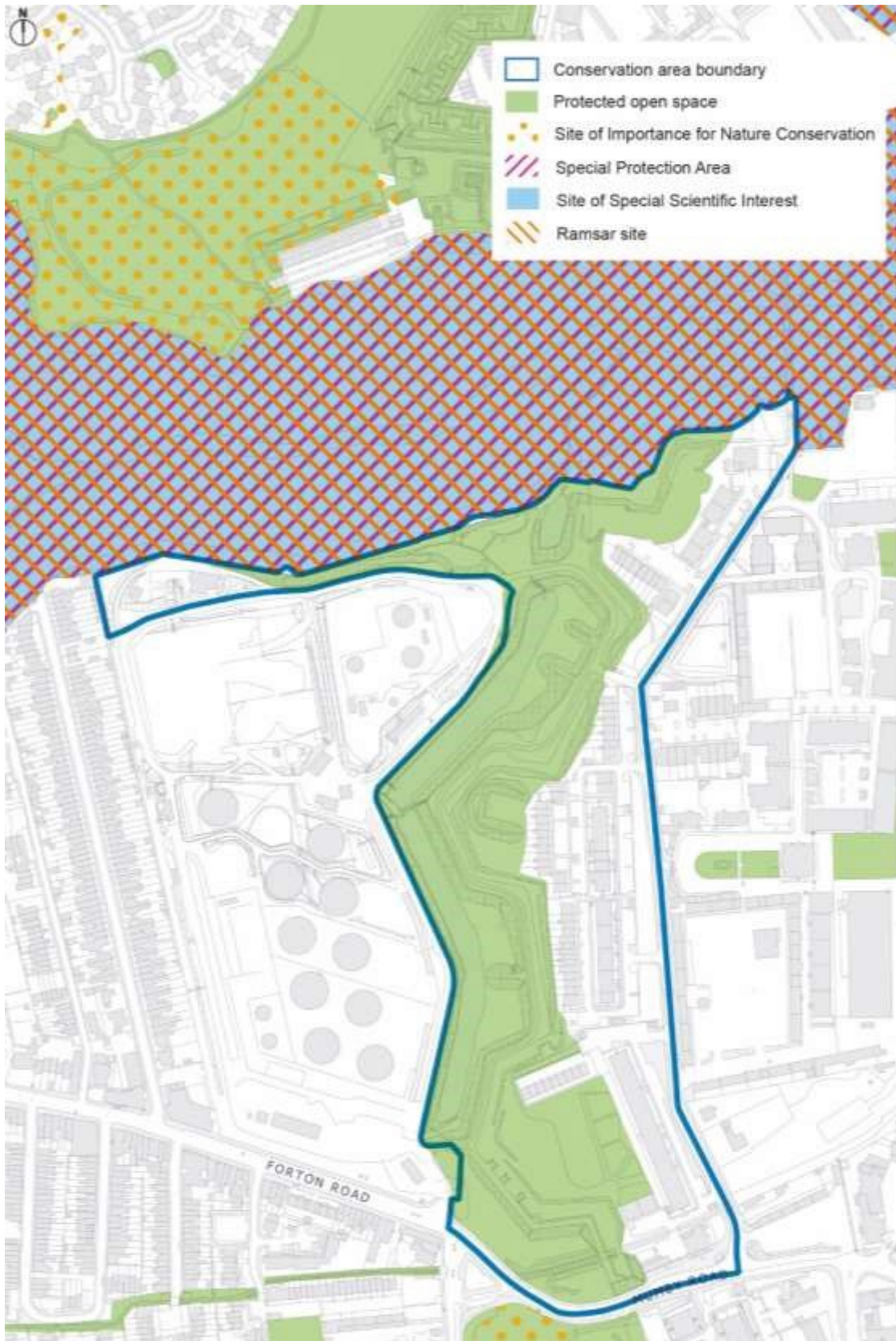


Figure 27 Map illustrating the landscape and ecology designations applying to the St George Barracks North Conservation Area



Figure 28 Map illustrating the landscape and ecology designations applying to the St George Barracks South Conservation Area



Figure 29 Map illustrating the landscape and ecology designations applying to the Trinity Green and Walpole Park Conservation Area

12.2.1 The surviving Lines

The Lines surviving mostly intact in two areas:

- The northern section of the Lines within the St George Barracks North Conservation Area. This represents the 1770s northward expansion of the Lines to enclose what became Royal Clarence Yard.
- No. 1 Bastion, within the Trinity Green and Walpole Park Conservation Area. This feature was planned out by de Gomme but only finished as temporary earthworks for many decades and finally completed on a different footprint in 1802.

These two scheduled monuments present very different characters today due to the alternative management of vegetation at the two sites.

The principal contribution made by the surviving Lines to the character and appearance of the conservation area is through the archaeological and historical interest as some of the best-preserved eighteenth- and nineteenth-century fortifications in the country with standing remains from later phases of development. The archaeological value of the fortifications is recognised through their designation as Scheduled Monuments.

No.1 Bastion

The archaeological and historic interest of No. 1 Bastion is easily understood due to the way it has been kept mostly clear of vegetation, allowing a clear appreciation of the form of the earthworks and its relationship with the moat. The standing remains of gun emplacements and other structures along the ridge of the ramparts add further to the monument's special interest, as does the preservation of the moat and the sluice gate of around 1840. The moat is additionally of heightened ecological value: it is a locally designated SINC and contains populations of rare water invertebrates. In addition, No. 1 Bastion is a prominent landscape feature which can be appreciated and understood from all sides and is open daily for public access.

Northern Lines

The archaeological and historic interest of the northern Lines is no less significant in heritage terms than No. 1 Bastion. Various standing remains from the nineteenth and twentieth centuries such as gun positions and expense magazines survive throughout the monument. A roadway has been laid down along the ridge of the ramparts connecting at both ends to the Oil and Fuel Depot to the west; this is not understood to have had a significant impact upon the monument's historic and archaeological interest.

However, the dense growth of mature trees across the northern Lines makes its almost impossible to interpret their underlying form from the public realm, from where the uninformed viewer might consider it a natural landscape feature rather than a man-made one. The contribution of this monument to character and appearance is now as strongly related to its landscape and ecological value as to its historic and archaeological interests. Although access to the monument is currently prohibited, its environment, with the dense tree growth providing a sense of enclosure and tranquillity, is unusual in its wider, urban context.

The existence of trees and vegetation across the northern Lines breaks from their historic character (they would have been kept clear to ensure clear lines of fire) but is now part of their established character. The monument now has ecological value as an established habitat and home to protected species including Great Crested Newts. This is no less important in the conservation area's preservation and enhancement than its historical and archaeological interest.



GBC

Figure 30 The moat within the Northern Lines Scheduled Monument



GBC

Figure 31 Surviving military infrastructure with the Northern Lines

12.2.2 St George's Playing Fields

Originally forming part of the fields of fire for the Gosport Lines, St George's Playing Fields was in recreational use from as early as 1950. After the disposal of St George Barracks in 1998, No. 2 Bastion was demolished and the moat infilled, with the released land being partly developed with housing and partly amalgamated with St George's Playing Fields.

Today, the trace of No. 2 Bastion and its moat is still just about discernible in the form of a slight depression in the ground and from the air as a crop mark (see figure 28). This open space therefore contributes to the special interest of the conservation area due to the historic interest related to its preservation of the openness of the fields of fire, but also the archaeological potential relating to the trace of the demolished Lines.

The area also positively contributes to character due to its amenity and ecological value. While access is managed rather than fully open to the public, the playing fields are wellused by local sports groups. They also enhance the public realm beyond their boundary by greening the urban environment of central Gosport. The mature trees lining the perimeter are of particular importance due to their intrinsic aesthetic value.



Figure 32 Crop mark in St George's Playing Fields left by the moat around No. 2 Bastion.

12.2.3 Walpole Park and Cockle Pond

Walpole Park and Cockle Pond form the greater part of the Trinity Green and Walpole Park Conservation Area. They originally formed part of the fields of fire giving clear lines of site to the Gosport Lines; the Cockle Pond was formed into a tidal millpond in the early nineteenth century.

From the 1860s, the area was progressively redeveloped as public recreation grounds, with major works carried out in the 1920s to form Cockle Pond as an enclosed water body and land reclamation along the Haslar Lake foreshore in the post-war period to expand the playing fields. Today the park is landscaped as open fields (split in two by the B3333 South Street) bounded by tall, mature trees in some places. The Cockle Pond continues to serve as a model yacht lake and for small boat hire as originally designed in the 1930s.

This multi-layered history gives Walpole Park and the Cockle Pond a range of interests which in combination contribute substantially to the character and appearance of the Trinity Green and Walpole Park Conservation Area. Historic interest is derived from preservation of the area's open character (reminiscent of its historic function as part of the fields of fire) and of the Cockle Pond's general outline from its time as a mill pond. Further interest is derived from the site's long history of public recreation, stretching back to the 1860s.

The area is of high amenity value for local people but also has a wider significance as a venue of international model yacht racing. On top of this, the attractive landscaping and mature trees which line some of the park boundaries have an intrinsic aesthetic quality which positively contributes to views in the conservation area and the townscape of Gosport more widely. Last but by no means least, the area has high ecological value as an important estuarine habitat, with many layers of protection from an international to a local level. This is explained in greater detail in section 12.4 below.

The extensive car parking to the east is an unattractive area of hard open space with a large amount of visual clutter which detracts from significant views of and from Walpole Park. Nevertheless, the openness of these spaces maintains their essential historic form as parts of the moat and field of fire around the Lines. They are likely to possess archaeological potential associated with this history.



Alan Baxter

Figure 33 The northern side of Walpole Park



Alan Baxter

Figure 34 Cockle Pond

12.2.4 Trinity Green

This area of open space comprises the churchyard of Grade II* listed Holy Trinity Church. Having retained its footprint since the construction of the church in 1696, it is of historic interest in its own right and as part of the functional and landscape setting of the church. It possesses amenity and landscape value as an area of publicly accessible open space, landscaped as grass lawns dotted with tall, mature trees. It represents an island of tranquillity and enclosure within the urban town centre and provides green space of a very different character and suited to different functions to the open playing fields of Walpole Park. The trees contribute further to the ecological value of the open space within the conservation area.

12.2.5 Public and private open space within residential areas

The green open space and street trees within St George Barracks positively contributes to the character and appearance of the conservation areas through their intrinsic aesthetic value and providing relief to streetscapes characterised by hard surfaces. They are also of historic interest in preserving the historic layout of lawns along the Weevil Lane and Clarence Road boundary of the barracks.

The land to the rear of the Officers' Block was a private garden for the officers stationed there and remains formally landscaped as a private garden for the current, civilian residents of the listed block and surrounding new development. For this continuity of function, the area has been designated as a Locally Listed Park and Garden. The land to the rear of the main barrack block has been more extensively re-designed, having historically been a parade ground. The mostly hard landscaping of this space preserves something of its historic character while the introduction of formally-arranged grass lawns and street trees softens what would otherwise be an unrelieved expanse of asphalt. These spaces provide an appropriate setting to the listed barrack buildings overlooking them.

The front gardens of houses along Spring Garden Lane present yet another form of open space within the conservation areas. These private spaces have mostly retained their historic character as green spaces – few have been paved or concreted over. This positively contributes to the verdant, enclosed character of Spring Garden Lane, which forms a boundary between the open spaces to the east and the residential suburbs to the west.



Alan Baxter

Figure 35 Trinity Green



Alan Baxter

Figure 36 The Locally Listed Officers' Gardens within St George Barracks North Conservation Area

12.3 Access and movement

Access to open space within the conservation area allows the public to appreciate the heritage interest of these spaces and the heritage assets surrounding them. For example, users of Walpole Park can experience the historic fields of fire and enjoy views of Holy Trinity Church, Haslar and No.1 Bastion. Public access also enhances the amenity of the area and promotes it as a place where the public are welcome to explore the unique and highly significant environment of the conservation area, both for its heritage and landscape and ecological value.

Access to No.1 Bastion is available to the public on a daily basis following repair and clearance works. For the immediate future, the northern Lines will remain closed to the public within the security perimeter of the Oil Fuel Depot. Because they are also densely-wooded, public appreciation of their form is severely limited. Access to St Georges Playing Field is also controlled by fencing at the moment. See section 20 for proposals for greater access to both of these areas.

The fortifications create a physical and barrier across the landscape, which channels pedestrian and vehicle traffic along three principal roads, two of which align with the historic gated routes into Gosport through the Lines. The restricted access to the northern Lines and St George's Playing Fields makes this restriction of movement much more pronounced than in the southern conservation area, where the openness of the green spaces allows traffic-free pedestrian movement across the area. This is not a negative element of the conservation areas' character – in a very real sense, the fortifications have maintained their historic function in affecting movement into and out of the centre of Gosport. However, there may be ways of reducing the sense of scheduled monument as strictly off-limits through redesigning the perimeter fencing, limited open access in some places, and occasional managed access. This is explored further in Part 3: Management Plan.

Movement through the conservation area is currently heavily weighted towards vehicular traffic, largely as a consequence of the Lines' location immediately adjacent to the town centre, therefore making it an attractive choice for the siting of car parks and arterial roads into and out of the centre. In places, the main east-west roads across the conservation areas (Mumby Road, Walpole Road and South Street) form hard barriers to pedestrian movement with limited crossing points. A particularly stark example is the stretch of Mumby Road between the junction of Spring Garden Lane and Weevil Lane. This is not just an urban design issue – it also affects the public's ability to understand and enjoy the historic and architectural interest of the conservation area by creating unpleasant, hazardous environments which are distracting from nearby heritage assets.

12.4 Ecology

Some parts of the Gosport Lines Conservation Areas and their setting are of high ecological value. St George's Playing Fields and the moat of No. 1 Bastion are designated by the Borough Council as Sites of Importance for Nature Conservation (SINCs). Portsmouth Harbour, Haslar Lake, Cockle Pond and Forton Lake are heavily protected as estuarine habitats of national and international importance. The water bodies are all designated as Ramsar sites, Special Protection Areas and Sites of Special Scientific Interest. Cockle Pond contains a protected species of shrimp. Walpole Park and the Playing Fields are identified as high-water roosting sites for geese, as part of the Ramsar management.

The ecological value of these parts of the conservation area and its immediate setting undoubtedly makes a positive contribution to its character and appearance, and the ecological, amenity and aesthetic qualities are maintained and strictly regulated through the planning process. The balance between ecological and historic environment management is discussed in section 18.



Alan Baxter

Figure 37 The moat of No. 1 Bastion is a Site of Importance for Nature Conservation



Alan Baxter

Figure 38 The tree-lined character of some roads in the vicinity of Walpole Park (such as South Street pictured here) is a positive element of character, but is contrasted by a lack of safe crossing points which impedes pedestrian movement.

13.0

Architectural interest and built form

13.1 Introduction

Historic building forms, styles and details contribute positively to the character and appearance of the conservation area in illustrating the initial forms of development deemed permissible alongside the Lines and later the forms of development which emerged after the defensive role of Lines became redundant. This section of the Appraisal outlines the how the buildings and structures within the conservation area contribute to its special interest.

Architectural interest and built form summary

- Nineteenth-century barrack buildings have a highly distinctive form and appearance:
 - Long, low blocks of one to two storeys with a uniform arrangement of bays and (originally) more limited access points.
 - Classical proportions and simple detailing typical of early- to mid-nineteenth century such as cornice parapets, pilasters and string courses.
 - Raised ground floors, full length verandahs and front areas enclosed by ornate cast iron railings.
 - Constructed of yellow stock brick, generally exposed but in some cases rendered or painted, with grey limestone embellishments and natural slate roofs.
 - Multi-paned timber sash windows with flat or round-arched heads.
- Nineteenth- and early-twentieth-century civilian buildings:
 - Generally conform to the Classical idiom in proportions and details, although some twentieth-century houses express Queen Anne or vernacular revival styles.
 - Brick remains prevailing building material but not uniformly yellow stocks.
- Historic boundary treatments, particularly iron railings, and historic street furniture survive in many places and make a positive contribution to character and appearance.
- The design of modern housing generally responds well to the setting of nearby heritage assets but these buildings do not contribute to the special interest of the conservation area.

