



Gosport Waterfront and Town Centre Supplementary Planning Document

Companion Document: Background Study

March 2018



GOSPORT
Borough Council

Gosport Waterfront and Town Centre SPD Companion Document: Background Study

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1 Introduction.

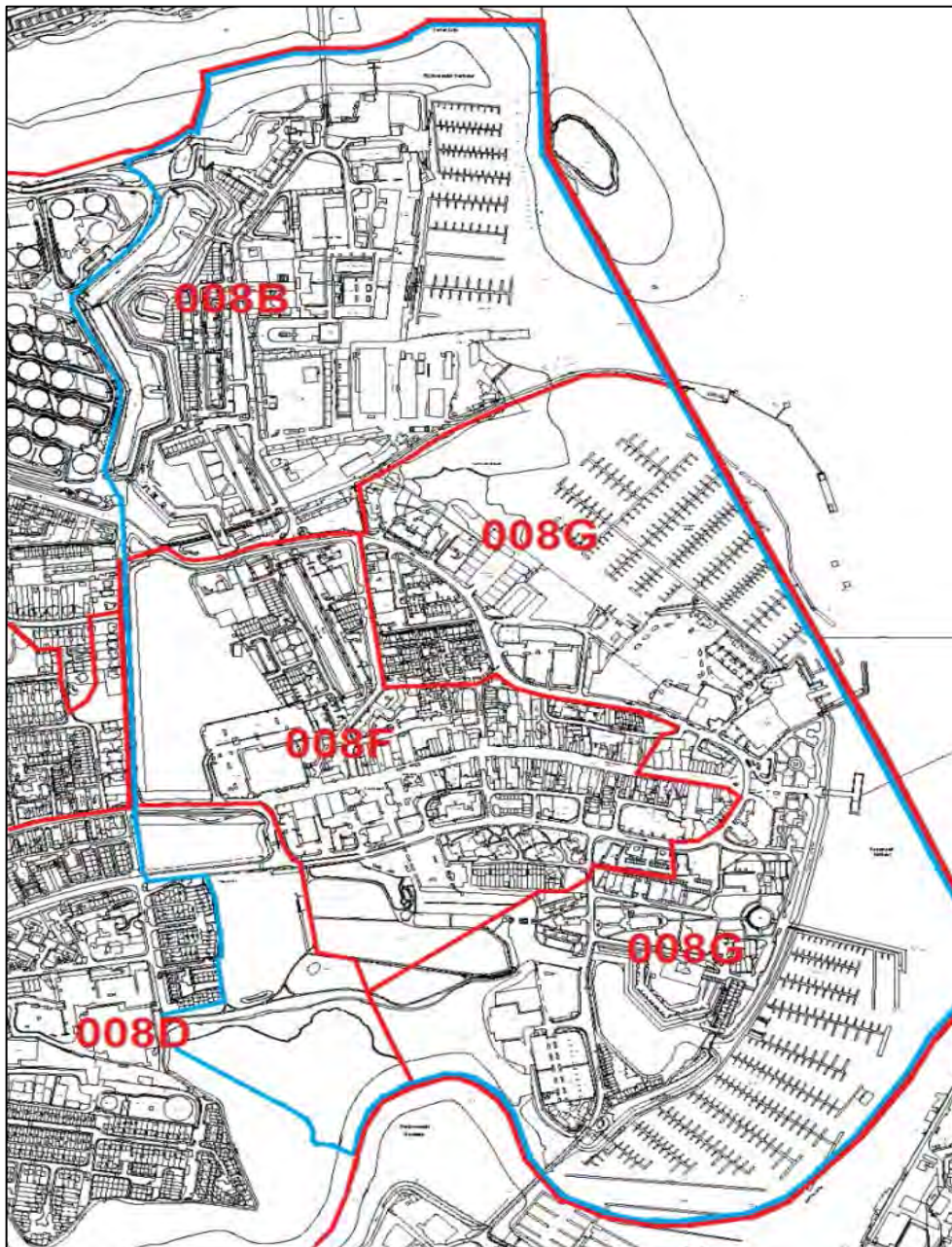
- 1.1 This document is a background study to the Gosport Borough Town Centre and Waterfront Supplementary Planning Document (SPD).
- 1.2 The study sets out the relevant local and national policy context and includes background information used in the Gosport Waterfront and Town Centre SPD.
- 1.3 The document contains statistical information including an analysis of Census information and the Indices of Multiple Deprivation as well as supporting information relating to:
 - land use;
 - employment and economy;
 - retail and town centre uses;
 - residential;
 - design and heritage matters;
 - accessibility considerations;
 - car parking survey results and assessment;
 - nature conservation issues including key findings of the Habitats Regulations Assessment Report; and
 - flood risk information.

2 Demographic Characteristics of the SPD Area

Total population

- 2.1 The area covered by the SPD is approximately 130 hectares with almost 4km of waterfront. The 2011 Census breaks information down to Lower Super Output Area¹ (LSOA) level. The SPD area is covered by four LSOA's (see Plan 1). Two of these LSOAs (008F, 008G) are entirely within the SPD area; whilst a third (008B) is split between the SPD area and the neighbouring area of Forton; and the fourth (008D) contains only part of Walpole Park and no dwellings so is not counted for this purpose.

Plan 1: LSOA boundaries in the Town Centre and Waterfront



¹ These represent areas smaller than wards.

2.2 Based upon the numbers of properties in each area it is possible to work out the split of population for the LSOA which overlaps with Forton. The population estimate for the SPD area is 3403 people, living in 2058 dwellings giving an average household size of 1.65. By comparison the Borough of Gosport as a whole has an average household size of 2.32 people.

Table 1a: SPD area population

LSOA Area	Total population	Total dwellings	Ave household size	No of dwellings in SPD area	Population in SPD area
008B	2270	1255	1.81	600 ²	1086 ³
008F	1109	642	1.72	642	1109
008G	1208	816	1.48	816	1208
				2058	3403

2.3 The average density of dwellings within the Waterfront and Town Centre area varies from 25.5 dwellings per hectare (008b) to 32.4 dwelling per hectare (008G). It is important to note that this does not reflect the dense built-up nature of parts of the SPD which are occupied by commercial uses rather than residential uses. Nonetheless the overall density is perhaps surprisingly low for a historic town centre area and may reflect also the extent of open spaces within and around the Town Centre.

Table 1b: Dwelling density in the SPD Area

LSOA Area	No of dwellings in SPD area	Area (Ha)	Dwelling density (dwellings per ha)
008B	600	23.5	25.5
008F	642	26.6	24.1
008G	816	25.2	32.4

2.4 The table below looks to calculate the population density for the SPD area once the planned dwellings from the Local Plan have been taken into account. These estimates included the 900 allocated for the town centre and waterfront and the 105 dwellings permitted outstanding at Royal Clarence Yard. The assumption is that the household sizes remain the same. Note that household sizes are already smaller than the Borough average. Household sizes reflect the type of development proposed. This should be seen as more likely to be an upper level of population estimates given that it may be more difficult than previously considered to reach this 900 figure as a number of assumptions affecting levels of development have changed.

² Estimate based upon numbers permitted at RCY and adjusted address search figures.

³ Estimate based on estimated no of dwellings calculated against the average household size for the LSOA.

Table 2a: Predicted SPD area population (based on current Local Plan allocation)

LSOA area	Existing dwellings	Planned additional	Estimated no. dwellings by 2029	Ave household size	Estimated population by 2029
008B	600	105	705	1.81	1,276
008F/ 008G	1,458	900	2,358	1.59 ⁴	3,749
Total	2,058	1,005	3,063	-	5,025

Table 2b: Dwelling density in the SPD Area

LSOA Area	Estimated no. dwellings by 2029	Area (Ha)	Dwelling density (dwellings per ha)
008B	705	23.5	30
008F/008G	2,358	51.8	45.5
Total	3,063	75.3	40.7

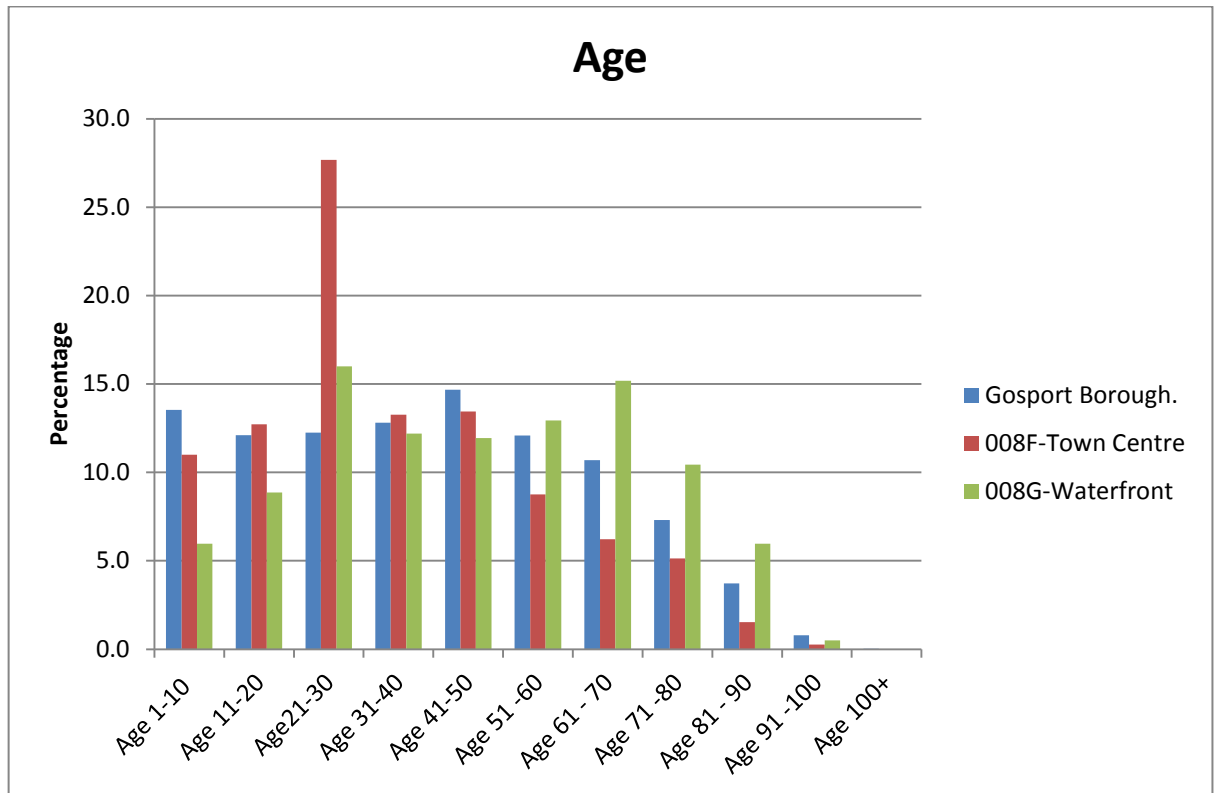
- 2.5 Once the additional dwellings have been taken into account the total number of dwellings provided rises to 3063, and the population to 5,025 resulting in an average household size of 1.64.
- 2.6 The proposed increase in the number of households in the Town Centre and Waterfront is a key factor identified in the Development Strategy (Section 4 of the SPD). The balance of providing new jobs and other improvements as well as new homes reflects the importance of the Town Centre and Waterfront as a focal point to the Borough, and the need to ensure a vibrant and balanced community in this location.