13.2 Forms, styles and details

The prevailing historic architectural characteristic of the conservation area is the restrained use of Classical proportions and details typical of mid-nineteenth-century military and municipal design. This is most clearly expressed by the former St George Barracks buildings, but is also found in the pre-twentieth-century buildings at the north and south ends of Spring Garden Lane. Key characteristics are:

- Buildings are two to three storeys in height, often with a basement under a raised ground floor.
- There is a fairly limited variety of historic roof forms within the conservation areas. The barrack blocks were constructed with flat or near-flat roofs hidden behind parapets. Other historic houses typically have hipped roofs.
- Other buildings which were originally built for communal or public uses, such as the former gymnasium within St George Barracks, are a single tall storey with a large open space within.
- Uniform, rhythmic and often symmetrical front elevations arranged using Classical proportions both vertically (through a tripartite arrangement of elements) and horizontally (with windows and doors taller than they are wide).
- Windows and doors are 'punched openings' in the elevation rather than set flush to it.
- Windows are typically six-over-six glazed timber sashes.
- A distinctive feature of many historic buildings within the conservation areas, both within the former barracks site, Spring Garden Lane and Trinity Green, is their

positioning back from the pavement behind a front garden or basement area. This is illustrative of historic methods of delineating public and private space.

- Holy Trinity Church is something of an outlier in stylistic terms. It is an intriguing design which employs Classical details and tropes in a 'mannerist' fashion, ignoring Classical rules of proportion. The campanile (bell tower) added by Blomfield in the 1880s increases its prominence in the townscape and imbues it with additional architectural and historic interest.
- The houses on Spring Garden Lane exhibit a wider variety of styles that were popular for larger detached dwellings during the late nineteenth and early twentieth century. This includes 'old English' Queen Anne and neo-vernacular designs imitating timber framing and traditional construction, alongside buildings which generally conform to the Classical proportions and details seen elsewhere in the conservation areas. This row of houses is important in delineating the start of the more suburban, residential character of buildings west of the Lines in comparison to the more diverse, urban character of the town centre to the east.



Figure 39 Grade II listed main barrack block



Alan Baxter

Figure 40 The Grade II* listed Holy Trinity Church



Alan Baxter

Figure 41 The Grade II listed Holy Trinity Church Vicarage

13.3 Materials

The historic building materials employed throughout the conservation area are typical of those employed on a vast scale during the nineteenth century to achieve the historic design motifs which characterise much of the built form within the conservation areas. This palette of mostly natural, high-quality materials contributes positively to the texture and colours of the conservation areas. They are of historic interest in providing evidence of the dates of buildings and as a consequence, the phases of development around and over the Lines as they became increasingly surplus to requirements. Common historic materials are:

- **Brick.** The prevailing historic building material is yellow stock brick, which is used extensively throughout St George Barracks as a facing material. It is also used for some nineteenth-century houses in St George Barracks South Conservation Area, and for the former railway station. Other historic buildings employ a broader palette of brick colours including red brick (for example at Holy Trinity Church) and the unusual blue-grey brick of the Holy Trinity Vicarage. Later housing within the redeveloped St George Barracks also employs a light-terracotta coloured brick which loosely aligns with the neighbouring barrack blocks. Where brick is used in historic buildings, it is almost invariably of high-quality workmanship and of considerable architectural interest.
- **Stucco render.** Painted stucco render is also employed throughout the conservation areas, both as a facing material and to create architectural details such as string courses and doorcases.
- **Natural slate and clay plain tiles.** Natural slate and clay plain tiles are both commonly used within the conservation areas, as they are more widely throughout Gosport's historic town centre.
- **Stone and cast or wrought iron.** Architectural embellishments and boundary treatments are generally executed in stone (typically pale limestone) and iron (both cast and wrought).

13.4 Uses

The prevailing building use within the conservation areas is residential, with the site of St George Barracks having been redeveloped for housing during the 1990s and early 2000s. The retention and conversion of the barrack buildings effectively maintained the historic function of these buildings as residences, which is of historic interest. The appearance of buildings in residential use elsewhere in the conservation areas, such as Spring Garden Lane and Trinity Close, is illustrative of how the area around the Lines evolved once they became redundant defensively.

The function of the modern retail units on Creek Road is not a detracting feature in itself, but when combined with inappropriate scale and design of these buildings, it is considered to detract from the character and appearance of the conservation area.



Alan Baxter

Figure 42 Ironwork around the front areas of barrack blocks



Alan Baxter

Figure 43 Stucco rendered frontage of former Gosport Railway Station

13.5 Boundaries and streetscape features

A striking number of historic boundary treatments survive throughout the Gosport Lines Conservation Areas, but in particularly high numbers within St George Barracks.

- Within St George Barracks, the typical historic boundary treatment is spearhead cast iron railings rising from a rounded stone base and sometimes spanning between stone-capped brick piers. The front areas of the barrack blocks are also lined with cast iron railings in a geometric diamond pattern. Cast iron railings positively contribute to character in being a common feature of nineteenth-century buildings designed in the Classical idiom, but also in demonstrating high-quality materials and craftsmanship.
- Historic iron railings survive elsewhere in the conservation area. Some are at the main entrance of the former railway station, where the stone gate piers they span between are of elevated architectural and historic interest. There are others around St George's Playing Fields – these are most likely post-war but nevertheless have a design finesse in keeping with the other historic railings within the conservation area.
- Some houses on Spring Garden Lane retain the original boundary treatments, which are low brick walls with stone capping and piers. These would originally have also carried cast iron railings but these have been lost. Some later houses on the road also have low brick walls with piers and metal railings, which are not of the same design merit as the earlier ones. They nevertheless perform an important role in defining the boundary of public and private space.
- Another boundary treatment which is less common within the conservation areas but nevertheless makes a positive contribution to character and appearance are high brick walls, as found around the Holy Trinity Vicarage and within some parts of St George Barracks. This treatment speaks of a heightened desire for security rather than subtle delineation of private and public space. These walls, if of the eighteenth or nineteenth century, are generally of high-quality workmanship as well adding to the architectural interest of the conservation area.

A number of significant historic streetscape features such as lamp posts, post boxes and bollards also survive. These elements positively contribute to the character and appearance of the conservation area due to their historic interest in illustrating the historic management and upkeep of the public realm, and often also due to their architectural or artistic interest in complementing the building stock in materials and design. Some notable examples include:

- Grade II listed lamp post on Mumby Road, immediately south of St George Barracks guard house.
- George V-era post box on Mumby Road in front of St George Barracks guard house.
- Victorian pillar box on Spring Garden Lane, immediately in front of the former railway station.

Public sculpture and artworks are not common within the conservation area, but one notably and highly significant exception is the war memorial at the west front of Holy Trinity Church. The memorial comprises a depiction of the crucifixion atop a stone plinth carved with a devotional message to Gosport's service personnel. The memorial has architectural and historic interest but is also imbued with high communal value as the focal point of public commemoration. It makes an important contribution to the character and appearance of the conservation area.

Historic street surfaces generally do not survive, presumably due to the extensive redevelopment of St George Barracks after their closure, and the relatively young age of the areas around Walpole Park and Trinity Green. Survival is typically confined to granite kerbs.

One unusual and characterful element is the surviving section of railway track from the line serving Queen Victoria's private station on the harbourfront. This feature, lying north of the St George Barracks guard house, is of historic interest as one of the few surviving elements from this unusual railway line, constructed for the convenience of the holidaying queen.

The boundary treatments and streetscape features within the areas of modern housing, such as grass lawns and extensive parking facilities do not contribute to the character and appearance of the conservation area.



Alan Baxter

Figure 44 Cast iron railings span the perimeter of the barracks



Alan Baxter

Figure 45 Early twentieth century pillar box and Victorian lamp post on Mumby Road

13.6 Modern housing and retail units

The modern housing constructed within St George Barracks in recent years loosely followed the prevailing characteristics of the historic buildings within the conservation areas in terms of layout, form, height, scale, massing and materials. However, they do not contribute to the special interest of the conservation area as later additions of no historical or architectural interest.

The large retail units constructed on Creek Road during the 1990s did not respond well to the prevailing character of the conservation areas due to their large scale and footprint, and in lacking the finer-grained detailing of historic buildings in the conservation areas.



Figure 46 Modern housing within St George Barracks South Conservation Area

14.0 Views

14.1 The importance of views

Some views make an important contribution to our ability to understand and appreciate the character and appearance of the Gosport Lines Conservation Areas. They convey the special and unique character of the Lines in capturing contrasting elements of character which define its special interest such as natural and man-made landscapes.

By the nature of the unique spatial characteristics of the Gosport Lines, significant and enjoyable views are widespread within the conservation areas. Most of these significant views fall into four principal categories, which are described below and illustrated in the plans at the end of this section (see p.78-80).

14.2 Key views

Panoramic views from open space. These views can be experienced dynamically or from fixed positions, and can be split into two categories: views which derive interest primarily from the intrinsic aesthetic quality of the natural landscape, and views which derive interest from the wider townscape of Gosport. In the first category, views are expansive and have a 'big sky' feel due to the scale of the playing fields and parks, with the tall, mature trees abounding these spaces creating a pleasant sense of enclosure. In the second category, views capture a broad snapshot of Gosport's townscape, illustrating how historic and modern development interacts. Such views are defined by key local landmarks, such as the tower of Holy Trinity Church, Seaward and Harbour Towers, and the Spinnaker Tower. Clear views of the tower of Holy Trinity Church are especially significant – the lack of development within the fields of fire has allowed it to maintain its prominence in the townscape.



Alan Baxter

Figure 47 Historic streetscape view south down Weevil Lane

Harbour views across Haslar Lake and Forton Lake. These views capture both the intrinsic aesthetic quality of these waterbodies but also the range of activities going on within them and elsewhere in Gosport which provides an historic context to such views. For example, views south across Haslar Lake from Walpole Park capture the unique range of historic and ongoing naval operations taking place in Haslar, including the historic buildings associated with the Royal Hospital and the Submarine Escape Training Tank (SETT).

Historic streetscape vistas. These views can be appreciated dynamically, such as moving through St George Barracks, or from fixed positions, such as standing at the junction of Mumby Road and Spring Garden Lane looking towards the former railway station and station hotel. They capture the juxtaposition of overall harmony of design, scale and form against the fine-grained architectural detailing specific to each building, which creates rich historic streetscapes.

Views from the fortifications. These views are best experienced dynamically, moving along the ridge of the ramparts. These views are evocative of the commanding defensive position the fortifications afforded looking across the field of fire, but also reveal the cross-sectional form of the ramparts which cannot be appreciated from beyond their perimeter. The extensive growth of trees across the northern Lines creates a sense of enclosure and tranquillity to views. Although the dense woodland limits some views of and from the Lines and diverges from the fortifications' historic character, it undoubtedly contributes to the character of other views due to their intrinsic aesthetic quality.

This view typology is largely restricted to the public at present, particularly those from the northern Lines.



Alan Baxter

Figure 48 View across Forton Lake, capturing Royal Hospital Haslar and the SETT tower



Alan Baxter

Figure 49 View across Walpole Park capturing local landmarks like Holy Trinity Church and the Spinnaker Tower



Alan Baxter

Figure 50 Views from the fortifications give a better appreciation of their overall form than from ground level

14.3 Focal points

Focal points are prominent buildings or structures (or sometimes spaces) which make a significant positive contribution to the views within the conservation areas.

The following buildings and structures have been identified as focal points in significant views:

- Barrack Blocks (St George Barracks North and South Conservation Areas)
- St George Barracks Guard House (St George Barracks North Conservation Area)
- Railway Hotel, Railway Inn and Spring Garden Cottage (St George Barracks South Conservation Area)
- Tower of Holy Trinity Church (Trinity Green and Walpole Park Conservation Area)
- Holy Trinity Vicarage (Trinity Green and Walpole Park Conservation Area)



Alan Baxter

Figure 51 Holy Trinity Church is a particularly significant and prominent focal point of views from across the conservation areas

14.4 Views maps

The views diagrams below illustrate a representative sample of the significant views which capture key elements of the Lines Conservation Areas' character and appearance, or their relationship to their wider setting. It is impossible to capture every significant view within an area of the scale and unique spatial character of the Gosport Lines. Other significant views exist that are not illustrated on the diagram below.

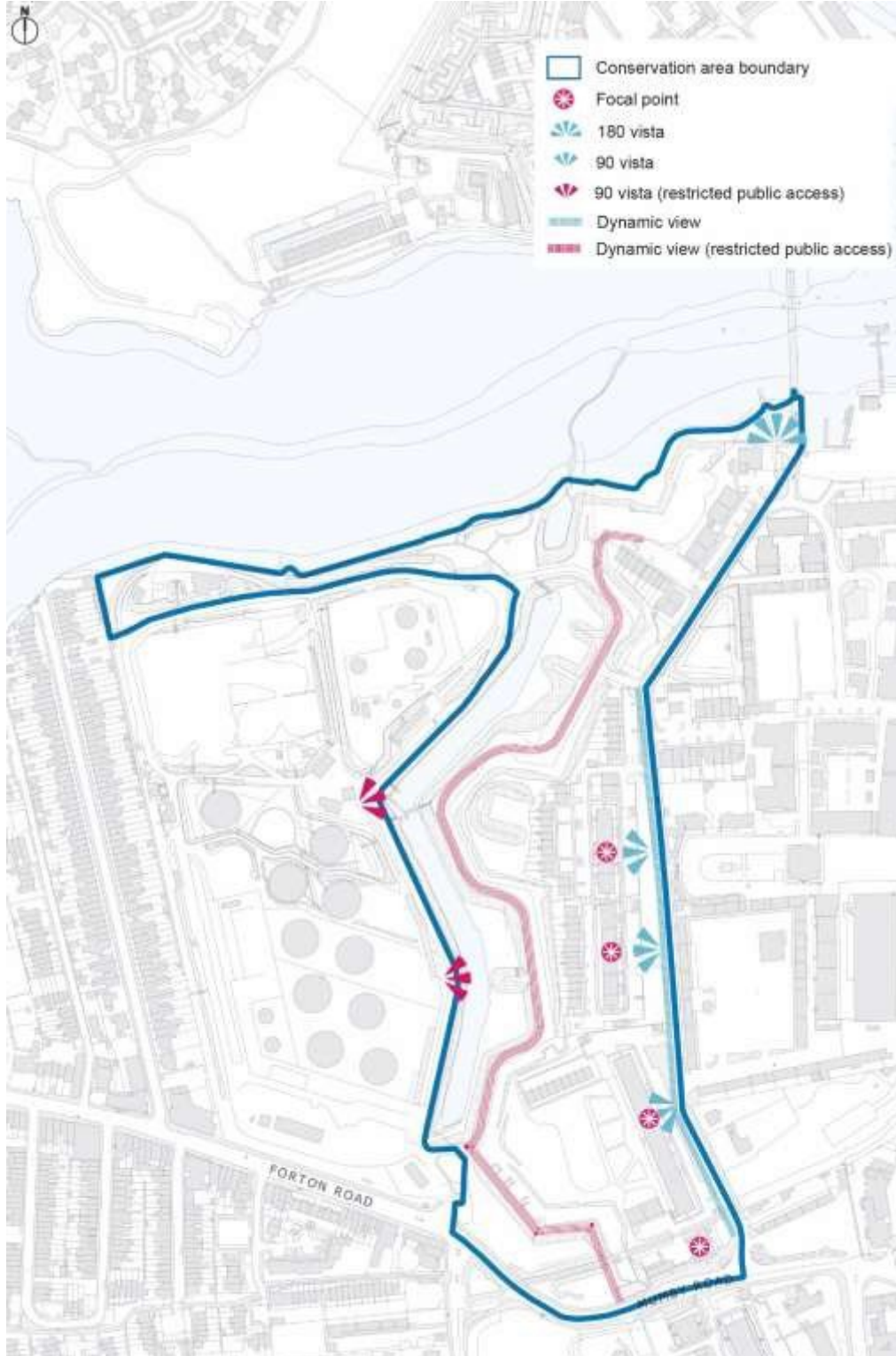


Figure 52 St George Barracks North Conservation Area views diagram

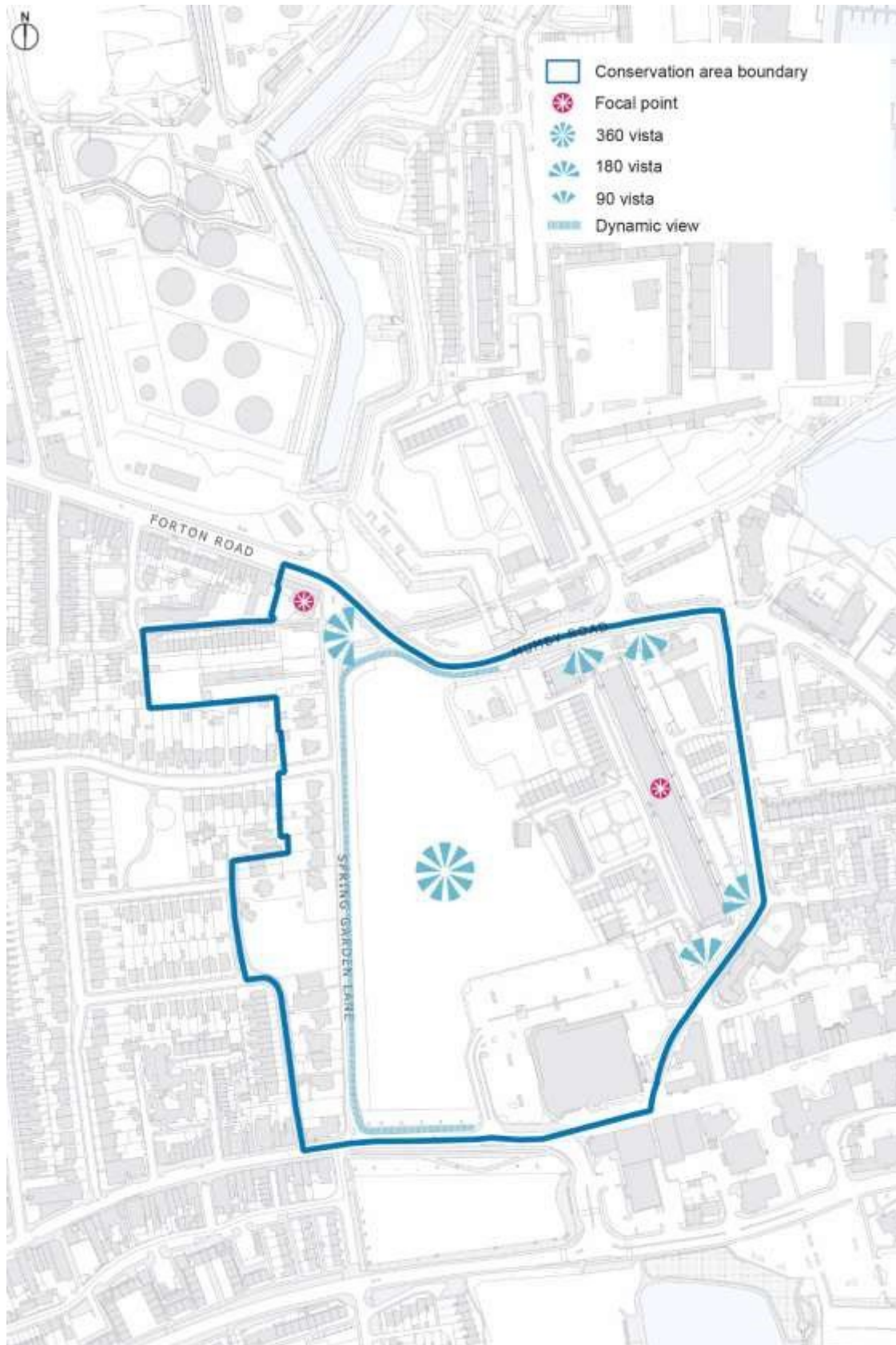


Figure 53 St George Barracks South Conservation Area views diagram

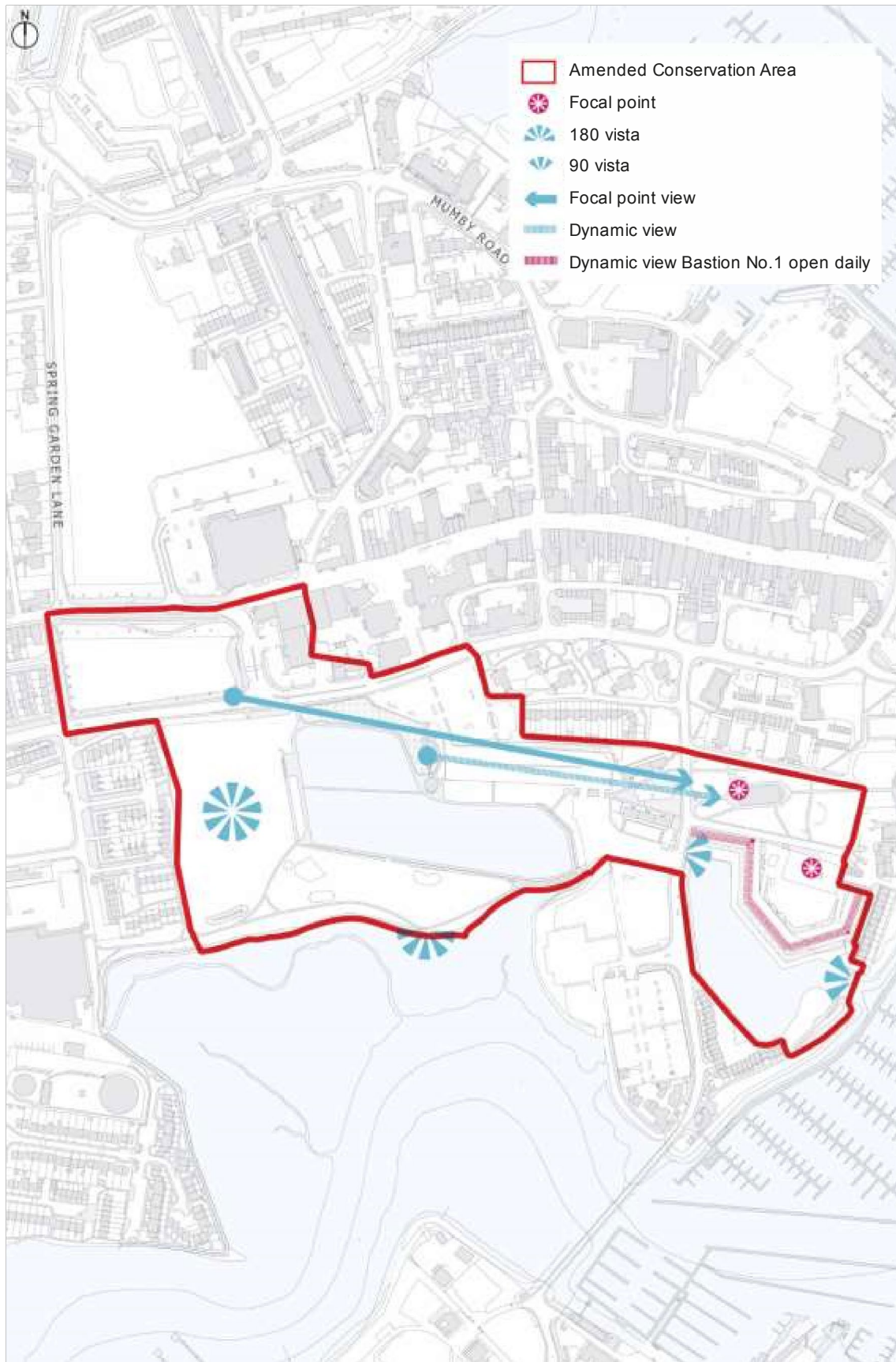


Figure 54 Trinity Green and Walpole Park Conservation Area views diagram

15.0

Heritage assets and areas of weakened character

15.1 Designated heritage assets

Conservation areas are considered 'designated heritage assets' in the planning system, meaning that they have legal protection under legislation. Conservation areas are designated in order to preserve and enhance their special historic and architectural character and appearance.

Within the conservation areas there are two additional types of designated heritage asset: listed buildings and a scheduled monument.

Listed buildings are buildings or structures that have been designated by national government as having special historic or architectural interest at a national level; they are subject to listed building consent controls. The Gosport Lines Conservation Areas contain 21 listed buildings, which are listed in the Gazetteer of Heritage Assets in Part 5 and shown on the map on p.84-86.

Scheduled monuments are nationally importance archaeological sites which are protected from uncontrolled development or change under the Ancient Monuments and Archaeological Areas Act 1979. The two surviving sections of the Gosport Lines are scheduled monuments: No. 1 Bastion within the Trinity Green and Walpole Park Conservation Area and the northern section of the Lines within St George Barracks North Conservation Area.

For further details of listed buildings and scheduled monuments, see <https://www.historicengland.org.uk/listing/what-is-designation/> and to find individual list descriptions, search the National Heritage List for England at <https://historicengland.org.uk/listing/the-list/>

In the case of listed buildings, this document does not identify the extent of the listed building or associated 'curtilage' buildings and structures to which listed building consent might apply. Please consult Gosport Borough Council for advice on the extent and curtilage of individual listed buildings.

15.2 Non-designated heritage assets

According to the government's Planning Practice Guidance, non-designated heritage assets are locally-identified 'buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets'.

15.2.1 Locally listed building and parks and gardens

Non-designated heritage assets are commonly identified by Local Planning Authorities through the production and maintenance of a local list of heritage assets.

Gosport Borough Council maintains a list of locally important heritage assets, including locally listed buildings, and parks and gardens of local heritage interest. The preservation of the significance of these heritage assets is a material consideration in planning applications, under policy LP13 of the Local Plan 2011-2029. These assets are considered non-designated heritage assets, as defined in the National Planning Policy Framework.

There are no locally listed buildings with the Gosport Lines Conservation Areas, however there is one locally listed park and garden within St George Barracks North Conservation Area: Officers' Gardens, St George Barracks North.

The Local List of Heritage Assets and associated designation criteria can be found at this link: <https://www.gosport.gov.uk/article/1205/Conservation-and-Design>

15.2.2 Other non-designated heritage assets

Alongside locally listed buildings and parks and gardens, there are other unlisted buildings, structures, landscapes, sites, places and archaeology that contribute positively to the character and appearance of the conservation area but which have not previously been identified by the Borough Council and do not necessarily merit inclusion on the Local List. These are identified in this appraisal as 'non-designated heritage assets', as defined in the National Planning Policy Framework. Some may have suffered from superficially unsympathetic alteration or deterioration through long-term vacancy, but nevertheless make a positive contribution because of the underlying integrity and interest of the historic building or place.

Non-designated heritage assets are also considered to contribute to the significance of the conservation area (which is a designated heritage asset) and their loss would be considered harmful to the area's character and/or appearance. Part 4, Section 2 provides more details of the methodology used to identify non-designated heritage assets.

The criteria for identifying non-designated heritage assets is the same as that for identifying and designating locally listed buildings and parks and gardens, which can be found via the link above and in section 29, p.122.

16 buildings and structures have been identified as non-designated heritage assets in this CAAMP. These are listed in the Heritage Assets Gazetteer in Part 5 (p. 121) and shown on the map on pp.85-87.

The contribution made by a building or structure to the character and appearance of the conservation area is not limited to its front elevations but can also derive from its integrity as an historic structure and the effect it has in three dimensions. Rear and side elevations can be important, as well as views from alleys and yards. Contribution to the conservation areas may derive as much from what the building or structure reveals about the history of the place as from any aesthetic value.



Figure 55 Railway Hotel, Railway Inn and Spring Cottage (each Grade II listed) - St George Barracks South Conservation Area



Alan Baxter

Figure 56 Grade II listed former hospital at St George Barracks

15.3 Areas of weakened character

In some instances, parts of a conservation area may have been so extensively redeveloped or changed since designation that they now contribute minimally or neutrally to the special architectural or historic interest for which the conservation area was designated and which it is desirable to preserve or enhance. These can be considered as 'areas of weakened character', where special efforts should be made to avoid further loss of special interest and all opportunities to enhance the character of the conservation area should be taken.

The Gosport Lines Conservation Areas contain three areas of weakened character, two within the Trinity Green and Walpole Park Conservation Area and one within St George Barracks South Conservation Area:

- Morrisons supermarket and car park (St George Barracks South).
- Retail park at junction of Creek Road and South Street (Trinity Green and Walpole Park).
- Walpole Park Car Park (Trinity Green and Walpole Park).

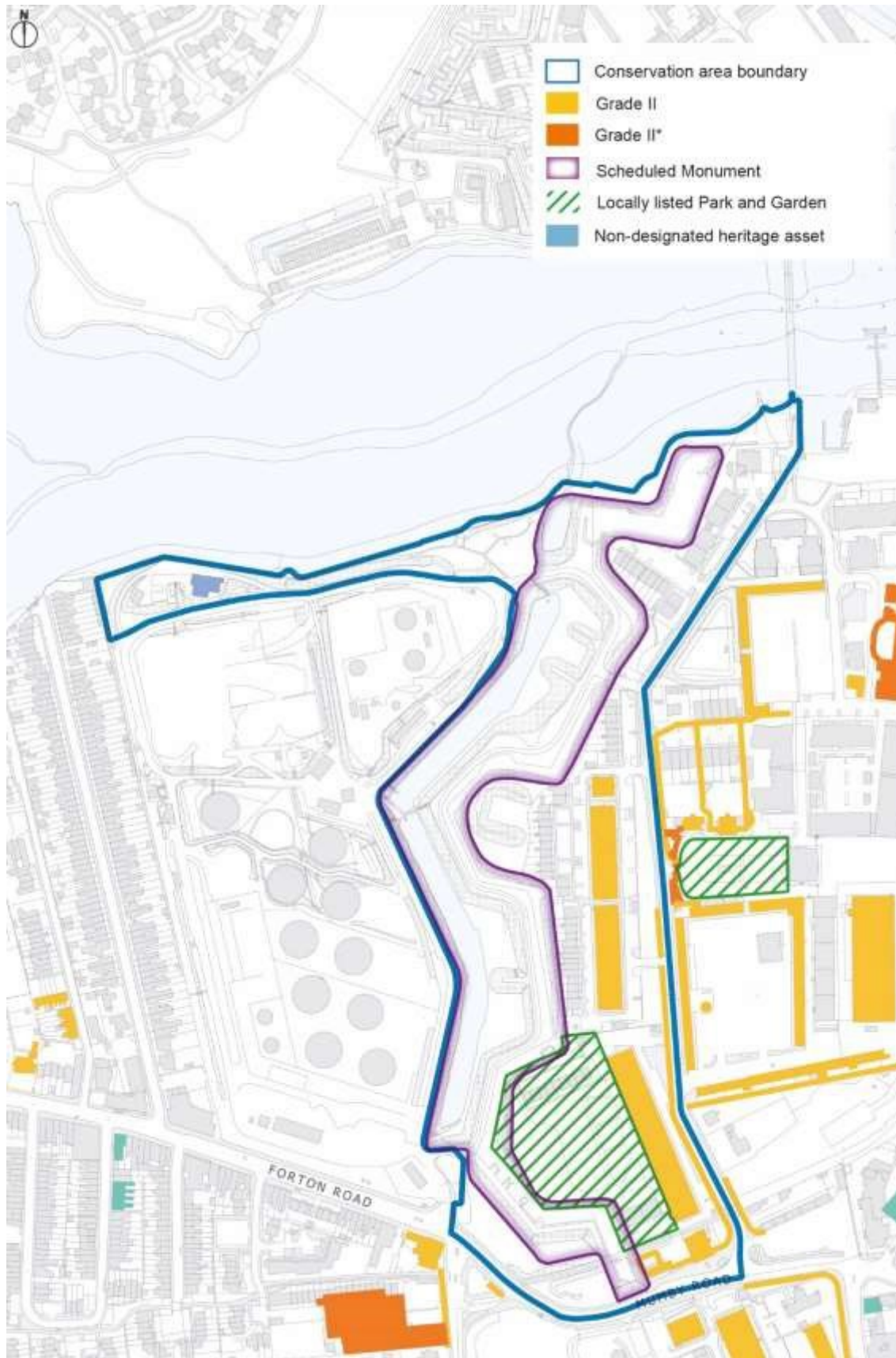


Figure 57 St George Barracks North Conservation Area heritage and character diagram