Age Profile

- 2.7 Figure 1 below compares the two LSOA areas which entirely fall within the Town Centre and Waterfront area with each other and the average figures for the Borough.

⁴ From Table 1a $(1,109+1,208)/(642+816)=1.59$

Figure 1: Age profile of LSOAs 008F and 008G in the Town Centre and Waterfront area compared with the average for the Borough as a whole.



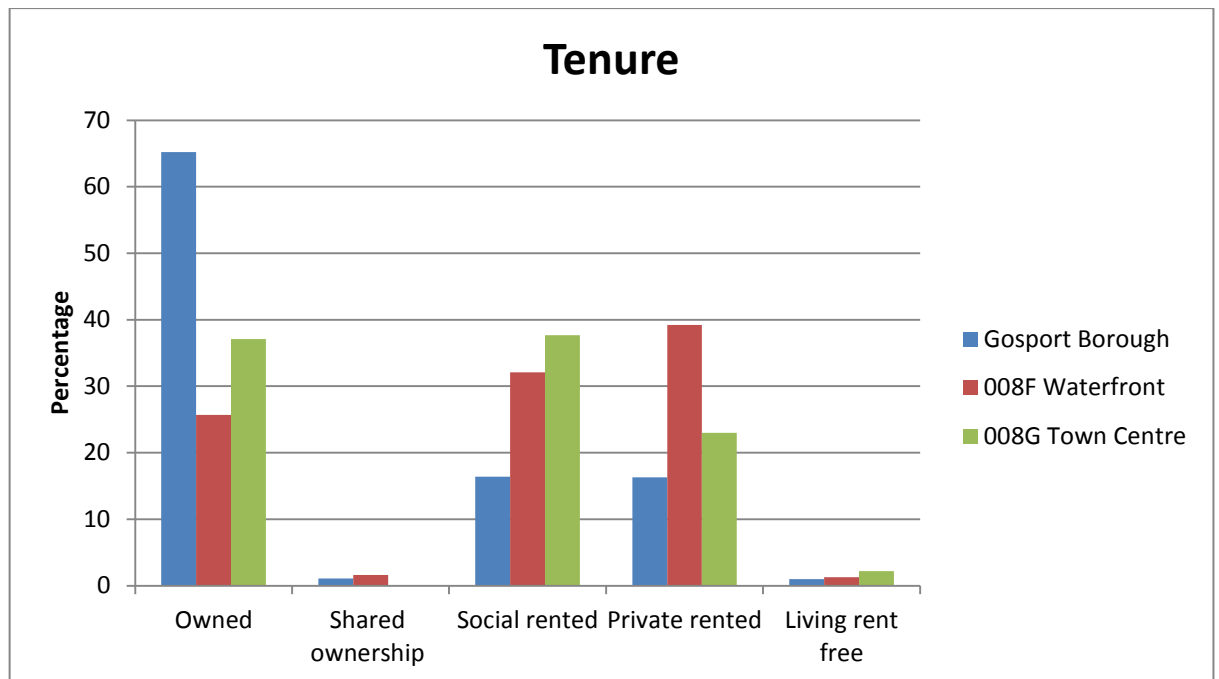
- 2.8 Figure 1 highlights that the town centre in particular but also the waterfront has a much higher proportion of people in the 21 -30 age group than the Borough overall. In both LSOA areas the proportion of people in the 41 -50 age group is lower than for the Borough as a whole where this age group is the largest in the Borough. The population of the town centre area is characterised by younger people reflecting the higher proportion of cheaper smaller properties.
- 2.9 The high proportion of younger households in this area of the Borough highlights that there is a need to ensure that there are sufficient new and varied employment and training opportunities. The high proportion of younger households will also inform the approach taken in regard to the provision of leisure and infrastructure facilities in order to cater for the existing and expected residents of the area.
- 2.10 There is also a higher than Borough average of proportion of residents over 51 in the Waterfront area, particularly with the 61-70 age range. This group makes up the second highest proportion of residents in this area compared with 7th in the Borough as a whole. The Town Centre on the other hand has a significantly lower than average proportion of residents over 51.

3 Household Characteristics

Housing Tenure

- 3.1 Based on the 2011 Census the two LSOA's within the town centre have much higher levels of social and private rented property and much lower levels of ownership than the Borough as a whole (Figure 2).
- 3.2 The future mix of tenures in the town centre and waterfront needs to reflect the requirements of the future residents. Part 4 (D) of the SPD sets out the need to provide for a mix of homes of different types and tenures and the importance of securing affordable homes.

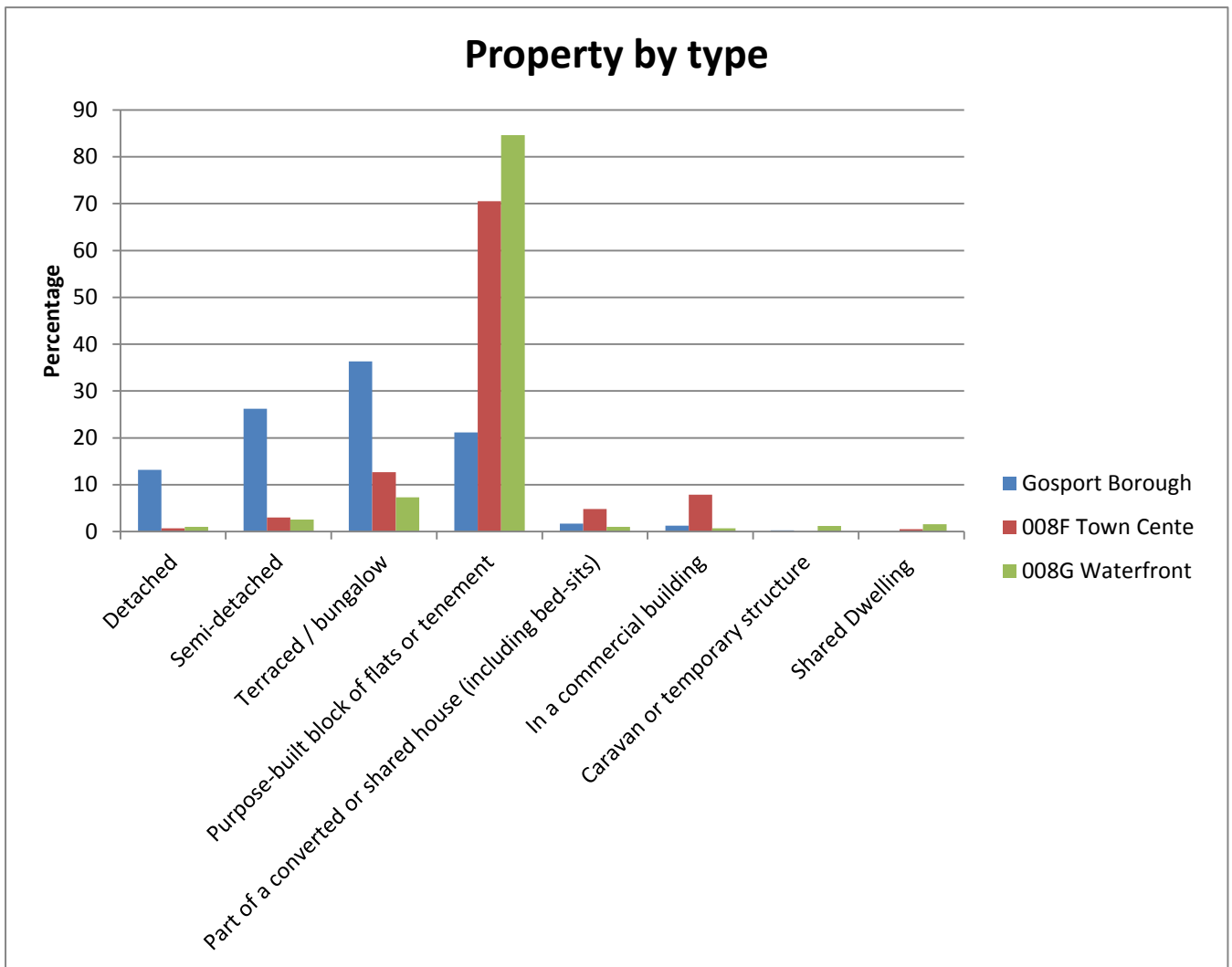
Figure 2 Tenure of housing in the Town Centre and Waterfront areas compared with the Borough as a whole



Type of housing.