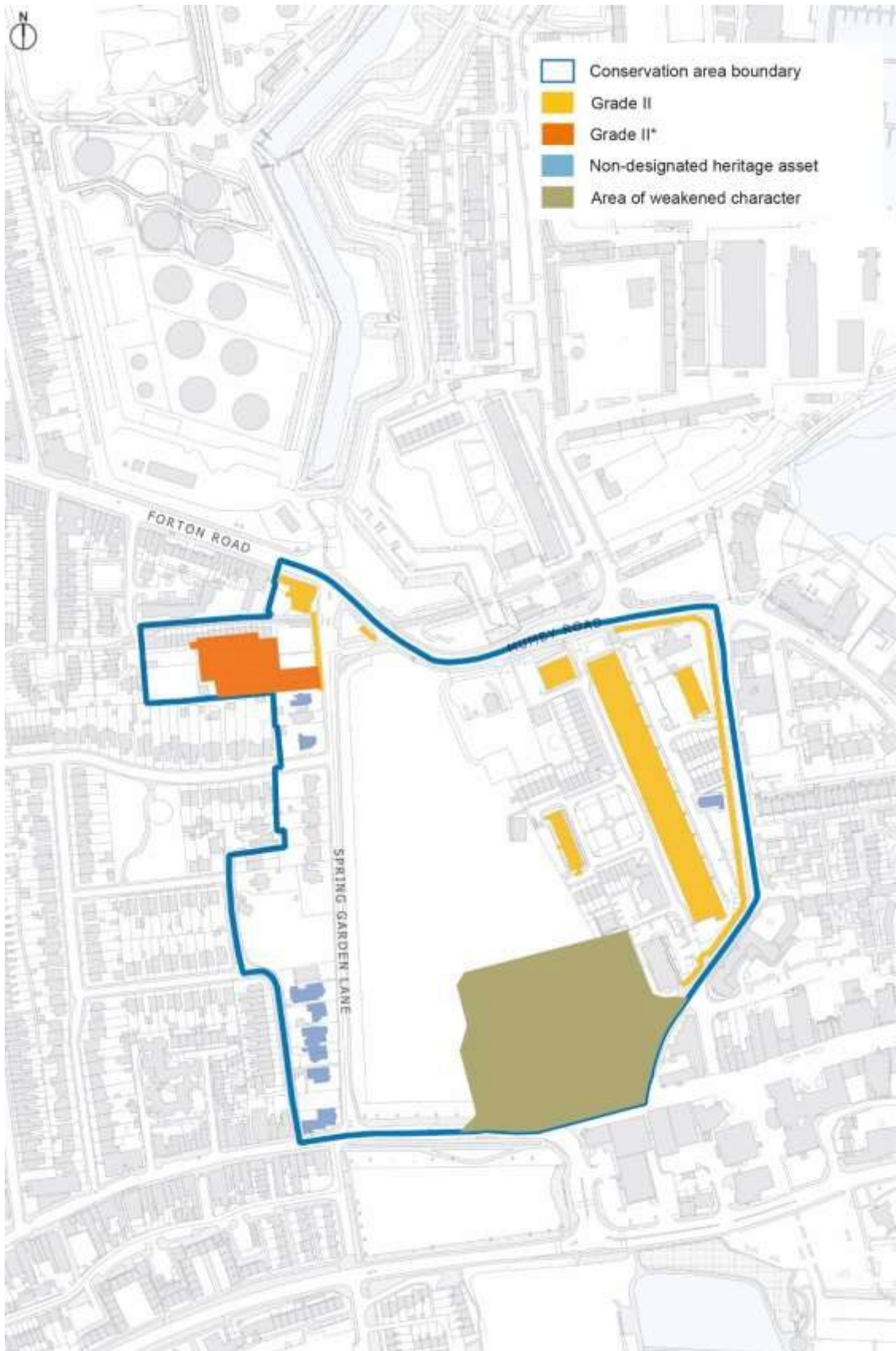


Figure 58 St George Barracks South Conservation Area heritage and character diagram

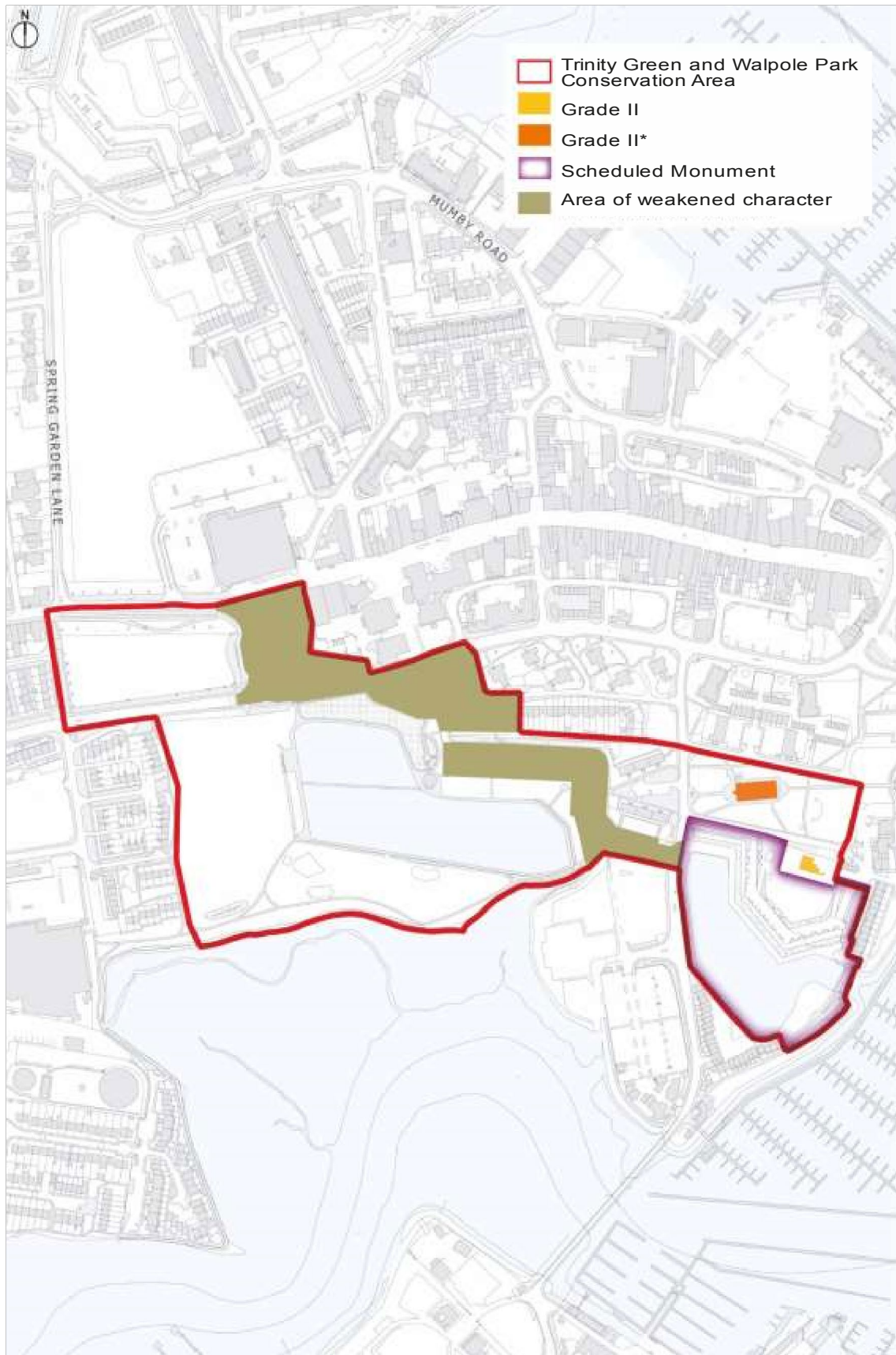


Figure 59 Trinity Green and Walpole Park Conservation Area heritage and character diagram

16.0 Character Zones

16.1 Identifying character zones

In some conservation areas, it is possible to identify subsidiary zones that are discernibly different from one another, based on their spatial character, architectural qualities, historical development and the contribution they make to the conservation area. In identifying character zones, it is possible to provide more specific guidance regarding positive and negative features, along with issues and opportunities to enhance character.

Each of the three Gosport Lines Conservation Areas has a series of character zones. The features and individual characteristics of each zone which contribute to the character and appearance of the conservation area are summarised below. The boundaries of the Character Zones are mapped on pages 91-93.

16.2 St George Barracks North Conservation Area

16.2.1 Character Zone 1: Fortifications

Extent

- The western section of the conservation area, containing the scheduled northern section of the Gosport Lines and a western limb covering the shoreline of Forton Lake.

Distinctive positive characteristics

- Scheduled monument represents one of the best-preserved sections of eighteenth century fortifications in the country and is of great archaeological and historic interest.
- Dense woodland that has grown up over the ramparts is of ecological and landscape value.
- The preserved railway infrastructure is of historic interest as a vestigial remnant of the extension of the railway to Royal Victoria Station (demolished).

Issues, vulnerabilities and opportunities for enhancement

- No public access at the time of writing: opportunity to create access to, improve views of and/or improve interpretation of the scheduled monument to enhance public understanding of the conservation area's special interest.
- Restricted access also limits ability of GBC and HE to monitor condition of the scheduled monument, and longer-term ecological and heritage conservation of the area.
- Lack of access to Forton Lake limits public ability to appreciate significant views of the lake and maritime archaeology along the foreshore.
- Limited pedestrian crossing points on Mumby Road restrict movement.

16.2.2 Character Zone 2: St George Barracks

Extent

- The eastern section of the conservation area, containing the northern section of the redeveloped St George Barracks.

Distinctive positive characteristics

- Retention and reuse of barrack buildings preserves the unusual layout of St George Barracks, which adapted the standard layout of infantry barracks to the constrained site adjacent to the Lines.
- The retained barrack blocks themselves possess historic and architectural interest in their own right as examples of the highly specialised form of mid-nineteenth-century infantry barracks, built using local materials like pale stock brick.
- Formal garden to the rear of the officers' block essentially preserved historic appearance and function of this space.
- Historic streetscape features on Mumby Road are of historic and architectural interest

Issues, vulnerabilities and opportunities for enhancement

- Some new residential blocks lack the design quality expected within a conservation area and the setting of listed buildings.
- Weevil Lane has an unrelieved sense of exposure due to large expanses of hard surfaces and enclosure by railings/brick walls on both sides.

16.3 St George Barracks South Conservation Area

16.3.1 Character Zone 1: Spring Garden Lane

Extent

- Spring Garden Lane, including buildings along western side of the road.

Distinctive positive characteristics

- Former railway station and adjacent listed buildings is of historic and architectural interest as illustrative of an early phase of growth beyond the fortifications.
- Despite the loss of its roof, the station is a significant and nationally-known example of an early station by a leading railway architect, dating from what Historic England terms the 'pioneering phase' of railway development.
- Trees and bushes along either side of the road provide a pleasant sense of enclosure and 'soften' the townscape.
- Attractive late-nineteenth and early-twentieth-century detached houses, some with original boundary treatments, are of historic and architectural interest, illustrating another phase of development beyond the redundant Lines.

Issues, vulnerabilities and opportunities for enhancement

- Loss of front gardens through conversion to car parking.
- Loss of character through replacement or removal of historic windows, doors, roofing materials and architectural embellishments.
- Public access to the significant station buildings

16.3.2 Character Zone 2: St George's Playing Fields

Extent

- Full extent of St George's Playing fields, plus Morrisons supermarket and car park.

Distinctive positive characteristics

- Open character is of historic interest in generally preserving the form of the fields of fire.
- Area of demolished Bastion No. 2 is likely to have archaeological potential.

- Playing fields and mature trees lining the perimeter are of landscape and ecological value as protected open space and a Site of Importance for Nature Conservation, and amenity value as well-used sports ground.

Issues, vulnerabilities and opportunities for enhancement

- Restricted access to playing fields to general public reduces their amenity value.
- Morrisons and its car park impose upon the historic townscape of the conservation area.

16.3.3 Character Zone 3: St George Barracks

Extent

- The eastern section of the conservation area, comprising the former St George Barracks south of Mumby Road.

Distinctive positive characteristics

- Retention and reuse of barrack buildings preserves the unusual layout of St George Barracks, which adapted the standard layout of infantry barracks to the constrained site adjacent to the Lines.
- The retained barrack blocks themselves possess historic and architectural interest in their own right as examples of mid-nineteenth-century infantry barracks built using local materials like pale stock brick.
- Preservation of open space to the rear of the main barrack block is of historic interest in retaining openness of former parade ground.
- Layout of modern development generally responds well to the character of the former barracks.

Issues, vulnerabilities and opportunities for enhancement

- Extensive car parking creates a sense of expansive hard landscaping in the public realm.
- Residents-only access to the former barracks limits movement across the conservation area and access to some listed barrack buildings.

16.4 Trinity Green and Walpole Park Conservation Area

16.4.1 Character Zone 1: Walpole Park

Extent

- Public park north and south of South Street (B3333), including Cockle Pond, and associated car parking.

Distinctive positive characteristics

- Walpole Park and Cockle Pond have high amenity value and historic interest as a public recreation space in use since the 1860s.
- Historic interest and archaeological potential as part of the fields of fire of the Gosport Lines.
- Exceptional views across the park to local landmarks, and across Haslar Lake to the Royal Navy sites at Haslar.
- High ecological value of Cockle Pond, which is designated as a Ramsar site, SSSI and SPA.

Issues, vulnerabilities and opportunities for enhancement

- Car parking creates large expanses of asphalt filled with visual clutter which impedes understanding of the historic form and alignment of the Lines.
- The north side of Walpole Park is an island surrounded by busy roads on three sides, impeding public access.
- Retail park at junction of Creek Road and South Street is a visually intrusive, detracting element of character.

16.4.2 Character Zone 2: Trinity Green

Extent

- Trinity Close, Holy Trinity Church and its churchyard, No. 1 Bastion and its moat.

Distinctive positive characteristics

- Multiple layers of Gosport's history are condensed into a small, easily accessible area.
- Designated heritage assets (Holy Trinity Church, Holy Trinity Vicarage and No. 1 Bastion) form a characterful historic enclave illustrating the interface of military and civilian functions within historic Gosport.).
- No. 1 Bastion is a rare and well-preserved example of an early-nineteenth-century moated fortification of high historic and archaeological interest.
- Holy Trinity Church is a significant local landmark of high architectural and historic interest.
- Trinity Green is a tranquil public space with large, mature trees. It provides an attractive and historically connected setting to the listed church.
- Trinity Close is of limited architectural interest in itself but the blocks illustrate a significant phase of redevelopment in Gosport's townscape after Second World War bombing, and their axial relationship with Holy Trinity Church is of historic interest for its urban design.

Issues, vulnerabilities and opportunities for enhancement

- Opportunity to improve access to and/or improve interpretation of the scheduled monument to enhance public understanding of the Gosport Lines.
- Ongoing management of the monument places a financial and administrative burden on GBC.
- Opportunity to enhance pedestrian movement across Haslar Road, where there are currently no designated crossing points.