- 3.3 Figure 3 below shows the split of types of dwelling for Gosport Borough as a whole compared with the two LSOA's which fall within the SPD area. In the Borough as a whole there is a much greater variety of types of dwellings, whereas the SPD areas is characterised by flatted development partly reflecting aspects of the post war reconstruction of Gosport where this type of property was favoured as well as viability / economic trends which favour higher density development in town centre and waterfront areas.

Figure 3 Housing types in the Town Centre and Waterfront areas compared with the Borough as a whole

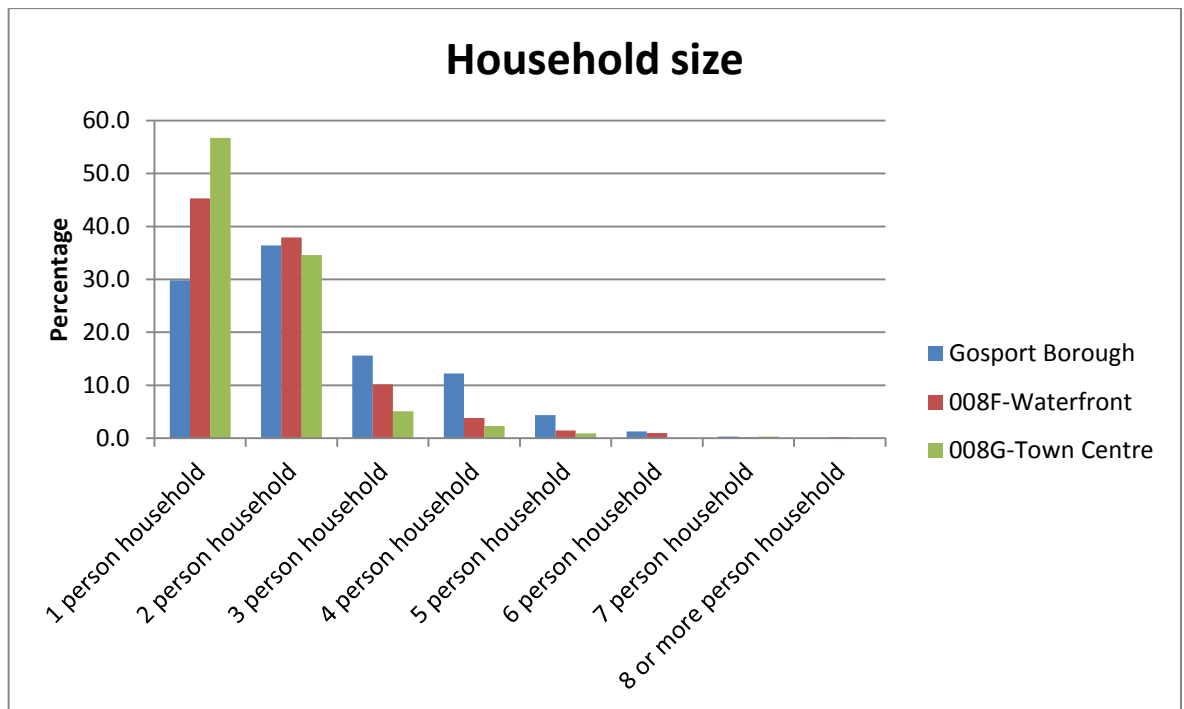


3.4 As can be seen there is a predominance of smaller properties in the town centre and waterfront. The SPD will need to encourage a wider mix of property types to allow people to stay in the area as their circumstances change. This is reflected in the objectives of part 4 (D) of the SPD.

Size of households

3.5 Both of the LSOA's are dominated by smaller households with 1 and 2 person households making up the majority of the households within the town centre area (Figure 4). This is largely down to smaller flatted properties being the most common form of household within the town centre.

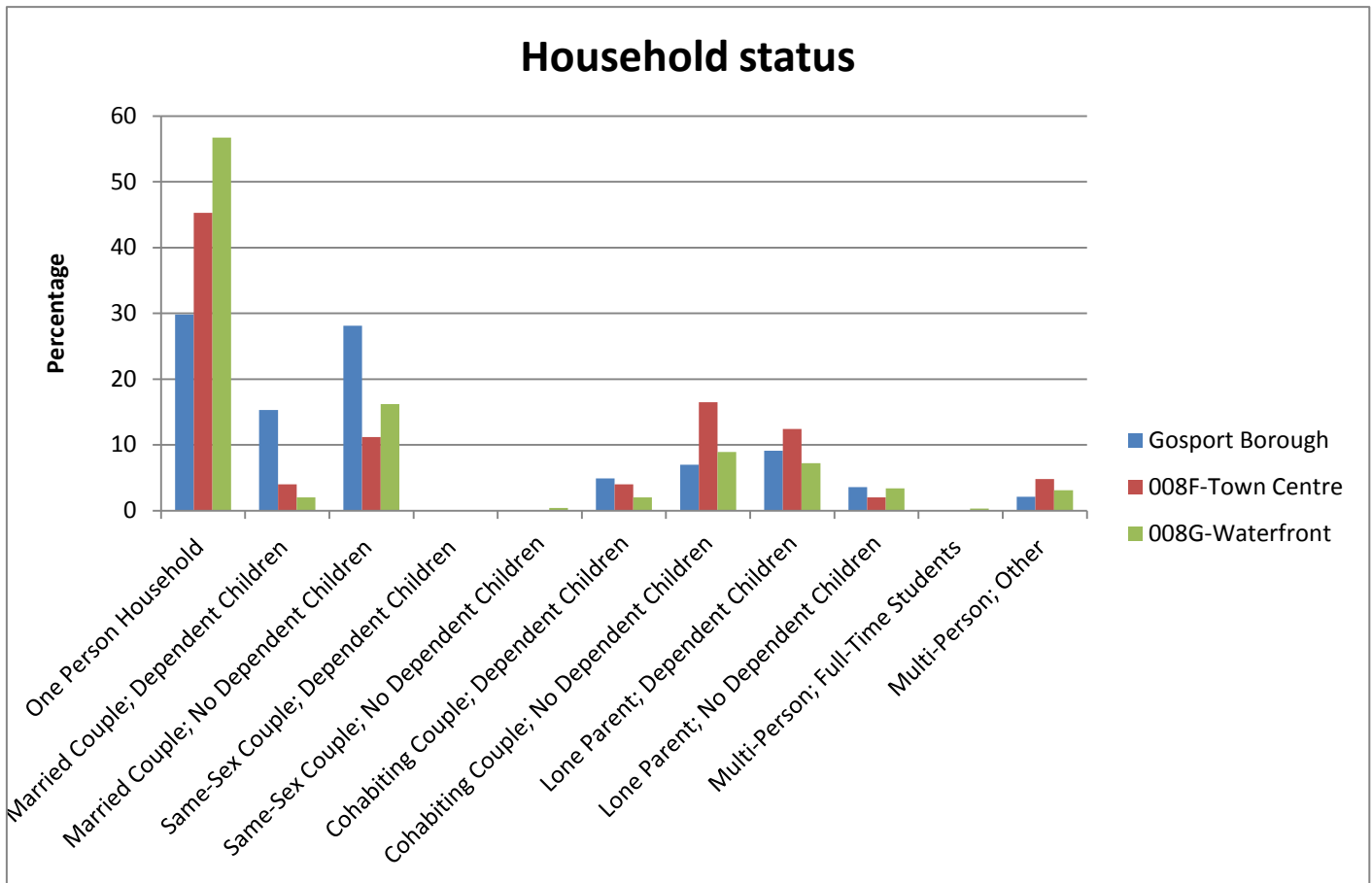
Figure 4 Household sizes in the Town Centre and Waterfront areas compared with the Borough as a whole



Household type

3.6 The majority household type for the two town centre LSOA's is one person households with couples without children making up the next largest group (Figure 5).

Figure 5: Household types in the Town Centre and Waterfront areas compared with the Borough as a whole



3.7 The numbers of single person households are much greater within the town centre and waterfront than in general across the Borough reflecting the dominance of smaller properties.

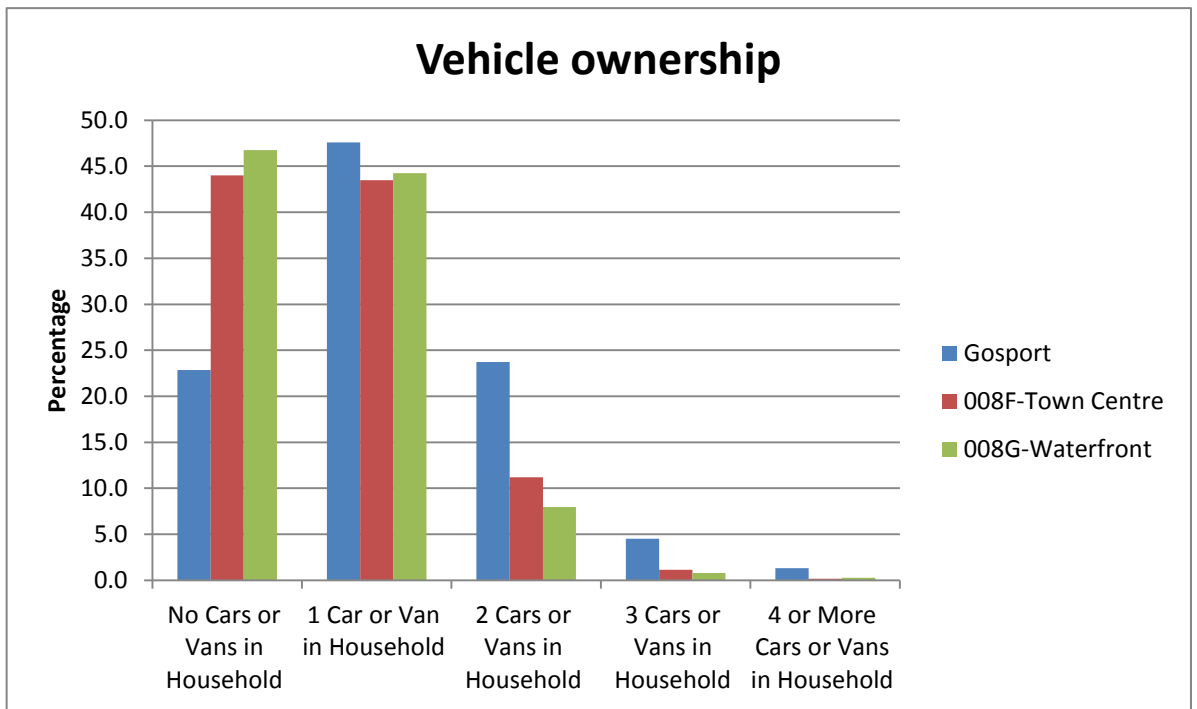
3.8 The needs of single person households needs to be reflected in the types employment, recreation, leisure and shopping facilities. Part 4 of the SPD looks to encourage a good mix of uses to create a vibrant community.

Access to cars and vans in the town centre.

3.9 It can be seen from Figure 6 that the number of households without access to a car or van is much higher in the two town centre LSOA’s than across the Borough generally with approximately 45% of households not having a car or van, double the Borough average. The levels of one vehicle households are similar whilst the level of households with 2 or more cars or vans is less than half the average for the Borough.

3.10 The large proportion of households with lower than average accessibility to a car or van emphasises objectives 4B and 4E of the SPD to create new employment opportunities in the town centre and waterfront and to improve accessibility.

Figure 6: Vehicle ownership in the Town Centre and Waterfront areas compared with the Borough as a whole



4 Deprivation Indices

Indices of Multiple Deprivation (2015)

- 4.1 The Government produces Indices of Multiple Deprivation (IMD). The IMD uses the same Lower Super Output Areas as used in the Census. Each Lower Super Output Area (LSOA) in the Country is ranked from 1 to 32,844. A lower score equates to a higher level of deprivation whilst a higher score equates to a lower level of deprivation.
- 4.2 The index of multiple deprivation is made up of a combination of different elements. These elements are divided up between 7 domains. The domains are combined using the following weights:
- Income Deprivation (22.5%)
 - Employment Deprivation (22.5%)
 - Education, Skills and Training Deprivation (13.5%)
 - Health Deprivation and Disability (13.5%)
 - Crime (9.3%)
 - Barriers to Housing and Services (9.3%)
 - Living Environment Deprivation (9.3%)
- 4.3 For the analysis in this report the following LSOAs⁵ within or adjacent to the Town Centre and Waterfront SPD area are used.
- Wholly within SPD area
- Gosport 008G (Waterfront)
 - Gosport 008F (Town Centre)
- Residential areas partially within SPD area
- Gosport 008B (RCY and Forton)
- Adjacent the SPD area
- Gosport 008D (South of South Street)⁶
- Gosport 008A (North of Stoke Road)
 - Gosport 005E (Priddy's Hard)
 - Gosport 010B (Haslar Peninsula)
- 4.4 Further details regarding the domains and analysis of the SPD areas are contained in Appendix 1.
- 4.5 All three LSOAs within the SPD area are within the 25% most deprived areas in the Country with the Town Centre and Waterfront LSOAs within the 15% most deprived LSOAs (Table 3). The adjacent area south of South Street is within the 10% most deprived.

⁵ The LSOA's do not have official names and those used in this report are descriptions applied to assist understanding.

⁶ Part of this LSOA (part of Walpole Park) falls within the SPD area but no residential areas.

Table 3: Index of Multiple Deprivation (IMD) in the Town Centre and Waterfront.

Inside SPD area		
LSOA	Description	IMD rank
008F	Town Centre	4,481
008G	Waterfront	4,602
008B	RCY and Forton	8,029
Adjacent SPD area		
LSOA	Description	IMD rank
008D	South of South Street	2,550
008A	North of Stoke Road	12,214
005E	Priddy's Hard	19,311
010B	Haslar Peninsula	24,606

4.6 The overall deprivation score within the Town Centre and Waterfront LSOA areas shows that there is more than just a single issue causing deprivation within these areas and that a wide range of issues need to be tackled. Appendix 1 of this report includes a more detailed analysis of the various components of multiple deprivation. It highlights that:

- The Waterfront area is affected by various forms of deprivation including: children affected by income deprivation (within the 10% most deprived LSOAs in the country); employment (15%); housing (15%); income (20%); education (20%) and health (20%).
- The Town Centre LSOA also experiences multiple deprivation with education being the most acute when compared with other LSOA's nationally as it is within 10% of the most deprived areas in the Country. Other forms include: health (15%); housing (15%) and children affected by income deprivation (15%).
- The RCY/Forton LSOA does not feature within the 20% most deprived for any of the categories except children affected by income deprivation which is within 15% of the most deprived;
- Adjacent areas to the SPD also face deprivation and need to be taken into consideration when considering future land uses in the SPD Area.

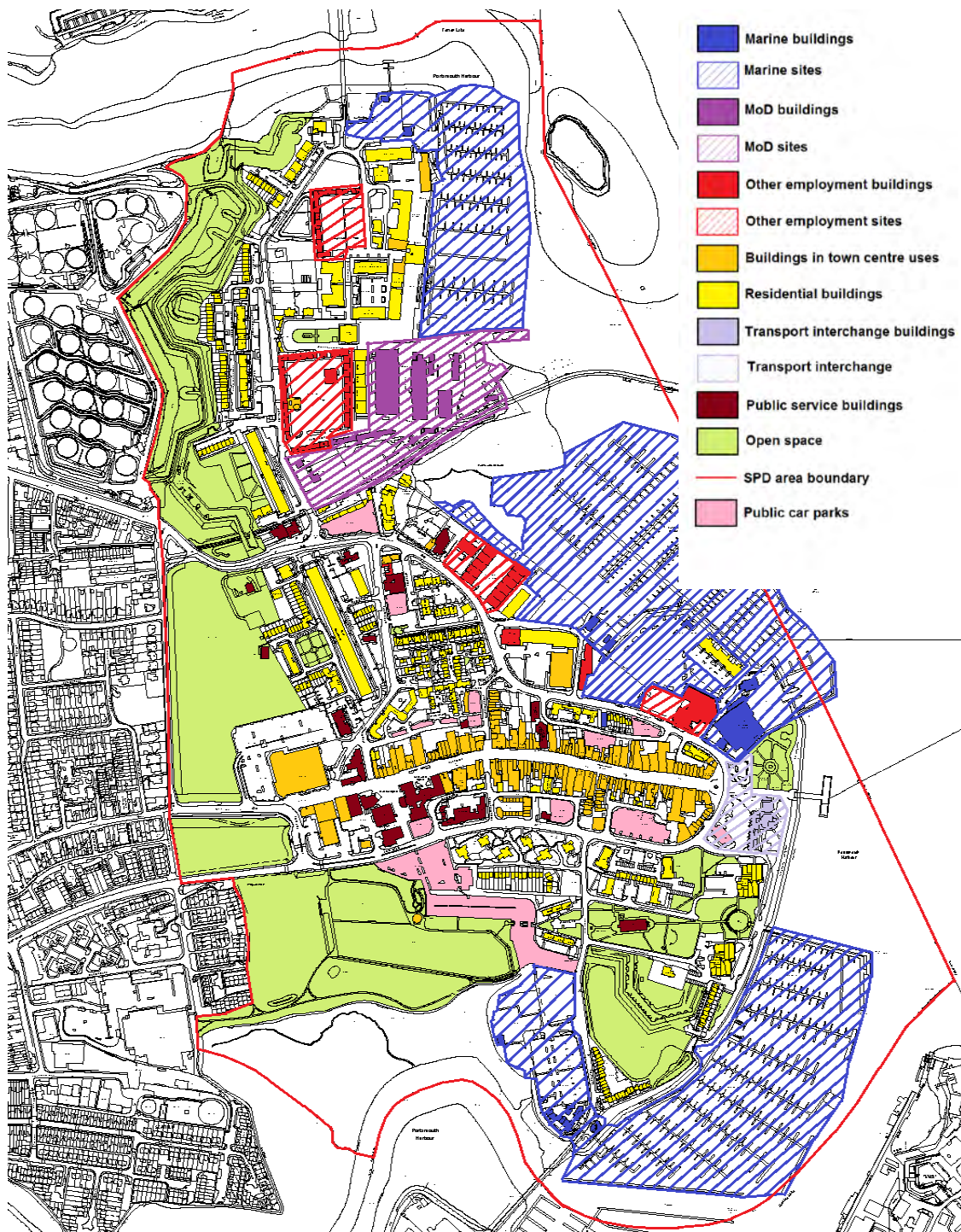
4.7 In general the Town Centre and Waterfront as well as the adjacent area south of South Street fare worse in terms of deprivation than other adjacent areas of the Borough. These areas have low income and employment scores, however the situation is made worse by significant education, health and crime deprivation rankings

4.8 It is therefore important that the Town Centre and Waterfront areas perform well economically to provide employment opportunities for residents with the SPD area and those adjacent to it. This emphasises the need to facilitate job creation, skills and training opportunities and new investment in key business clusters of the local economy, particularly the marine sector in which Gosport has a comparative advantage.

5 Land Use

- 5.1 The Council's Gosport Borough Local Plan 2011-2029 sets out the key planning policies for the area including new allocations and important features that need to be retained. Appendices 2 and 3 set out the local and national planning policy context for this area. The Town Centre and Waterfront consists of a variety of uses as identified in Plan 2.

Plan 2: Town Centre and Waterfront Current Predominant Land Uses



6 Employment and Economy

- 6.1 The SPD sets out a number of economic and employment objectives. These include the development of the marine sector, creation of additional employment opportunities in sectors associated with town centre uses and the promotion of the tourism sector.