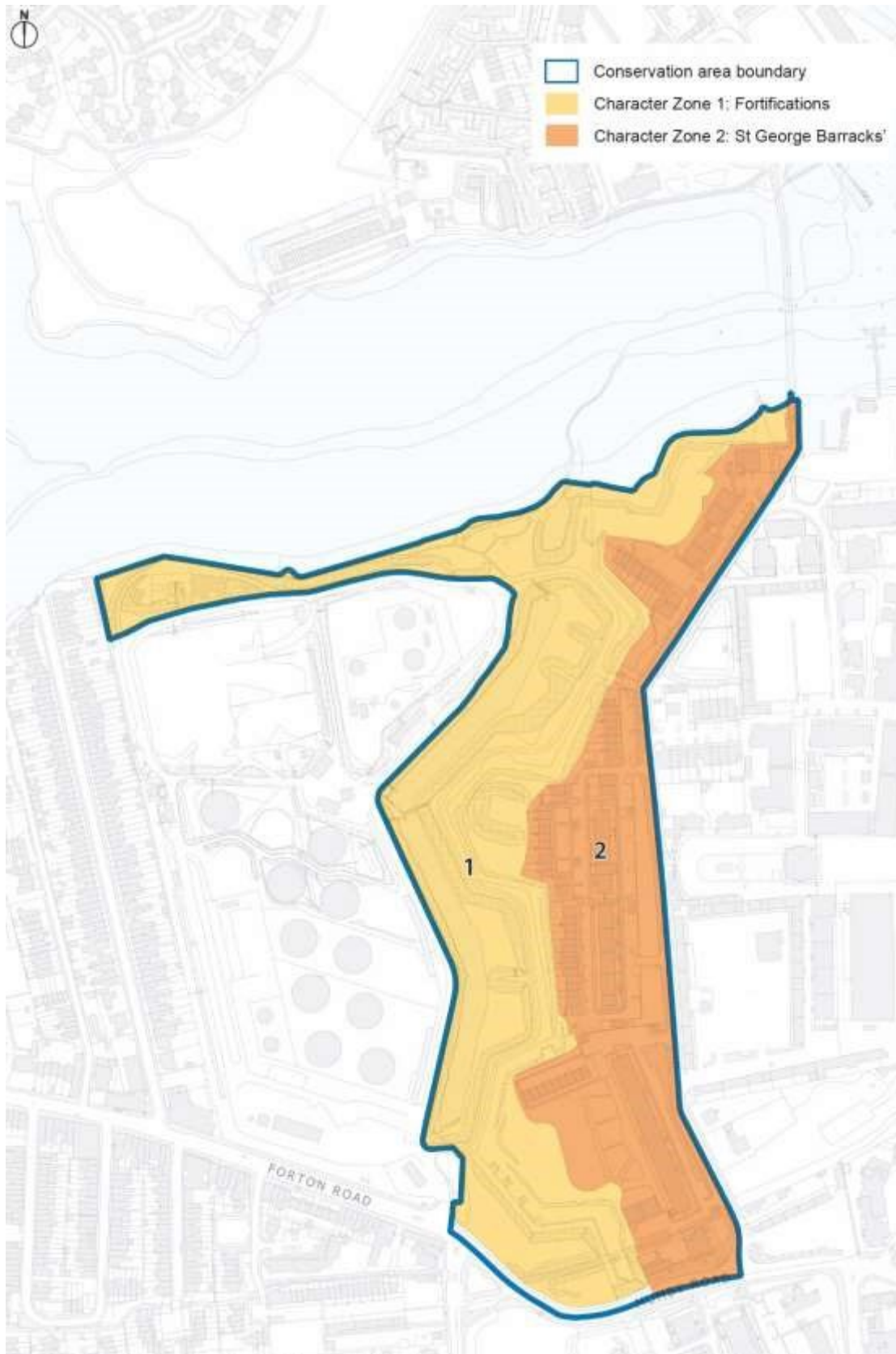
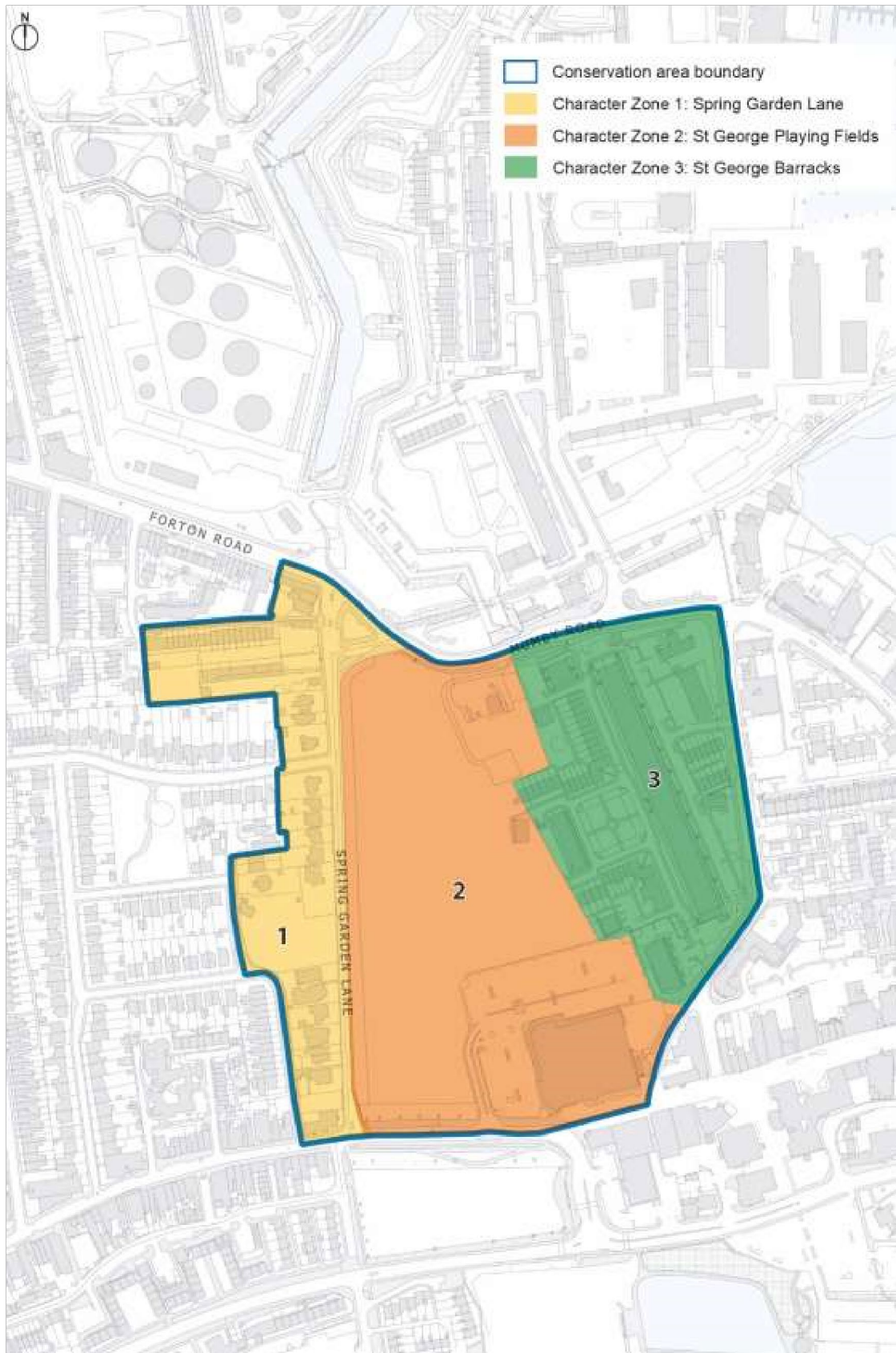
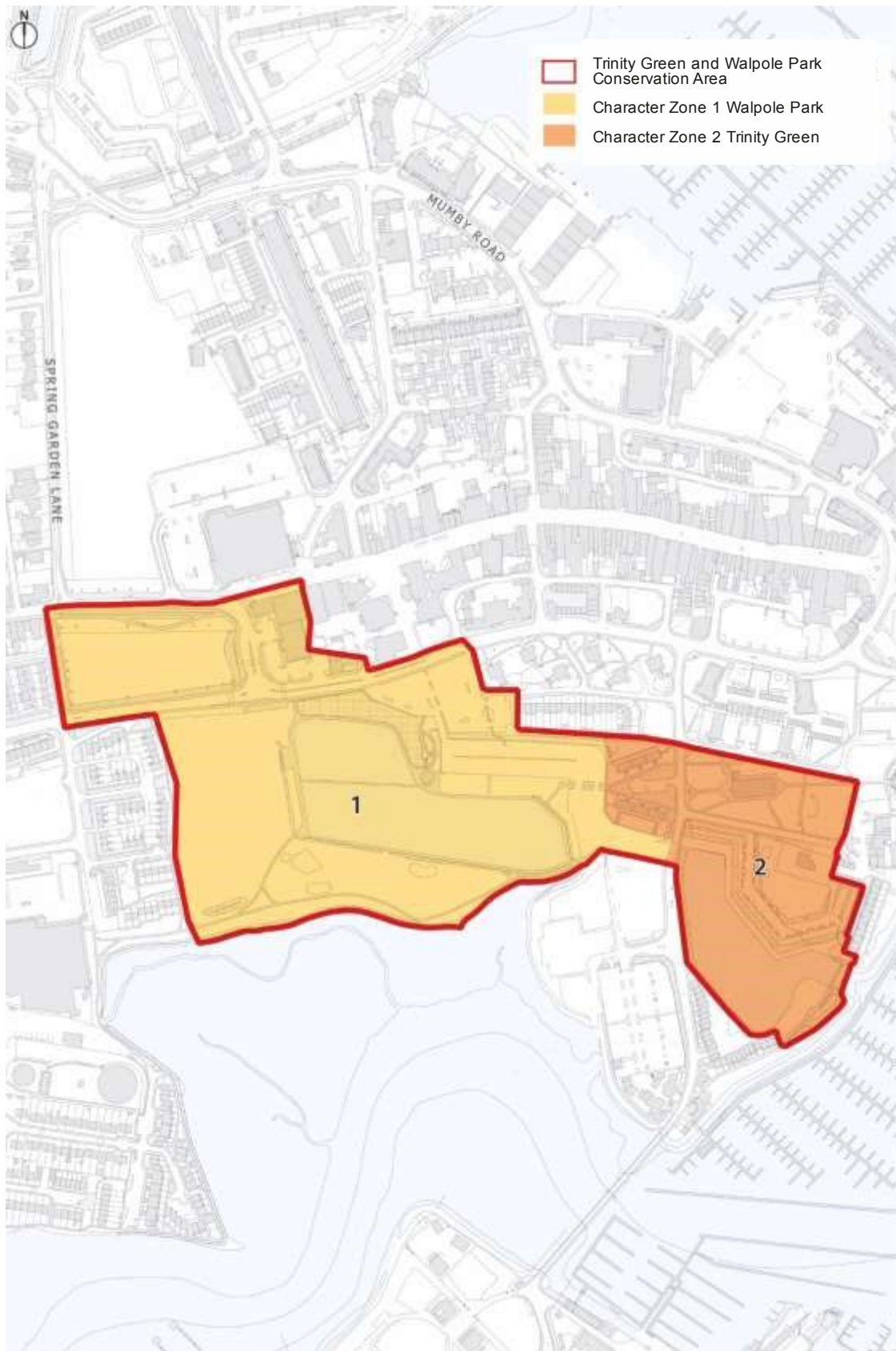


Figure 60 Map of the character zones within St George Barracks North Conservation Area



Alan Baxter

Figure 61 Map of the character zones within St George Barracks South Conservation Area



Alan Baxter

Figure 62 Map of the character zones within the Trinity Green and Walpole Park Conservation Area

17.0

Condition of the Gosport Lines Conservation Areas

The condition of the Gosport Lines Conservation Areas varies substantially. There are some significant elements which positively contribute to character and appearance and which are in good condition:

- Most of the historic buildings associated with St George Barracks have been retained and converted to sustainable new uses. They are well-preserved externally and appear to be in a good condition.
- Other listed buildings and non-designated heritage assets in the conservation areas, including Holy Trinity Church and the vicarage, appear to be generally well-maintained and in good condition externally. Most remain in their original use or sustainable new uses, such as the former railway station now converted to housing.
- Repair and restoration works carried out since 2019 with Heritage Action Zone and Coastal Revival Fund funding have improved the condition of No. 1 Bastion. Works have included the removal of self-seeded sycamores and scrubby vegetation and archaeological investigations to understand the significance and condition of the heritage asset. Further works are planned in the coming years to improve the asset's condition further and increase public access.
- The public open space across the conservation areas is generally well-maintained and well-used. The recreational and leisure activities in these areas positively contributes to character, making the conservation areas more vibrant and amenable places to be.

However, there are other elements of the conservation areas which are in a poor or deteriorating condition:

- The condition of the northern Lines has not been assessed in detail due to restricted access but the extensive growth of vegetation across the monument and the creation of a roadway along the ridge of the ramparts is likely to have caused some damage to the archaeology of the earthworks.
- The character and appearance of the conservation areas has been degraded through the construction of big-box retail units and car parks on Walpole Road and Creek Road. These sites are likely to have disturbed archaeological evidence relating to the Lines.



Alan Baxter

Figure 63 Sensitively refurbished barrack block converted to flats



Alan Baxter

Figure 64 New housing adjacent to the Grade II star listed former railway station

Part 4 Management Plan

18.0

Managing change in the historic environment

This Management Plan contains analysis, overarching principles and specific recommendations which have emerged from the assessment of the Gosport Lines Conservation Areas and consultation on it, to help GBC and its partners manage change across the area. It is presented in seven sections:

- 19.0 Management recommendations summary
- 20.0 Summary of vulnerabilities and opportunities
- 21.0 Conservation of heritage assets
- 22.0 Access and security
- 23.0 Managing the public realm
- 24.0 Improving interpretation
- 25.0 Climate change adaptation and mitigation
- 26.0 Future regeneration
- 27.0 Boundary review

19.0

Management recommendations summary

The table below lists recommendations for ongoing management of the conservation areas to preserve and enhance their special interest. A more detailed description of recommendations and implementation guidance is provided in the proceeding sections.

Number	Responsibility	Recommendation	Timeframe
Conservation of heritage assets			
1	Gosport Borough Council, Friends of Bastion 1, with support from Historic England, Hampshire County Council HE and other partners.	Stakeholders should continue joint efforts to reverse the poor condition of No. 1 Bastion to remove it from the Heritage at Risk register.	Short term
2	Oil and Pipelines Agency and DIO, with support from Gosport Borough Council, Historic England and other partners	Stakeholders should work together to assess the condition of the northern Lines and carry out any necessary works to improve its condition.	Short term
3	Gosport Borough Council	The loss of listed buildings or non-designated heritage assets shall be resisted and should be wholly exceptional, and only where held strictly necessary and strongly justifiable.	Ongoing
Access and security			
4	Gosport Borough Council and the Oil and Pipeline Agency, with support from Historic England and other stakeholders.	The Borough Council should encourage and facilitate greater public access to No. 1 Bastion and the northern section of the Lines, in order to create a Gosport Lines Walk.	Medium term
Managing the public realm			
5	Gosport Borough Council and the Oil and Pipelines Agency.	The Borough Council and the relevant arms of the Ministry of Defence should explore the creation of a pedestrian route along the Forton Lake shoreline connecting Weevil Lane and Parham Road.	Longer term

6	Gosport Borough Council, Hampshire County Council, Natural England, Historic England and other partners.	The Borough Council should work with stakeholders to protect and enhance the internationally, nationally and locally important habitats and protected open space within and adjacent to the conservation area.	Ongoing
7	Hampshire County Council and Gosport Borough Council.	The Borough Council and Hampshire County Council highways authority should identify and coordinate short- medium- and long-term means to enhance the public realm throughout the Lines Conservation Areas.	Short term
Improving interpretation			
8 Gosport	Borough The Council, the Hampshire County Council, Historic England and other	Borough Council should work with its Short partners to improve public understanding of Gosport Lines Conservation Areas through enhanced on-site and off-site interpretation England measures.	term
Climate change adaptation and mitigation			
9	Gosport Borough Council, developers and building owners	All new development within the Gosport Lines Conservation Areas should aim to achieve the highest standards of energy efficiency. The sustainable retrofit of existing buildings should be executed to an exemplary standard which avoids or minimises harm to heritage significance.	Ongoing
10	Gosport Borough Council, developers and building owners	The Borough Council, in consultation with other stakeholders including but not limited to Historic England and Natural England, should develop a coordinated plan for the design and placement of flood defences, taking account of the conservation of the character and appearance of the Lines Conservation Areas	Medium term
Future regeneration			
11	Gosport Borough Council, developers and landowners	Planning applications for new development within the conservation areas will be expected to enhance their character and appearance, biodiversity and permeability	Ongoing
Boundary review			
12	Gosport Borough Council	In addition to adopting this CAAMP as part of the Local Development Framework, the Borough Council has designated the new Trinity Green and Walpole Park Conservation Area	Immediate

20.0

Summary of vulnerabilities and opportunities

The principal vulnerabilities and opportunities within the conservation areas are:

- **Monument management.** Long-term management of No. 1 Bastion and the northern Lines places an administrative and financial burden on their landowners (GBC and the MoD respectively). Ecology, conservation of the historic environment, public access and measures to tackle anti-social behaviour have to be balanced.
- **Public access to the fortifications.** At the time of writing, there is no regular public access to the northern fortifications. Improving access is an opportunity to better reveal and explain the special interest and history of the Lines and draw more visitors to the area.
- **Climate change.** Parts of the Gosport Lines Conservation Areas are likely to be susceptible to the damaging impacts of climate change because of their low-lying, coastal location. A primary concern is the increasing likelihood of more frequent flooding events, which may require flood defences within the boundaries of the Conservation Areas.
- **Interpretation.** Both on- and off-site interpretation requires improvement to better inform the public about the national significance of the Gosport Lines and their importance in the wider context of Portsmouth Harbour's maritime history.
- **Pedestrian movement.** There is poor-quality public realm and a lack of safe road crossings parts of the conservation areas. The Borough Council has an ambition to open up a green pedestrian route along the line of the fortifications. Addressing both of these issues by improved landscaping and urban design would promote active travel, enhance the character and appearance of the conservation areas and facilitate better understanding of the fortifications.
- **Regeneration of sites.** There are a few pockets of land within the conservation areas where a degree of future development may be compatible with historic environment, landscape and ecological significance and management. The Walpole Park Car Parks are one such place. Any proposals for development in such areas present possible risks and opportunities; a conservation-led approach could enhance the character and appearance of the conservation area.