Employment of residents with SPD area

- 6.2 As highlighted previously employment deprivation is a key issue for those living in the SPD area. Key characteristics identified by the Coastal Communities Team Economic Plan (2016) include:
- Gosport has one of the highest population densities but the lowest job density in the region.
 - The decline in the local defence industry and the loss of some significant employers has resulted in the loss of skilled jobs and reduced overall spend in the town centre.
 - There is a local jobs mismatch, with many current jobseekers not possessing the level of skills and education required by local employers, who then seek recruits from outside the area
 - Gosport has an ageing population structure with a declining working age population.
 - There is significant daily out-commuting of workers to Fareham, Portsmouth, Southampton and beyond resulting in daily traffic congestion on the roads.
- 6.3 As shown in table 4 below the proportions of unemployment claimants are higher in Town Ward which covers the Town Centre and Waterfront SPD area than the average for Gosport Borough and the average nationally.

Table 4: Unemployment claimant and residential unemployment rate for Town Ward in comparison with Borough and National rates (January 2018)

	Town Ward (numbers)	Town Ward (%)	Gosport (%)	United Kingdom (%)
All people	105	2.9	1.7	2.0
Males	75	4.1	1.7	2.5
Females	30	1.7	1.1	1.5

- 6.4 Figure 7 below shows occupations in the Waterfront and Town Centre areas compared with the Borough as a whole. Of the two LSOA's the population within the Town Centre has a profile which is much closer in terms of occupations to the Borough as a whole than the Waterfront LSOA.
- 6.5 The Waterfront area has higher proportion of people employed in routine and semi routine occupations than the Borough as a whole and a lower proportion in lower managerial categories and intermediate occupations. It also has a higher proportion of those who have never worked and long term unemployed.
- 6.6 Figure 8 highlights which sectors residents are employed in, with a comparison of the Waterfront and Town centre areas and the Borough as a whole. The spread of occupations is very similar in the Town Centre LSOA 008F to the Borough as a whole. In the Waterfront LSOA a greater proportion of people work in manufacturing and in health and social work than in the Borough as a whole.

Figure 7: Proportion of residents' employment in the SPD area by type of occupation

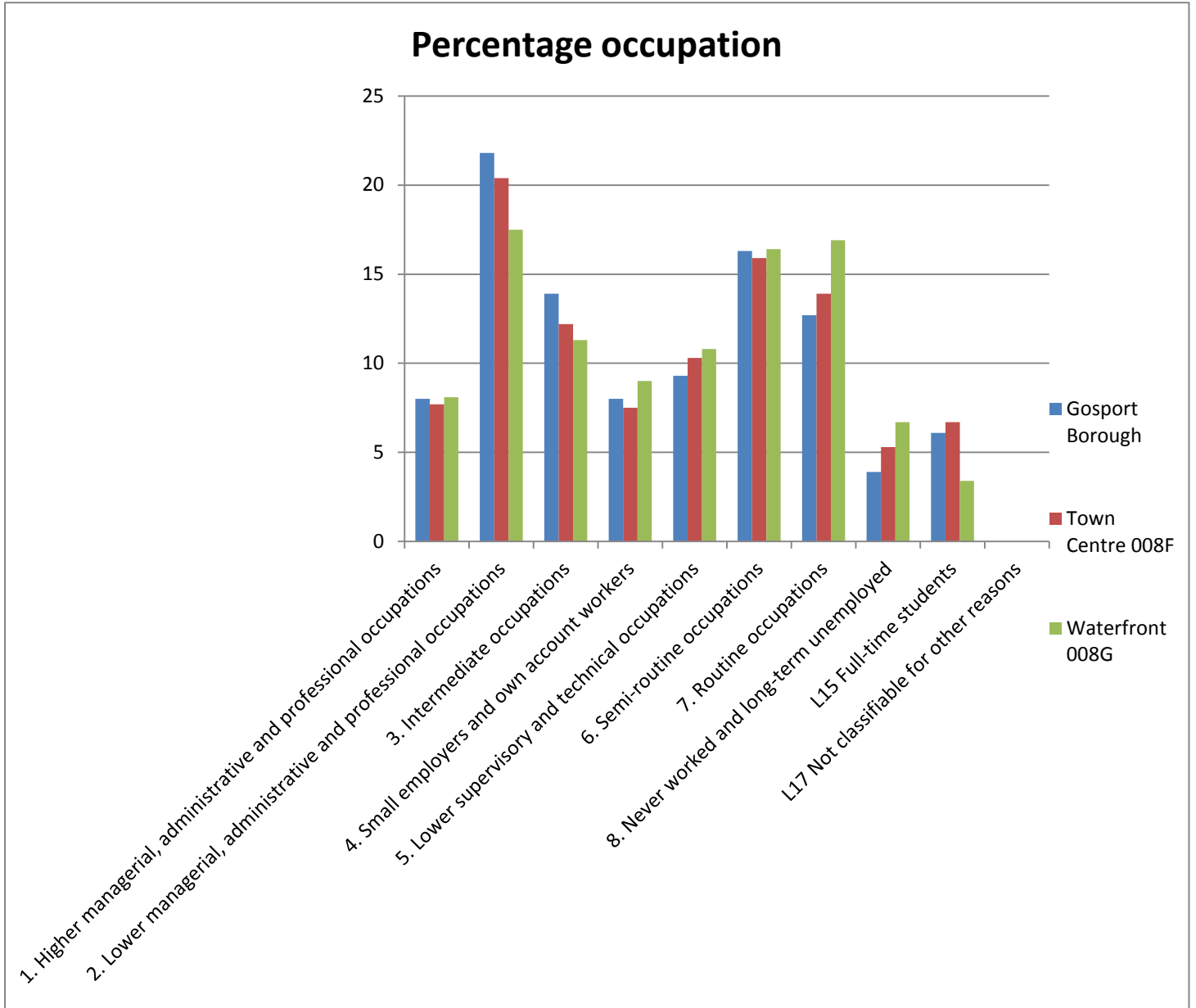
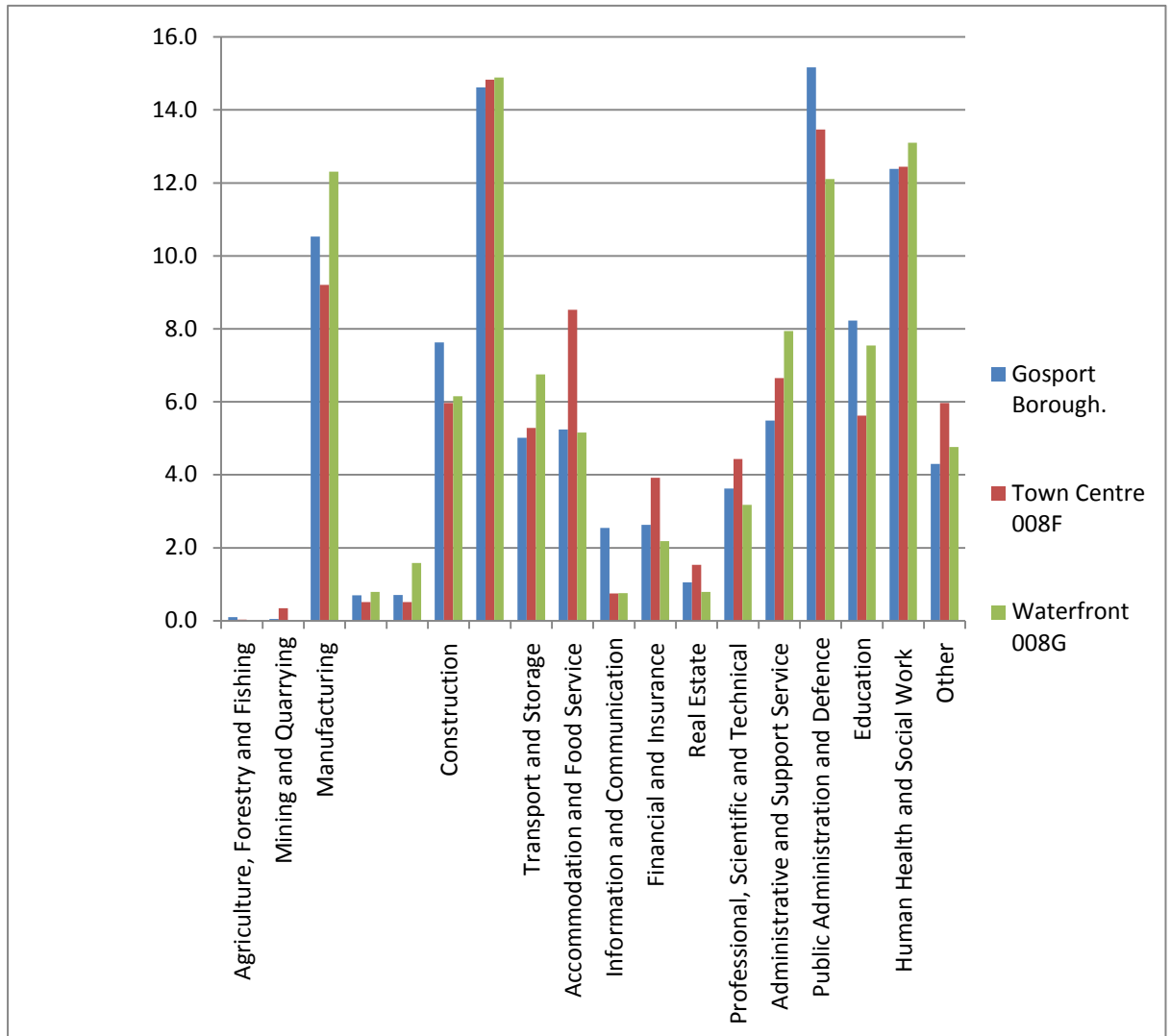


Figure 8: Proportion of residents (%) employed in each sector in the SPD area



Overview of the economy

- 6.7 The following analysis has been taken from the Coastal Communities Team’s Economic Plan (January 2016) which provides a useful overview of the local economy.
- 6.8 Gosport’s economy continues to be defined by both its maritime connections and dependency on public sector employment, with a strong historic reliance on public sector (including defence) employment, and industries supporting the defence sector. Gosport lacks economic diversity with a historic dependence on a narrow and declining MoD industry, an indistinct tourist offer, and suffers from more accessible locations within its own sub-region, resulting in a jobs market dominated by low wage, low skill, and seasonal service sector employment. Gosport scores lowest on GVA per capita in Hampshire, with the lowest business registration rate in the South East.
- 6.9 The SPD area does offer significant opportunity to reverse these trends, with two waterfront Catalyst Sites (MoD owned Retained Area at Royal Clarence Yard and the

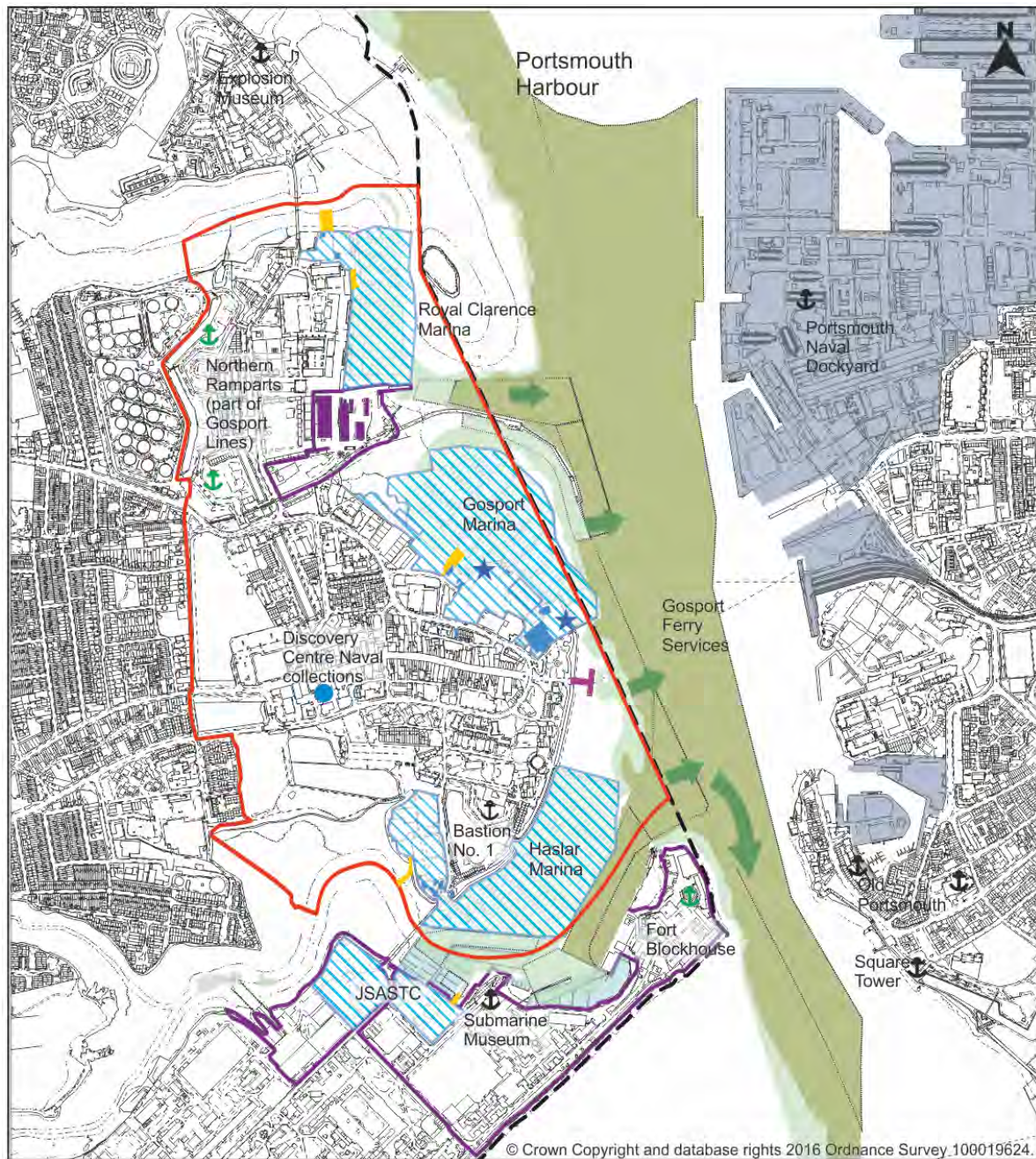
Bus Station redevelopment) offering huge potential to host new businesses, create employment and improve amenities for residents and visitors. Realising these two sites will drive economic development, regeneration and quality of life for residents for the next five years and beyond. The town centre and waterfront also benefit from Assisted Area status with associated funding and tax incentives for businesses development.















- 6.10 The CCT Economic Plan makes the following comments about business growth:
- Within the Town Centre and Waterfront area, there are approx. 300 businesses currently operating in retail, hospitality and tourism, marine and other service sectors.
 - This figure should continue to increase with planned development of brownfield sites.
 - Over the last 10 years, MoD land releases have led to mixed-use and employment schemes being developed at Royal Clarence Yard. These have resulted in the expansion and relocation into the area of a significant number of firms.
 - The release and future development of the remaining MoD waterfront site will result in further business creation with a strong marine emphasis.
- 6.11 The key sectors of the economy of the SPD area are outlined below.
- Marine sector**
- 6.12 The SPD recognises the importance of the marine sector to the Town Centre and Waterfront area and sets out a number of objectives in regard to this sector within section 4 (B). The section below focuses on the benefits of this sector for the economy of the Town Centre and Waterfront. Plan 3 highlights some of the key land-use assets associated with the marine industry.
- 6.13 Portsmouth Harbour is one of the busiest harbours in the UK with 117,000 significant shipping movements a year including naval ships, ferries and cargo ships with 5,000 yachts licenced to moor in the Harbour with a significant proportion of these within Gosport Borough including at its three large marinas: Royal Clarence Marina, Gosport Marina and Haslar Marina.⁷
- 6.14 Gosport's position on the Solent makes it a major attraction for sailors, with the Solent one, if not the most important sailing areas in the UK. Gosport benefits from having immediate access to the Solent at all states of the tide with deep water and no draught limits. It occupies the sheltered western shores of Portsmouth Harbour and has significant supporting businesses and infrastructure including boat yard and repairs, slipways, boat stacking facilities and the largest marine boat lift in the Solent.⁸
- 6.15 The Gosport waterfront is of regional significance, with its three marinas, boatyards and associated businesses; as well as prime viewing of the Solent and Harbour for marine related events. As a result it is home to the well-established Clipper Racing/Clipper Events, Tall Ships race and the Alex Thomson/5°West extreme sailing operations.

⁷ This explanation of Gosport's marine assets has been taken from the Gosport Marine Scene website (2016)

⁸ This explanation of Gosport's marine assets has been taken from the Gosport Marine Scene website (2016)

Plan 3: Existing and proposed marine assets and employment in the SPD and adjacent areas



- | | |
|---|--|
|  SPD boundary |  Existing marine interests |
|  Deep water access between 2 & 5 metres |  Existing marine buildings |
|  Deep water access greater than 5 metres |  Proposed marine employment buildings |
|  Access to Harbour and Solent |  Proposed Mixed Use allocation with preference for significant marine employment facilities |
|  Slipway |  Existing heritage attractions |
|  Marina |  Potential heritage attractions |
|  Gosport Ferry Pontoon |  Other sites with maritime connections |
|  Lifting Crane facilities | |

- 6.16 Gosport has strengths in the recreational and small commercial marine sector, including international yacht racing. This has both direct benefits, such as high-tech light industry and bespoke boat and yacht building facilities as well as the associated benefits of skills training and attracting a high skills base.
- 6.17 The marine cluster in Gosport Borough is a clear example of a local specialism based on locational advantages that have established over time. This includes:
- building and repairing boats;
 - defence activities;
 - water transport activities;
 - research and experimental development;
 - technical testing and analysis;
 - manufacture of boat equipment (e.g. sail-making and safety equipment);
 - marine recreational activities;
 - boat selling and rental; and
 - selling boat equipment.
- 6.18 Specialist support services range from marine advertising, insurance, catering, crew accommodation, physiotherapy and accountancy geared towards the needs of the marine sector. In addition there are also non-specialist businesses which benefit from the expenditure of these businesses and their workers and visitors.
- 6.19 The marina sector itself also represents a sector of the tourism industry and the diversity of vessels using the harbour in an attractive setting with notable historic connections all combine to provide a significant attraction for visitors. There are also numerous events held over the course of a year as well as higher profile 'occasional' marine events held in the Harbour which attract significant numbers of visitors. This has included events such as the International Festival of the Sea, Trafalgar Day anniversary celebrations and more recently the America's Cup events.
- 6.20 According to the British Marine Federation Limited⁹, 'the marine industry in Gosport provides significant value to the local economy. Together, commercial marinas and boatyards, yacht hire and charter companies, equipment supply and boat repair and servicing companies, marine-related events, and the yachting consumers and other boating enthusiasts that support this marine business community generate over **£66.2m in Gross Value Added (GVA)** and support almost **1,000 Full Time Equivalent (FTE)** jobs locally.' The scope of the sector highlights the importance and benefits of having a cluster of businesses located in proximity to each other.
- 6.21 The Coastal Communities Team Economic Plan recognises that overall this key sector for Gosport appears to be stabilising after the impact of the downturn in the economy, but has not returned to pre-recession strength.
- 6.22 Some key highlights of the sector's contribution to the Gosport and wider economy are highlighted below (Table 5) following research by the British Marine Federation.