The following sections outline management recommendations and guidance to address these considerations, and maintain and celebrate the very special interest of the conservation areas.

21.0

Conservation of heritage assets

21.1 Monument management

Recommendation 001 – Stakeholders should continue joint efforts to reverse the poor condition of No. 1 Bastion to remove it from the Heritage at Risk register.

Responsibility

Gosport Borough Council, Friends of Bastion 1, with support from Historic England, Hampshire County Council HE and other partners.

Explanation

No. 1 Bastion is currently on HE's Heritage at Risk Register. Its condition is described as 'Generally satisfactory but with significant localised problems', its principal vulnerability is 'scrub/tree growth' and the trend is 'improving'. The entry can be read at this link:

<https://historicengland.org.uk/advice/heritage-at-risk/search-register/list-entry/30384>

This description reflects the significant efforts made in recent years by Gosport Borough Council – the landowner – to restore the monument and preserve it for future generations. This has been made possible through funding from the Coastal Revival Fund and Historic England's Heritage Action Zone programme. In 2019, the ramparts were cleared of selfseeded sycamore trees and other scrubby vegetation. An archaeological survey was carried out in 2020 to better understand the archaeological interest of the site. Brickwork repairs have also been carried out.

More recently, Historic England and GBC have been monitoring the condition of the monument and have found localised areas of damage where water is penetrating out of the southern slope of the ramparts. Through HE's Heritage Action Zone programme, GBC is now exploring ways of remedying these issues and has as opened up public access to the site as part of a Gosport Lines Walk in the Gosport Waterfront and Town Centre SPD (see section 20.1 below).

Future management of the scheduled monument should be planned and resourced to prevent avoidable loss of significance. In addition to earthworks and ecology, management should address:

- Conservation and repair of surviving gun emplacements, magazines and other structures added to the Lines during the nineteenth and twentieth centuries.
- Managed public access, taking into consideration health and safety, security and ecology factors (see also section 22.1 on page 105).
- Security, balancing the need for measures to minimise anti-social behaviour with the potentially harmful visual impact of some common measures used elsewhere in the Borough such as steel palisade fencing.

The Borough Council have adopted a Conservation Management Plan with assistance from Historic England to guide the future management of the scheduled monument and move towards its removal from the 'At Risk' Register.

Securing the monument for future generations and removing it from the Heritage At Risk Register would help to achieve Policies LP11, LP12 and LP13 of the Local Plan.

Recommendation 002 – Stakeholders should work together to assess the condition of the northern Lines and carry out any necessary works to improve its condition.

Responsibility

Oil and Pipelines Agency and DIO, with support from Gosport Borough Council, Historic England and other partners.

Explanation

The section of the Gosport Lines north of Mumby Road is of great heritage interest as the longest surviving section of the defensive ring around Portsmouth Harbour and as a nationally rare surviving stretch of eighteenth-century fortifications. It currently lies within the security perimeter of the Oil Fuel Depot, managed by the Oil and Pipelines Agency on behalf of the Ministry of Defence and access is strictly by appointment. This has limited the ability of heritage stakeholders to assess the condition of the monument and develop a long-term plan for its management.

The Oil and Pipelines Agency is strongly encouraged to engage with GBC and HE to develop a joint long-term plan for the monument's management. GBC and HE have a wealth of expertise regarding the conservation of scheduled monuments and their recommendations could help in reducing the financial and administrative burden that preservation of the scheduled monument places on the OPA, whilst continuing to carry out its legal duty to preserve the monument.

Future management of the scheduled monument should be planned and resourced to prevent avoidable loss of significance. In addition to earthworks and ecology, management should address:

- Conservation and repair of surviving gun emplacements, magazines and other structures added to the Lines during the nineteenth and twentieth centuries.
- Managed public access, taking into consideration health and safety, security and ecology factors.
- Security, and opportunities for reducing the harmful visual impact of the measures necessary to limit uncontrolled access to the Oil Fuel Depot.

A Monument Management Plan signed off by all partners is recommended as a vehicle to codify and implement an agreed management approach.

21.2 Listed buildings and non-designated heritage assets

Recommendation 003 – The loss of listed buildings or non-designated heritage assets shall be resisted and should be wholly exceptional, and only where held strictly necessary and strongly justifiable.

Responsibility

Gosport Borough Council

Explanation

Most of the surviving buildings and boundary treatments associated with St George Barracks are listed for their special architectural and historic interest. They represent a largely intact mid-nineteenth-century barracks complex which is of additional interest due to its unusual layout.

Any loss of buildings and character should be resisted in order to conserve the distinctive spirit of place within the former barracks and within the conservation areas more widely. In line with Policies LP11 and LP12 of the Local Plan, applications for the demolition of listed buildings or buildings which positively contribute to the character and appearance of the conservation area will only be permitted in exceptional circumstances. In such instances, the demolition would have to be balanced by other public benefits, including heritage benefits, which outweigh the harm caused to the conservation areas and the total loss of the individual building itself.

Any consent for demolition of non-designated heritage assets or listed buildings would be accompanied by a requirement by condition for a detailed (Level 3 or 4) recording of the structure prior to demolition.

22.0

Access and security

22.1 Access to No. 1 Bastion and the northern Lines

Recommendation 004 – The Borough Council should encourage and facilitate greater public access to No. 1 Bastion and the northern section of the Lines, in order to create a Gosport Lines Walk.

Responsibility

Gosport Borough Council and the Oil and Pipeline Agency, with support from Historic England and other stakeholders.

Explanation

Access to the northern section of the Lines is currently restricted because the fortifications currently fall within the security perimeter of the Oil Fuel Depot, which supplies fuel to Royal Navy vessels stationed at Portsmouth Dockyard.

Increased public access to these scheduled monuments would greatly enhance their role in informing the public about the special historic and architectural interest of the Gosport Lines Conservation Areas, enlarge the amount of publicly-accessible green space for its amenity value, and through the development of new pedestrian routes, promote active travel and healthy living.

The aspiration to create public greater access to the Lines is enshrined in the concept of the 'Gosport Lines Walk' in the Gosport Waterfront and Town Centre SPD (2018). This envisages a route from No.1 Bastion to Forton Lake through Walpole Park, St George's playing fields and along the scheduled northern ramparts. This would tie in with other walking networks, including the Coastal Path.

Hard work by GBC, local volunteers and Historic England's Heritage Action Zone Programme means that No.1 Bastion has recently opened to the public. Plans have been approved to create a public park on the Parade Ground area within the bastion – funds are currently being raised for this project.

Public access to the northern ramparts is more complicated. They are owned by the MoD and managed by the Oil and Pipelines Agency as part of the Gosport Oil Fuel Depot. At present the ramparts are behind the security perimeter of this high security facility. Whilst all parties continue to work towards the ultimate objective of public access to all parts of the Lines, in the short to medium term access can be improved by a combination of better interpretation and interventions on Mumby Road (see Section 22 below).

Access to the Forton Lake foreshore

Recommendation 005 – The Borough Council and the relevant arms of the Ministry of Defence should explore the creation of a pedestrian route along the Forton Lake shoreline connecting Weevil Lane and Parham Road.

Responsibility

GBC and the Oil and Pipeline Agency.

Explanation

The 'limb' of the conservation area that follows the southern shoreline of Forton Lake represents a surviving section of the fields of fire that once extended westward from the moat of the northern Lines. This area lies within the security perimeter of the Oil Fuel Depot and public access is prohibited. However, attractive and significant views can be gained across Forton Lake from this location, creating a visual link with Priddy's Hard and the continuation of the Lines north of Forton Lake.

The creation of a pedestrian route along this northern limb of the conservation area would be beneficial to the character and appearance of the conservation area in opening up these views to the public. It would also enhance pedestrian movement through Gosport in creating a more direct and traffic-free route between Priddy's Hard, Royal Clarence Yard and Forton to the west.

23.0

Managing the public realm

23.1 Ecological and landscape conservation

Recommendation 006 – The Borough Council should work with stakeholders to protect and enhance the internationally, nationally and locally important habitats and protected open space within and adjacent to the conservation area.

Responsibility

Gosport Borough Council, Hampshire County Council, Natural England, Historic England and other partners.

Explanation

The established character of the Gosport Lines is now closely linked to the landscape, ecological and amenity value of its open spaces. Portsmouth Harbour, Forton Lake, Haslar Lake and the Cockle Pond are heavily protected through ecological designations, while St George's Playing Fields and the moat of No. 1 Bastion are locally protected for their ecological value. In addition, the greater part of the open space within the conservation areas is protected open space in GBC's Local Plan. By virtue of the way in which these biodiverse landscapes strongly define the character and key views within the conservation area, they contribute significantly to the special interest of the conservation area from a heritage perspective, in parallel to their nature designations.

GBC is in the process of adopting a more ecological approach to management of its green space, for example in planting mixtures and mowing regimes to encourage wild flowers. Whilst the intensive use and events activities limit the application of such a regime to much of Walpole Park, the margins should be managed to increase their biodiversity value.

The importance of preserving these natural environments is outlined in the Local Plan Policies LP35, LP42, LP43 and LP44, which strictly limit the circumstances in which planning permission will be granted in areas covered by ecological or landscape designations.

For these reasons, development proposals affecting the conservation areas or their setting should consider any potential impacts upon the ecological and landscape value of the area from the outset and avoid any harmful impacts. Climate change adaptation measures also subject to this, including improvements to flood risk defences.

The scheduled monuments (No. 1 Bastion and the northern Lines) present additional considerations given their particular heritage interest. Management of these sites must take into consideration and strike a balance between the significance and archaeological potential of the fortifications on the one hand and, on the other, the ecology and biodiversity that has developed there over the last decades.

The balance between ecology and the historic environment is likely to be different at the two sites. At No.1 Bastion, collaboration between GBC, the local community and Historic England's Heritage Action Zone project has cleared the site of many shrubs and trees, so that it can be managed as a grassland. On the northern ramparts, the woodland is now well established and has ecological value and carbon capture benefits. Therefore, extensive clearance seems inappropriate. However, selected clearance at the southern end (see public realm improvements, above) and in association with future public access would enable its history, form and significance to be much better appreciated.

To succeed, any management strategy needs to be endorsed by relevant stakeholders and landowners and be managed and resourced. At No. 1 Bastion, volunteer groups will play a leading role. In time this might be extended to the northern ramparts, and perhaps other fortifications in the Borough.

23.2 Public realm enhancements

Recommendation 007 – The Borough Council and Hampshire County Council highways authority should identify and coordinate short- medium- and long-term means to enhance the public realm throughout the Lines Conservation Areas.

Responsibility

Hampshire County Council and Gosport Borough Council.

Explanation

Public realm improvements are critical in achieving aims set out in the Gosport Waterfront and Town Centre SPD, including the creation of a Gosport Lines Walk and to *provide high quality linkages that are safe, legible, welcoming and attractive*. They also play a role in achieving the Council's climate change and biodiversity ambitions set out in its Climate Change Strategy (2022) (see section 22.0 below).

Three areas have been identified with significant opportunities to enhance the character and appearance of the conservation area through public realm improvements. These are:

1. **The southern end of the scheduled northern rampart, and the Mumby Road (A32) entrance into the town centre.** This location presents an opportunity to deliver wide-ranging benefits including:
 - Improving the quality of the public realm on Forton Road / Mumby Road
 - Providing a pedestrian crossing, in connection with the implementation of the 'Gosport Lines Route'
 - Improving public access to the scheduled monument
 - Enhancing interpretation of the scheduled monument
 - Improved management of the monument.
 - Improving the setting of the former railway station

The proposals for the scheduled monument might consist of selective thinning of the dense, mature vegetation covering the monument in order to better appreciate and understand its form, and creating access to the railway tunnel. This would go hand in hand with interpretation to illustrate what one would have seen and experienced standing here when the Lines were complete and operational.

2. **Weevil Lane.** Currently a hard, unrelieved streetscape, it forms a section of the Millennium Promenade linking Haslar via the Ferry Terminal to Priddy's Hard. The introduction of additional avenue trees and biodiverse planting would improve the visual relationship between Weevil Lane, Mumby Road and Spring Garden Lane, create a more attractive pedestrian environment and improve its climate resilience by introducing shade and rainwater interception.
3. **Walpole Park Car Park.** The extent and form of this car park is harmful to the character and appearance of the Trinity Green and Walpole Park conservation area. On an average week day, it is only partly used. Should a review of town centre parking strategy identify an opportunity to reduce or remodel this car park, any new arrangements or proposals for the site should increase its biodiversity and ecology, and incorporate a trace of the outline of the demolished fortifications - for example, by avenues of trees, paving, planting or other combinations of urban and landscape design.

Looking more generally at the public realm within the conservation areas, pedestrian movement is impeded by a relative lack of safe crossing points, such as pelican or zebra crossings, across the major roads into Gosport from the west (Mumby Road, South Street and Walpole Road). This detrimentally impacts the pedestrian experience and limits one's ability to experience the Lines or St George Barracks as a continuous route between the three conservation areas. Two clear examples are the lack of a pedestrian crossing at the junction of Mumby Road (A32) and Spring Garden Lane, and the lack of connections between the north and south sides of Walpole Park across South Street. GBC should work with HCC as the local highways authority to develop proposals to install pedestrian crossing points in key locations. This would help to achieve a number of ambitions relating to the public realm set out in the Gosport Waterfront and Town Centre SPD.

Public realm improvements and urban design should be designed and delivered in a coordinated manner across the conservation areas.

24.0

Improving interpretation

Recommendation 008 – The Borough Council should work with its partners to improve public understanding of the Gosport Lines Conservation Areas through enhanced on-site and off-site interpretation measures.

Responsibility

Gosport Borough Council, Hampshire County Council, Historic England and other partners.

Explanation

Interpretation could and should be greatly enhanced, both physically and digitally. Visitors to the Gosport Lines or St George Barracks do not benefit from opportunities to understand the history and significance of these heritage assets. On-site interpretation is limited to handful of interpretation boards, some in obscure locations, and presented in an uncoordinated manner having been added at different times and by different bodies. Offsite interpretation is similarly uncoordinated, although some high-quality online resources have been produced in recent years through the Heritage Action Zone project.