⁹ The Economic Impact of the Marine Industry in Gosport (British Marine Federation Limited (2016))

Table 5: The Economic Contribution of the Marine Industry in Gosport

Marinas, Boatyards & Moorings Operators	Sailing Schools and Charter Businesses	Individual Boaters' Spending on Equipment, Repair and Maintenance
<ul style="list-style-type: none"> • 3,500 berths and moorings • £5.5m GVA directly generated for the local economy • 40 direct FTE jobs • A further indirect GVA of £3.2m (extended marine supply chain) • 30 FTE employees indirectly 	<ul style="list-style-type: none"> • support over 100 FTE jobs • £2.3m in GVA for the marine economy • further £1.4m indirect GVA • 60 additional FTE jobs 	<ul style="list-style-type: none"> • £1,100 annually on repair and servicing per boat • £500 on equipment per p.a. • £5.1m in GVA for the local economy • 120 FTE jobs
<p>Wider Tourism Spending by Individual Boaters</p> <ul style="list-style-type: none"> • yachtsmen spend an average of £32.29 per day on non-boating tourism expenses (food, drink etc.) on a day cruise • £50.39 per day on non-boating tourism expenses for extended cruises that required overnight expenses. • approximately £550,000 spent locally on wider tourism-related expenses over the course of the year. • 5,500 boats visiting Gosport's marinas annually • 18,000 customers to Gosport • additional local tourism spend of approximately £900,000 		<p>Marine Events: America's Cup (whole Harbour area not just Gosport)</p> <ul style="list-style-type: none"> • Americas Cup attracting attendances of over 200,000 • over £47m in GVA • directly and indirectly supporting over 500 jobs • further positive economic spill-over effects stem from Land Rover BAR's activity include¹⁰: <ul style="list-style-type: none"> ○ Supporting skills development in the wider community ○ Supporting knowledge sharing and innovation ○ Media coverage raise the potential of the local marine sector ○ Other elite sailing events coming behind the America's Cup

6.23 The retention of marine related sites and enabling them to strengthen the sector wherever opportunities arise should therefore be a key objective of the SPD. The main area for new marine employment development is within the RCY Retained Area where there is the potential to create a new area for marine industries utilising the access to deep water. Proposals should therefore be ambitious with the aim of creating a dynamic and innovative employment area which can attract new and expanding businesses within the existing marine cluster.

6.24 The retention of deep water access for marine-related employment uses is paramount. This includes at RCY Retained Area as well as the deep water access at Endeavour Quay. The GBLP includes policies which help protect deep water facilities and other employment assets. Policy LP4 (point 4a) relating to the Gosport Waterfront refers specifically to the need to protect deep water access as does Policy LP16 of the GBLP (Point 3) which seeks to protect significant employment assets such as waterfront access which have the potential to attract new employment opportunities.

¹⁰ This last point was cited in the CCT Economic Plan not the British Marine Federation report.

- 6.25 In relation to the provision of additional marinas and moorings in the SPD area there is limited scope due to the extent of existing marina provision and constraints within other areas of the shoreline, particularly internationally important habitats, Policy LP19 of the GBLP relates specifically to marinas and moorings and sets out the relevant criteria.

Tourism sector

- 6.26 Supporting tourism within the Town Centre and Waterfront area will have significant benefits for both the area's economy and its residents. The SPD sets out a number of key objectives which help to continue the ongoing growth of tourism for the area. These objectives are set out in section 4 of the SPD and include:

- Creating an attractive townscape
- Enhancing the shopping and leisure experience
- Improving public realm and green infrastructure provision.

- 6.27 The tourism industry in Gosport Borough has been a growing sector with almost 1.7 million visitors a year (up 13.4% on 2012), spending almost £74.4 million (up 10.7%) and sustaining over 1,730 jobs (up 9.1%) (Tourism Economic Impact Survey – Tourism South East 2014).

- 6.28 According to work undertaken by Tourism South East (2010) staying visitors make-up only a small proportion of these visits and expenditure (just under 10% and 23% respectively) and therefore there is considerable scope for this element of the market to bring greater economic benefits. The Borough itself has sufficient attractions to encourage over-night stays and serve as a base to explore the Portsmouth Harbour area, particularly those with an interest in the rich maritime heritage or those who enjoy marine activities (sailing and other water sports). Currently there is the potential for more weekend tourism as hotel occupancy rates are significantly weaker than mid-week.

- 6.29 The latest hotel study (Hotel Solutions April 2013) covering Gosport Borough concludes that the area could support a further budget hotel (in addition to the Premier Inn at the Gosport Leisure Park (some 4 km to the north-west of the Town Centre). This has proved successful and an extension of the hotel is currently under-construction. In addition a planning application has been approved for a new hotel above existing units in the High Street in the Town Centre itself. The Council considers that there may be further scope to diversify the hotel/tourism accommodation market with a range of small hotels catering for various parts of the market within the SPD area.

- 6.30 Policy LP18 of the GBLP recognises that there is potential for further hotel development in the Borough including within the Waterfront and Town Centre area as well as enhancing the overall tourism sector. Consequently it is important that a further hotel development is encouraged in the Gosport Waterfront and Town Centre to take advantage of the tourism assets of the Harbour area. The Policy also seeks to protect existing tourist accommodation.

Retail and other town centre uses:

- 6.31 It is important to recognise that retail and other town centre uses such as food and drink, leisure uses, services and administrative functions (i.e. non B uses) are also a major employer in the SPD area and an essential part of the economy. The sector

forms a major element of the overall development strategy for the SPD and is detailed further below in a separate section (Section 7).

Existing Employment Land Supply

- 6.32 Table 6 Identifies the current supply of employment floor space (B1, B2 and B8 use classes) within the Town Centre and Waterfront Regeneration Area as defined by Policy LP4 of the Local Plan.

Table 6: Current estimated key employment floorspace in the Town Centre and Waterfront Regeneration Area

Unit name	Current use	Estimated total current employment floor space (B1/B2/B8) m ²
Waterfront		
Umoe Schatt	B1/B2	626
Clarence Wharf	Industrial	3149
Old School House	General Industrial	150
Gosport Boat Yard (by slipway)	General industrial	189
Gosport Boat Yard (adjacent marina)	General Industrial	260
Buildings east of Harbour Road	General Industrial	1080
Office north of Mumby Road (STS)	offices	4200
Charles House	offices	1488
Premier Marinas	Boat Yard buildings	3660
St George's Barrack's South	offices	850
Total		15,652

- 6.33 In addition there is further employment floorspace (B1, B2 and B8) located outside of the LP4 policy area but included within the SPD area as estimated in Table 7.

Table 7: Current employment floorspace outside the Town Centre and Waterfront Regeneration Area

Unit name	Current use	Estimated total current employment floor space (B1/B2/B8) m ²
Haslar Marina	offices	890
RCY - Cooperage	General Industrial	3300
RCY – North Meadow	General Industrial	1200
Total		5390

Marina capacity 2016

- 6.34 In addition to the employment floorspace of buildings within the SPD area there are large areas of boat yards and wet and dry berthing which provide an important employment role. The capacity of the marinas in Gosport is understood to be as follows in Table 8.

Table 8: Estimated Marina and Dry Stack Capacity in the SPD area

Marina	Berths	Dry Stack
Premier Marina	500	148
Haslar Marina	600	0
Royal Clarence Marina	180	0
Portsmouth Offshore Group	175	0
Total capacity	1455	148

- 6.35 In addition there are the following areas of land used as boat yards and related uses with ancillary car parking (Table 9).

Table 9: Estimated boat yard and ancillary provision in the SPD area

Site	Estimated Boat yard area (ha)	Estimated car parking and ancillary area (ha)
Premier Marina	0.3	1.1
Haslar Marina	0.63	1.07
Gosport Boat Yard	0.6	0
Portsmouth Offshore Group	0.5	0
Gosport Ferry	0.35	0
Royal Clarence Yard Retained Area	2.19	0
Total capacity	4.57	2.17

Changes in employment floorspace since 2011

- 6.36 Table 10 shows that overall the waterfront has lost employment floor space since 2011. However this has been replaced with new retail floor space (Aldi) and dwellings (McCarthy and Stone) and the proposed development at the Crewsaver site.

Table 10: Employment (B1, B2 and B8) Floorspace Change in the Waterfront and Town centre Area 2011-2029 (as at 1/12/16)

Site	Year	Completed B1, B2, B8 floorspace (m ²) (Gross)	Loss of B1, b2, B8 floorspace (m ²)	Net Change B1, B2, B8 floorspace (m ²)
Gosport Waterfront (Policy LP4 of the Local Plan)				
Mayfield Buildings, Harbour Road	2015	0	5131	-5,131
Crewsaver Building	2016	0	1,855	-1,855
Sub total	-	0	6,986	-6,986
Royal Clarence Yard				
Royal Clarence Yard, Weevil Lane	2014	392	0	+392
Sub total	-	392	0	+392
Total	-	392	6,986	-6,594

Future Employment Land Supply

- 6.37 Policy LP4 of the Gosport Borough Local Plan (2011-2029) identifies that some 33,000 m² (gross) of employment floor space (B uses) will be developed within the

Waterfront and Town Centre Regeneration Area (as defined in Plan 4 of the GBLP). Importantly however the Plan recognises that there is unlikely to be any net increase in employment floorspace¹¹; instead there would be a reorganisation in the location and type of employment floorspace suited to modern business needs and growth sectors.

Waterfront

- 6.38 In the Local Plan the Waterfront allocation is identified as the land which includes the Retained Area at Royal Clarence Yard through to Gosport Marina and the Bus Station. It recognises that the Waterfront will be the focus for new employment development and a key objective will be to ensure that new development creates job opportunities which are greater than the base line figure of 525.¹² Marine-related employment will continue to be a key sector given the site's deep water access and it will be important to safeguard access to assets and facilities that serve this sector. New employment floor space will be primarily focused at the Royal Clarence Yard (RCY) Retained Area which will be a prime location for marine industry again making use of deep water facilities at this site.
- 6.39 The Waterfront site could also accommodate a small element of high quality office development, making good use of an attractive environment. Gosport has had a very limited office market and whilst this is not expected to expand considerably it is clear that a quality environment close to public transport and town centre facilities could provide a good location for offices which would provide new jobs and broaden the economy.
- 6.40 Over the plan period it is expected that there will be some gains and losses in employment land in the Waterfront and Town Centre area. The main areas where a gain in the amount of employment land is expected includes the RCY retained area and part of the car park at Haslar Marina. There will be a loss of two small areas of employment in the waterfront area to residential: at Crewsaver; and part of the Island site.