Within the conservation area, this could take a more direct form such as display boards and trails, but could also be subtly incorporated into public realm improvements such as setting out the trace of the lost Lines through planting or paving. On-site interpretation would be greatly enhanced through efforts to improve public access to the fortifications. A project involving the selective thinning of vegetation across the southern end of the northern Lines (adjacent to Mumby Road) and the opening up of the railway tunnel in this location would help achieve several of the recommendations in this Management Plan (see section 20 above). This proposed project is reliant on engagement from the Oil and Pipelines Agency who own and manage this land.

In terms of off-site interpretation, a common digital platform or portal would provide the public and visitors with easier access to information about all the historic sites and attractions around Portsmouth Harbour, and encourage greater exploration of them.

Interpretation activities should as far as possible be undertaken in coordination with other heritage sites which collectively form the Portsmouth Harbour defences e.g. Priddy's Hard and Fort Brockhurst. They should emphasise the role of the Lines within the wider network of naval facilities and defences within and around Portsmouth Harbour. All opportunities should be taken to tie into wider campaigns and projects to improve interpretation around Portsmouth Harbour, offering opportunities to strengthen or foster new partnerships with organisations and stakeholders in the City of Portsmouth.

Enhanced on-site interpretation could be secured as part of the wider public benefits of any future development proposals affecting the conservation area, such as by way of a Section 106 agreement or Listed Building Consent condition.

All new on- and off-site interpretation materials should be presented in an accessible format.

25.0

Climate change adaptation and mitigation

Recommendation 009 – All new development within the Gosport Lines Conservation Areas should aim to achieve the highest standards of energy efficiency. The sustainable retrofit of existing buildings should be executed to an exemplary standard which avoids or minimises harm to heritage significance.

Recommendation 010 – The Borough Council, in consultation with other stakeholders including but not limited to Historic England and Natural England, should develop a coordinated plan for the design and placement of flood defences, taking account of the conservation of the character and appearance of the Lines Conservation Areas.

Responsibility

Gosport Borough Council, developers and building owners.

Explanation

Borough policy

Gosport Borough Council passed a resolution in 2020 to acknowledge climate change and the need for action (more information at this [link](#).) The Borough Council is working to achieve net-zero emissions across the Borough by 2050, in line with its legal duty under the Climate Change Act 2008, amended 2019. The urgent need for action is embedded in the Draft Gosport Borough Local Plan 2040 which identifies addressing climate change as an overarching priority.

The Borough Council recognises that Gosport is susceptible to six ‘high priority risks’ identified in the Government’s latest Climate Change Risk Assessment, namely:

- Flooding and coastal change
- Heat waves
- Water shortages
- Damage to ecosystems, soils and biodiversity
- Impacts on domestic and international food production
- New and emerging pests and diseases, and invasive non-native species.

If these risks are not managed, they will cause health problems, increase costs to the Council and to individuals and business, and degrade Gosport’s local environment. The greater the rise in average global temperatures, the harder it will be to manage these risks.

GBC Climate Change Strategy

The Borough Council’s Climate Change Strategy (adopted 2022, available at this [link](#)) makes it clear that the built environment has a major role to play in mitigating these high priority risks and achieving the Council’s net-zero ambitions. It sets out a range of ambitions for reducing domestic emissions across the Council’s own operations and across the Borough as a whole. This includes but is not limited to:

- behaviour change to reduce energy demand;
- achieving high energy efficiency standards for new buildings;
- retrofitting high standard energy efficiency measures in existing buildings;
- prohibiting the installation of gas and oil heating systems in new buildings; and, • retrofitting at least 7500 homes with non-fossil fuel based heating systems by 2030.

The Strategy also addresses the importance of preserving and restoring biodiversity and building climate resilience into ecosystems in the Borough. Its key ambitions for the Borough are:

- to understand the risks to habitats and species;
- to ensure that all new developments achieve a net gain in biodiversity;
- minimise non-climate change related pressures on at-risk habitats and species; and, • avoid habitat loss through sea level rise with new sea defences where possible.

The Gosport Lines Conservation Areas have an important role to play in helping to achieve these ambitions both in terms of the built environment and biodiversity. The conservation areas also have a major stake in doing so due to their particular susceptibility to the damaging effects of climate change due to their low-lying coastal location and as internationally-important wildlife habitats.

Design of new buildings and retrofit of existing

To achieve the Borough Council's targets, any new development within the conservation areas must achieve the highest levels of energy efficiency and rely on renewable energy sources for all heating and electricity demand.

The retrofitting of existing buildings is more complex due to the desirability of preserving and enhancing the character and appearance of the conservation area, and the need to preserve and enhance the significance of individual listed buildings. Poorly-planned retrofit measures could have detrimental effects on the special interest conservation area and individual listed buildings through visual impacts and/or fabric impacts. On the other hand, well-planned measures could achieve meaningful reductions in carbon emissions, improve the comfort of building users and reduce energy costs, while preserving the special interest of the listed building and conservation area, and securing the long-term viability of heritage assets by building in climate resilience.

To achieve successful retrofit measures, building owners should adopt a 'whole building approach', as endorsed by Historic England and other organisations. This approach seeks a balance between energy saving, maintaining a healthy indoor environment and sustaining heritage significance, all by understanding the building in its context. Because opportunities and constraints vary widely depending on context, the optimum solution in one case might be quite different in another. The 'whole building approach' ensures improvements are suitable, proportionate, timely, well-integrated, properly coordinated, effective and sustainable.

A range of tried and tested sensitive retrofit measures may be suitable in some buildings with the conservation area, including where appropriate improvements to historic windows, external or internal wall insulation, roof, loft and floor insulation, shading devices, on-site renewable energy sources such as air and ground-source heat pumps. Building owners should work closely with the Borough Council to understand the suitability of particular measures for individual buildings, particularly given the highly-graded status of many buildings in the conservation area.

A range of best-practice guides are now available regarding the sustainable retrofit of traditional buildings. Links to some of these are provided below:

[Historic England Advice Note 14. 2020. Energy Efficiency and Traditional Homes.](#)

[Historic England. 2018. Energy Efficiency and Historic Buildings: How to Improve Energy Efficiency.](#)

[Sustainable Traditional Buildings Alliance \(STBA\) Guidance Wheel.](#)

[Historic Environment Scotland. 2021. Guide to Energy Retrofit of Traditional Buildings.](#)

Creating climate resilient spaces

Walpole Park and the Cockle Pond are likely to be susceptible to the damaging impacts of climate change because of their low-lying, coastal location. The Cockle Pond has a tidal inlet and Walpole Park is only one to two metres above the high water mark.

A primary concern is the increasing likelihood of more frequent flooding events, which may require improved flood defences.

The design and positioning of any new flood defence systems should take account of the special interest of the conservation area. Along the harbour edge, this principally means designing it to maximise biodiversity and amenity benefits, and taking into account the setting of No. 1 Bastion and the archaeology or archaeological potential associated with the moats and fortifications.

Other measures to improve the climate resilience of the conservation areas, such as increased greening of the public realm discussed above, should be supported where the impacts upon the special interest of the conservation area are positive or of an acceptable level of harm.

In Walpole Park and elsewhere, a range of public realm improvements may be implemented in the coming years to build in resilience to the extreme weather events that climate change is making evermore likely. This may include the installation of sustainable drainage systems (SuDS) to reduce the risk of flooding from surface runoff. It may also include the planting of street trees and bushes due to their role in providing additional shade during heatwaves, rainwater interception during heavy downpours, their important role in carbon capture, and improving the biodiversity of the public realm.

When these measures are implemented, special attention should be paid to the preservation and enhancement of the character and appearance of the conservation area. Historic street surfaces and boundary treatments should be retained, and the setting of listed buildings and non-designated heritage assets should be preserved or enhanced. There are many opportunities for urban design proposals to preserve or enhance the historic built environment alongside building in climate resilience. For example, the 'greening' of Weevil Lane through the addition of more street trees could soften the rather hard, unrelieved streetscape whilst also delivering the many ecological and climate benefits that street trees provide.

26.0

Future regeneration

Recommendation 011 – Planning applications for new development within the conservation areas will be expected to enhance their character and appearance, biodiversity and permeability.

Responsibility

Gosport Borough Council, developers and landowners.

Explanation

The extensive landscape, heritage and ecological protections placed on the open spaces within the conservation areas, and the comprehensive redevelopment of the former St George Barracks site, mean that there very few opportunity sites remain for new development within the Gosport Lines Conservation Areas.

Should any proposals come forward for these locations, GBC will strongly resist any further loss of open space within the conservation areas, because of their historical role as the fields of fire, an integral element of the fortifications, their importance as the principal town centre amenity and events space, and their extensive ecological and biodiversity value and future potential.

Notwithstanding this strong presumption, there are three sites where aspects of existing character detrimentally affect the character and appearance of the conservation area, and may therefore be suitable for some future redevelopment. These are:

- Morrisons supermarket and car park
- Retail park on Creek Road
- Walpole Park Car Parks

Any new development on these sites should preserve and, preferably, enhance the character and appearance of the conservation areas by sensitively responding to the positive elements of character identified in this CAAMP. Key considerations are:

- Any new development should be kept low (one to three storeys including roofs) to preserve the sense of openness of the historic green spaces and the visual dominance of the remaining sections of the Lines. It is intrinsic to their original design and function that they were able to dominate surroundings and provide vantage points out over the field of fire and this highly significant historic characteristic of their setting should be conserved in the design, height and massing of any proposals that may affect this. The setting of the Scheduled Monuments are particularly sensitive to change and should be preserved or enhanced.
- Key views of designated heritage assets and focal points identified in this CAAMP should be preserved or enhanced, particularly the campanile of Holy Trinity Church.
- The material palette should positively respond to the prevailing character of buildings within the conservation area (i.e. brick, slate or plain tile, stone embellishments).
- The layout of buildings and the landscaping and urban realm should seek to reflect the historic trace of fortifications and integrate interpretation for the public to better understand the history of the Lines (for example but not limited to planting and or hard surfacing that reflects their historic course, choice of building names and/or information boards).
- Archaeology and archaeological potential should be considered and managed in compliance with Local Plan policy.
- Ecological and biodiversity value should be enhanced by development.

Developers and designers are strongly encouraged to engage with GBC as the local planning authority from an early stage to understand the feasibility of development on these or other sites, whether it would be in compliance with the Local Plan and national planning policy, and the ways in which development proposals could preserve and enhance the character and appearance of the conservation areas.

27.0

Boundary review

Recommendation 012 – In addition to adopting this CAAMP as part of the Local Development Framework, the Borough Council also designated the new Trinity Green and Walpole Park Conservation Area.

Responsibility

Gosport Borough Council

Summary of boundary review

Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on local planning authorities to review the boundaries of conservation areas from time to time. This process is typically and most effectively undertaken as part of a wider study of the character and appearance of the conservation area and the development of a management plan to preserve and enhance the conservation area's special interest.

Historic England's publication *Conservation Area Appraisal, Designation and Management* (Historic England Advice Note 1 (Second Edition 2019)) sets out criteria by which places can be assessed for inclusion in a conservation area. This advice has been used to assess the special architectural and historic interest of the Gosport Lines conservation areas and consider their extension.

In particular, from an analysis of the history of Gosport and discussion with stakeholders, a number of thematic elements have informed the development of these options:

- The Gosport Lines: their physical remains, their former alignment and footprint; their below grounds archaeological potential
- The Fields of Fire: the integral nature of open space outside the Lines to their design, function and legacy of the Lines.
- Earlier phases of development both within the Lines (e.g. Holy Trinity Church) and beyond them (e.g. Gosport Railway Station).
- Democratisation of the Lines: communal and civic history of Walpole Park, the Cockle Pond and football pitches
- Post-war redevelopment: comprehensive redevelopment of Gosport after the Second World War, its urban planning, architectural and landscape expression, and its historical interest.

The boundaries of this new conservation area capture elements of all over the prevailing themes that characterise the historic environment of the Gosport Lines and their subsequent redevelopment. This includes:

- No. 1 Bastion, the Cockle Pond, Trinity Close and the alignment of the Walpole Park Car Parks and Creek Road effectively reflect the historic course of the Lines. This is of historic interest in illustrating how this major landscape feature, though now mostly gone, continues to influence the form and layout of Gosport's townscape. Alongside the national importance of No. 1 Bastion as a scheduled monument, the other former sections of the Lines are likely to possess archaeological potential.
- The openness of Walpole Park (both the north and south sides) preserves evidence of the fields of fire, which extended through this area west and south of the Lines. The fields of fire were an integral part of the defensive network and the preservation of open space in their former location is of historic interest.
- The use of Walpole Park as a public recreation ground since 1868, and the use of Cockle Pond for international model yacht racing events since the 1920s, is of historic

interest in illustrating the democratisation of the Lines following recognition of their obsolescence by the military authorities. Alongside its historic interest, Walpole Park and Cockle Pond are of immense landscape, ecological and amenity value, providing vital public open space immediately adjacent to the town centre and creating a green buffer between the town centre to the east and the residential suburbs to the west.

- Exceptional views across Haslar Lake towards the historic naval facilities at Haslar are gained from the southern parts of Walpole Park. This creates a visual connection which is significant in heritage terms, linking one historic military site (the fields of fire) to others across the lake.
- The eastern part of the conservation area strongly reflects the influence of post-war redevelopment upon the townscape of Gosport, both in forming the setting of the locally listed Seaward and Harbour Towers, but also in the physical manifestation of Trinity Close as modest but attractive post-war housing blocks.
- Holy Trinity Church is one of the oldest surviving buildings in central Gosport, with its churchyard preserved on its original footprint. This building is of high historic and architectural interest both in a local context as Gosport's principal church and an early development just within de Gomme's Lines, but also in a national context due to the involvement of a renowned ecclesiastical architect in its refurbishment and extension (Sir Arthur Blomfield).
- The survival of Holy Trinity Church and its churchyard, Holy Trinity Vicarage and No. 1 Bastion in close proximity creates an historic enclave which provides a striking contrast to the post-war development of Gosport surrounding it, most overtly in the form of the locally listed towers. This historic enclave is highly informative of the character and appearance of Gosport prior to its post-war redevelopment but is also of high amenity value as an attractively landscaped and well-used public space.

For the reasons set out above, GBC adopted a new conservation area and management plan to recognise, preserve and enhance the multiple factors which contribute to the special historic and architectural interest of Trinity Green and Walpole Park.

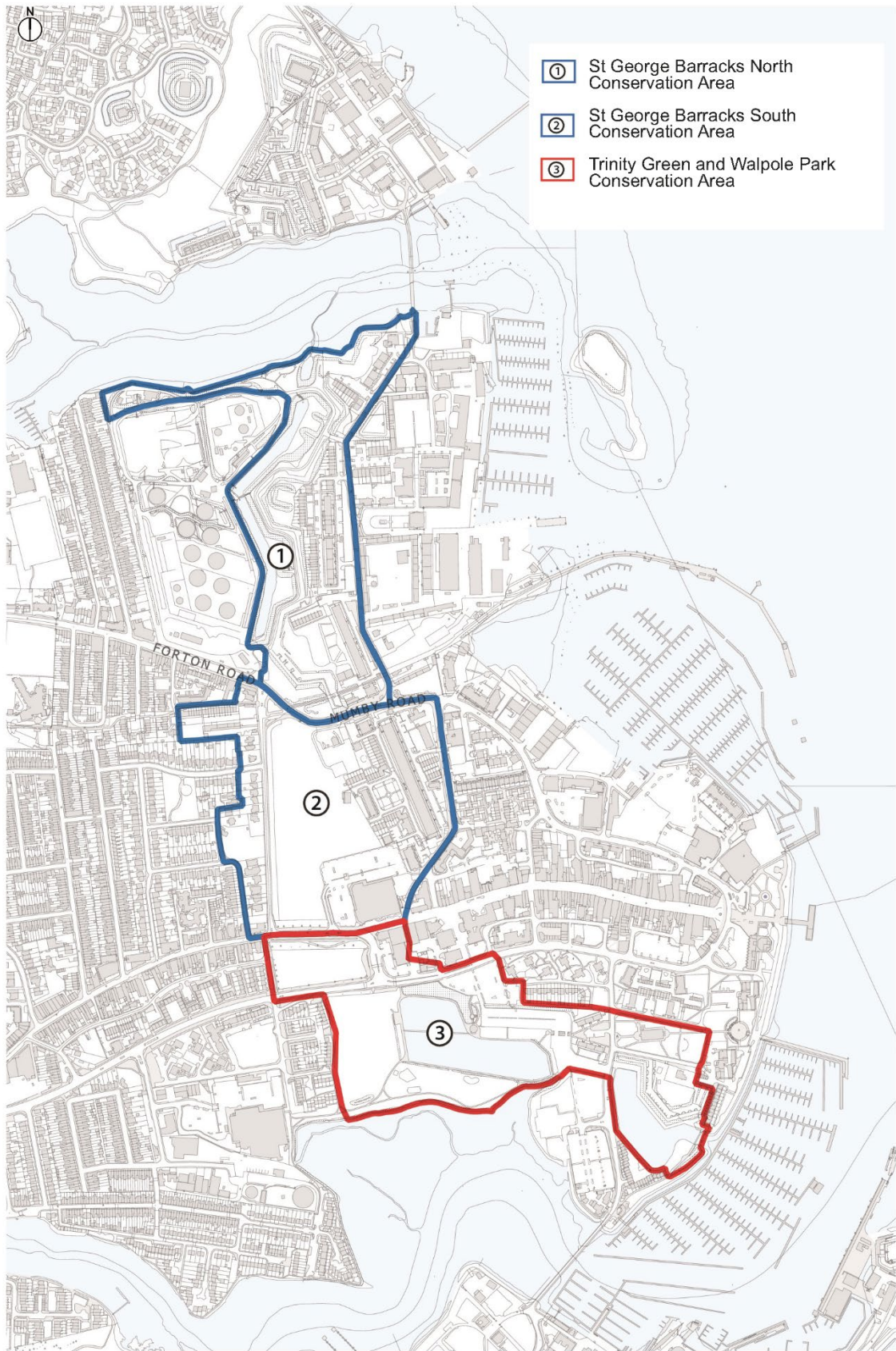


Figure 65 Map of the conservation area boundaries

Part 5

Supporting Information

28.0 Gazetteer of Designated Heritage Assets

The table below lists the designated heritage assets (listed buildings and scheduled monuments) and non-designated heritage assets within the Gosport Lines Conservation Areas. The names of listed buildings and scheduled monuments are presented as found on the National Heritage List for England, inclusive of mistakes and repetition.

Asset	Designation	List Entry Number (Listed buildings and scheduled monument)
St George Barracks North Conservation Area		
Fortifications n of mumby road	Scheduled Monument	1001850
BARRACK AND RAILINGS OPPOSITE ENTRANCE TO ROYAL CLARENCE YARD, ST GEORGE BARRACKS [Married Solders' Quarters north range]	Grade II	1233820
BARRACK AND ATTACHED RAILINGS NORTH OF OFFICERS' BARACKS, ST GEORGE BARRACKS [Married Solders' Quarters south range]	Grade II	1233819
OFFICERS' QUARTERS WITH ATTACHED BASEMENT AREA RAILINGS, ST GEORGE BARRACKS	Grade II	1233897
BOUNDARY RAILINGS EXTENDING FROM GUARD HOUSE APPROXIMATELY 300 METRES, ST GEORGE BARRACKS RAILINGS EXTENDING APPROXIMATELY 300 METRES NORTH AND OF GUARD HOUSE, ST GEORGE BARRACKS	Grade II	1233818
GUARD HOUSE AT ENTRANCE TO NORTH SECTION, ST GEORGE	Grade II	1233872

BARRACKS		
LAMP POST, STANDING IN A CENTRAL POSITION IN FRONT OF THE GATEWAY AT ST GEORGE BARRACKS	Grade II	1233821
BOUNDARY RAILINGS EXTENDING APPROXIMATELY 30 METRES TO WEST OF GUARD HOUSE ST GEORGE BARRACKS	Grade II	1276372
THRIFT SHOP AT ST GEORGE BARRACKS	Grade II	1233817
TWO GATE PIERS MARKING THE FORMER RAILWAY LINE TO SOUTH EAST OF RAILWAY INN	Grade II	1276416
Officers Gardens, St George Barracks North	Locally listed park and garden	-
Brick sheds north of Oil Fuel Depot (c.late 1800s)	Non-designated heritage asset.	-
St George Barracks South Conservation Area		
RAILWAY STATION OLD TERMINAL	Grade II*	1234062
PILLAR BOX, IMMEDIATELY IN FRONT OF THE STATION FORECOURT RAILINGS, IN A CENTRAL POSITION	Grade II	1276303
RAILWAY INN AND SPRING GARDEN COTTAGE	Grade II	1234063
WALL AND RAILINGS FORMING ENTRANCE SCREEN TO GOSPORT STATION	Grade II	1276304
Gymnasium, St George Barracks	Grade II	1109982
SERGEANT'S MESS AND ATTACHED BASEMENT AREA RAILINGS, ST GEORGE BARRACKS	Grade II	1233823

MAIN BARRACK BLOCK AND ATTACHED AREA RAILINGS, ST GEORGE BARRACKS	Grade II	1233824
BOUNDARY RAILINGS APPROXIMATELY 400 METRES TO NORTH AND EAST SIDES OF ST GEORGE BARRACKS	Grade II	1233030
HOSPITAL TO WEST OF MAIN BARRACK BLOCK AT ST GEORGE BARRACKS	Grade II	1109983
RAILWAY HOTEL	Grade II	1234458
Barracks chapel (c.1900?), St Georges Walk	Non-designated heritage asset.	-
2 and 4 Stoke Road	Non-designated heritage asset.	-
1 Spring Garden Lane	Non-designated heritage asset.	-
2 Spring Garden Lane	Non-designated heritage asset.	-
3 Spring Garden Lane	Non-designated heritage asset.	-
4 Spring Garden Lane	Non-designated heritage asset.	-
5 Spring Garden Lane	Non-designated heritage asset.	-
11 Spring Garden Lane	Non-designated heritage asset.	-
13 Spring Garden Lane	Non-designated heritage asset.	-
Boundary railings to north, south and west sides of St George's Playing Fields	Non-designated heritage asset.	-
Trinity Green and Walpole Park Conservation Area		
Fortifications S of Trinity Church	Scheduled Monument	1001849
CHURCH OF THE HOLY TRINITY	Grade II*	1234065
HOLY TRINITY VICARAGE	Grade II	1234537

29.0 Methodology

29.1 Designation and management of conservation areas

What are conservation areas?

Conservation areas are areas of 'special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance' – in other words, they exist to protect the features and the characteristics that make a historic place unique and distinctive.

- They were introduced by the Civic Amenities Act 1967. They need to have a definite architectural quality or historic interest to merit designation.
- They are normally designated by the local planning authority, in this case Selby District Council.

Effects of conservation area designation

- The Council has a duty, in exercising its planning powers, to pay special attention to the desirability of preserving or enhancing the character or appearance of the area.
- Designation introduces some extra planning controls and considerations, which exist to protect the historical and architectural elements which make the areas special places.
- To find out how conservation areas are managed and how living in or owning a business in a conservation area might affect you, see Historic England's guidance pages on [Conservation Areas](#) and [Works in a Conservation Area](#).

29.2 Best practice

Two Historic England publications provided relevant and widely-recognised advice that informed the methodology employed to prepare the appraisal:

- [Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1 \(Second edition\), English Heritage \(2019\)](#)
- [The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 \(Second Edition\) 2017](#)

Other documents and sources that were consulted are listed in [section 7.4](#) below.

29.3 Process

The appraisal of the conservation area involved the following steps:

- A re-survey of the area and its boundaries;
- A review of the condition of the area since the last appraisal was undertaken to identify changes and trends;
- Identification of views which contribute to appreciation of the character of the conservation area;
- A description of the character of the area and the key elements that contribute to it;
- Where appropriate, the identification of character areas where differences in spatial patterns and townscape are notable that have derived from the way the area developed, its architecture, social make-up, historical associations and past and present uses;
- An assessment of the contribution made by open space within and around the conservation area
- Identification of heritage assets and detracting elements; and, • Recommendations for future management of the conservation area.

29.4 Heritage assets

The appraisal identifies buildings, structures, sites, places and archaeology which contribute to the character and appearance of the conservation area, and those that do not. These include:

- **Statutory listed buildings** are buildings and structures that have, individually or as groups, been recognised as being of national importance for their special architectural and historic interest. The high number of nationally listed building plays an important part in the heritage significance of many of district's conservation areas. Listed buildings are referred to as designated heritage assets. The location and grade of listed buildings in this conservation area are taken from GIS files from the National Heritage List for England, which is maintained by Historic England (<https://historicengland.org.uk/listing/the-list/>).
 - **Scheduled monuments** are nationally important archaeological sites (and sometimes historic buildings and structures) that are given legal protection against unauthorised change. Scheduled monuments are designated heritage assets. The location and details of any scheduled monuments in this conservation area have been taken from GIS files from the National Heritage List for England, which is maintained by Historic England (<https://historicengland.org.uk/listing/the-list/>).
 - There are many **unlisted buildings, structures, sites, places and archaeology** that contribute to the character and appearance of the conservation area. These have been identified using GBC's standard methodology for the identification and designation of locally listed buildings, parks and gardens. This is summarised below, with one key difference being that the assets identified in this CAAMP are located within a conservation area, rather than outside of one:
 - The locally listed buildings are considered to be of historic architectural or townscape value located outside Conservation Areas which contribute to the character of the Borough.
 - One primary criterion and a number of subsidiary criteria are used to determine inclusion on the List.
 - The primary criterion is the age and condition of the building:
 - Post 1950: Completed and unaltered and of significant landmark value
 - 1914-1950: Substantially complete and unaltered
 - 1840-1914: Only affected by reversible minor alterations
 - 1700-1840: All buildings where the style and form is clearly identifiable and there is the potential to restore the building and for it to make a positive contribution to its setting.
 - Pre-1700: All buildings retaining more than 25% evidence of structural remains.
 - Pre-1600: All surviving structures
- In addition to the primary criterion at least one of the following criteria would also need to be met to ensure inclusion on the List. Two criteria would need to be met for buildings post dating 1914.
- Historical association
 - Part of the Historic Socio-Economic Development of an Area
 - Architectural Importance
 - Townscape significance
 - Buildings in the noted publications on historic buildings in Hampshire.
- The Local List of Heritage Assets and detailed designation criteria can be found here: [Conservation and Design - Gosport Borough Council](#)

29.5 Areas of weakened character

Not every aspect of the conservation area will contribute to the characteristics that make it special. In this appraisal these are identified on the character area maps as 'areas of weakened character'. These might be buildings, structures, landscapes, sites or places. They may not contribute to the defined character and appearance of the conservation area by virtue of:

- inappropriate scale or massing
- poor quality materials or detailing
- extent and nature of alterations
- negative impact on the character and appearance of streetscape or landscape
- poor relationship to neighbouring buildings and spaces
- not reflecting historic plot boundaries and street patterns
- impact of poor-quality elements such as street clutter and furniture and hard landscaping

29.6 Views

The methodology applies best practice from Historic England's advice document [*The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 \(Second Edition\) 2017*](#). Central to this is an analysis of the 'significance' of each view in terms of its historical, architectural, townscape, aesthetic and community interest, and of the key landmarks or heritage assets visible within it.

29.7 Statement of community engagement

Following initial stakeholder consultation, public consultation for the designation of the new Trinity Green and Walpole Park Conservation Area and draft Conservation Area Appraisal and Management Plan ran for 4 weeks and was widely accessible, using a variety of inclusive communication methods to meet the needs of diverse stakeholders in keeping with the Council's Statement of Commitment to Equality & Diversity and Statement of Community Involvement.

Consultation methods included contacting land and property owners in the area; local interest groups; using social media, and following the Council's normal methods of communication with residents to gather as many comments as possible in addition to an online exhibition of information. The comments and suggestions received were fed into the final report, as appropriate.

30.0 Definitions

The following tables set out the definitions of important terms used within the Conservation Area Appraisal and Management Plan. It is important both to agree both the term and the accompanying definition at the start of the project and across all the documents to help consistency.

HISTORIC ENVIRONMENT	
Term	Definition
At risk:	an historic building, structure, landscape, site, place or archaeology, which is threatened with damage or destruction by vacancy, decay, neglect or inappropriate development
Designated heritage asset	buildings, monuments, sites, places, areas, landscapes or archaeology that are protected by legislation: World Heritage Site, Scheduled Monument, Listed Building, Registered Park and Garden, Registered Battlefield and Conservation Area
Non-designated heritage asset –	a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, but which does not have the degree of special interest that would merit designation at the national level, e.g. listing. Any buildings, structures, landscapes, sites, places and archaeology which make a positive contribution to the character or appearance of conservation areas are considered non-designated heritage assets.
Setting:	the aspects of the surroundings of an historic building, structure, landscape, site, place, archaeology or conservation area that contribute to its significance
Significance:	the special historical, architectural, cultural, archaeological or social interest of a building, structure, landscape, site, place or archaeology – forming the reasons why it is valued

STREETSCAPE/LANDSCAPE ELEMENTS AND WAYS OF DESCRIBING THEM	
Term	Definition
Active frontage:	ground floor level frontages that are not blank, in order to encourage human interaction. For example, windows, active doors, shops, restaurants and cafes.

Amenity:	elements that contribute to people's experience of overall character or enjoyment of an area. For example, open land, trees, historic buildings and the interrelationship between them, or less tangible factors such as tranquillity
STREETSCAPE/LANDSCAPE ELEMENTS AND WAYS OF DESCRIBING THEM	
Term	Definition
Building line:	the position of buildings relative to the edge of a pavement or road. It might be hard against it, set back, regular or irregular, broken by gaps between buildings, or jump back and forth
Enclosure:	the sense in which a street feels contained by buildings, or trees
Historic plot:	for the purposes of this document, this means the land and building plot divisions shown on nineteenth-century Ordnance Survey maps
Landmark:	a prominent building or structure (or sometimes space). Its prominence is normally physical (such as a church spire) but may be social (a village pub) or historical (village stocks)
Legibility:	the ability to navigate through, or 'read', the urban environment. Can be improved by means such as good connections between places, landmarks and signage
Massing:	the arrangement and shape of individual or combined built form
Movement:	how people and goods move around – on foot, by bike, car, bus, train or lorry
Public realm:	the publicly-accessible space between buildings – streets, squares, quaysides, paths, parks and gardens – and its components, such as pavement, signage, seating and planting
Roofscape:	the 'landscape' of roofs, chimneys, towers, spires etc.
Streetscape:	the 'landscape' of the streets – the interaction of buildings, spaces and topography (an element of the wider townscape, see below)
Townscape	the 'landscape' of towns and villages – the interaction of buildings, streets, spaces and topography

Urban grain:	the arrangement or pattern of the buildings and streets. It may be fine or coarse, formal or informal, linear, blocky, planned, structured or unstructured
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ARCHITECTURAL PERIODS/STYLES	
Term	Definition
Georgian	dating to between 1714 and 1830, i.e. during the reign of one of the four Georges: King George I to King George IV.
Victorian	Dating to between 1837 and 1901, i.e. during the reign of Queen Victoria.
Edwardian	correctly refers to the period from 1901 to 1910, the reign of King Edward VII, but often used in a more general way to refer to the whole period from 1900 to 1914.

BUILDING MATERIALS	
Term	Definition
English bond brickwork:	an arrangement of bricks with courses showing the short side (headers) separating courses showing the long side (stretchers)
Flemish bond brickwork:	an arrangement of bricks in which the short side (headers) and long side (stretchers) alternate in each course
Hipped roof:	a pitched roof with four slopes of equal pitch
Pitched roof:	a roof with sloping sides meeting at a ridge. Include m-shaped roofs, hipped roofs and semi-hipped

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