Town Centre

- 6.41 There is unlikely to be any significant net gain in floor space instead new modern and more efficient office floor space could be created with the potential to include other uses such as retail and residential.

Other employment areas

- 6.42 Royal Clarence Yard consists of two employment areas the Cooperage and North Meadow which provide a range of small industrial and service units. Another area of employment is at Haslar Marina and consists of a number of small office and marine industrial buildings a restaurant and boat yard.

¹¹ A net decrease of 200m² was previously identified in the Local Plan background evidence.

¹² According to work undertaken by Colin Buchanan (July 2010) working on behalf of GBC and major landowners, existing employment densities on the site are very low. It is estimated that at the peak marina activity period there could be approximately 525 people working within the whole waterfront area which would equate to 58.5 sq.m. per person i.e. much lower than accepted employment space standard for office, industrial and even warehousing. This figure relates to all forms of employment not just those related to B-Class uses.

7 Retail and Other Town Centre Uses

Overview

- 7.1 Promoting retail is a key objective of the SPD as set out in section 4 (C) which looks to enhance the shopping and leisure experience through the provision of new and enhanced facilities most notably as part of the regeneration of the Bus Station.

Key indicators

- 7.2 This section includes a number of key indicators which consider the performance of the Town Centre over recent years. Table 11 sets out the vacancy rates over the past decade and indicates that 2006 had the lowest proportion of vacancies for all three measures. The highest proportion of vacant units was in 2012 (13.2%) which has now improved to 5.8% in 2017(April). The highest proportion of vacant frontage and floorspace was in in 2009.

Table 11: Vacancy rates in Gosport Town Centre 2006 -2017.

Vacancy	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016* 1	2017* 1
% of Units	3.9	5.5	8.8	12.2	8.3	10.4	13.2	9.3	8.2	9.8	8.5	7.9
% of frontage	2.2	3.8	5.7	8.6	5.9	7.6	8.5	5.7	5.2	6.9	5.8	5.8
% of floor space	2.3	2.4	3.6	5.9	3.6	3.8	5.0	4.4	4.8	5.1	4.7	3.8

- 7.3 Table 12 sets out the proportion of uses in the Town Centre over the past decade indicating that in 2017 the Centre has the lowest proportion of retail (A1) frontage than at any point in the past decade with a steady increase in food and drink establishments (albeit a slight fall over the past year) as well as an increase in other uses, which reflects national trends.

Table 12: Proportion of uses in Gosport Town Centre 2006 -2016 (Proportion of retail frontages).

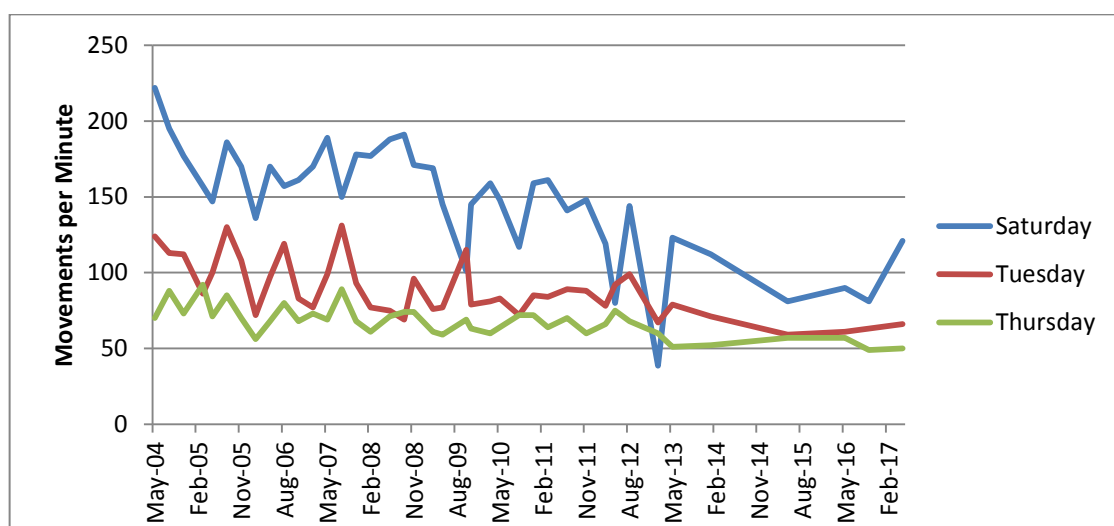
Use	2006 %	2007 %	2008 %	2009 %	2010 %	2011 %	2012 %	2013 %	2014 %	2015 %	2016 %* ¹	2017 %* ¹
Retail (A1)	53.8	53.2	53.6	53.6	53.8	54.2	53.4	52.3	52.4	53.1	50.9	50.5
Financial Services (A2)	16.0	16.5	16.5	16.5	16.3	16.8	14.6	14.6	14.0	12.1	13.7	14.7
Sub total	69.8	69.7	70.1	70.1	70.1	71	68	67.1	66.4	65.2	64.6	65.2
Café/ Restaurant (A3)	7.4	8.0	8.0	8.0	8.0	6.9	7.7	8.5	8.8	10.4	10.4	10.1
Bars/Pubs (A4)	4.2	4.2	4.2	4.2	4.2	3.9	2.6	2.6	2.6	2.6	2.1	2.1
Take away (A5)	1.3	1.1	1.1	1.1	1.1	1.4	1.4	1.4	1.4	1.3	1.6	1.6
Sub Total	12.9	13.3	13.3	13.3	13.3	12.2	11.7	12.5	12.8	14.3	14.1	13.8
Other uses (B1,D1, D2, SG)* ²	17.3	16.6	16.6	16.6	16.6	16.8	20.3	20.4	20.8	20.5	21.3	21.0

*¹ Figures based upon new Local Plan frontages.

*² Figures rounded so total equals 100%

7.4 Monitoring pedestrian flow (Figure 9) is an important health check indicator of the vitality and viability of town centres. The Council have undertaken footfall surveys in the Gosport Town Centre since 2004. The surveys are carried out over three separate days over the length of Gosport High Street and at different times of the day. The survey includes Tuesdays and Saturdays which are both market days. The chart continues to show that the busiest time in Gosport Town Centre continues to be on a Saturday.

Figure 9: Pedestrian footfall February 2006 – May 2016



Retail Land Supply

7.5 The Gosport Waterfront and Town Centre Regeneration Area to which Policy LP4 of the GBLP relates, will be the focus for the Borough's new retail floorspace and consequently will take approximately 6,500m² of retail floorspace (net sales area) over the GBLP plan period between 2011-2029. This provision represents a large proportion of the 10,500m² of total floorspace identified in the Spatial Strategy of the Local Plan (Policy LP3) taking into account other retail developments in the Borough.

7.6 This proposed level of retail floorspace will increase the market share of the Borough's comparison goods expenditure as a whole and has the potential to increase the share of the Town Centre and Waterfront's market for convenience goods by improving the provision available and creating additional choice. It will also assist with regeneration opportunities as well as increasing the potential for linked trips.

7.7 Of the 6,500sq.m allocated, approximately 1,200m² of net sales retail floorspace has recently been completed as part of the Aldi store on Mumby Road leaving approximately 5,300m² to be completed in the Regeneration Area.

7.8 Table 13 summarises those retail (A1), commercial (A2), restaurants/cafes (A3), bars (A4) and takeaways (A5) that have been completed since 2011 or have an outstanding planning permission.

Table 13: A1-A5 Floorspace supply since 2011 within the SPD area (not including change of use)

Site	Retail (A1)		Unspecified A1-A5	
	Completed Gain (M ²)	Completed loss (m ²)	Completed Gain (M ²)	Completed loss (m ²)
Completions				
Royal Clarence Yard, Weevil Lane	-	-	1,397 ¹³	-
Aldi Harbour Road	1,181	0		
Outstanding Planning Permission				
Outstanding commercial building, Harbour Road	-	-	275 ¹⁴	-
Total	1,181	-	1,672	-

Additional retail and A-uses floorspace supply over the Plan period: Key sites

7.9 It is anticipated that much of the remaining supply of retail and town centre use floorspace will be accommodated within redeveloped sites within the Town Centre and Waterfront area.

Bus Station

7.10 The Bus station will be the key retail/commercial site for the Borough and forms one of the main gateways to the Town Centre occupying a prominent waterfront site. The Council's marketing document produced by JLL suggested c 1,405m² retail and 550m² ancillary.

Town Centre

7.11 Retail development in the Town Centre should be focussed upon improving the range and quality of premises with potential infill and redevelopment sites containing an element of retail development including North Cross Street and South Cross Street

7.12 In terms of the town centre there are currently limited opportunities to improve the retail offer within the High Street, although there may be opportunities if sites between the High Street and South Street become available during the Plan period. Other community and leisure uses appropriate for the Town Centre will be encouraged.

Waterfront

7.13 Retail and other commercial development will be considered as an extension of the town centre and consequently the retail offer must enhance and complement the provision of the existing town centre. It will be necessary to improve linkages between the centre and the Waterfront retail area. Any retail development will need to be well-designed to make a positive contribution to its waterfront setting in terms of its layout, scale and appearance. Proposals will also need to complement attractions on the other side of the harbour in Portsmouth including the Historic Dockyard and Gunwharf Quays.

7.14 The Aldi site plays an important role connecting the Town Centre to the Waterfront via North Cross Street and measures will be sought to strengthen the linkages between this site and the High Street. This includes a number of environmental

¹³ To date the occupants of these buildings have been non- A1 uses

¹⁴ This has permission for A1, A2, A3, A4, A5, B1 or D1

improvements along North Cross Street including creating a retail frontage providing new commercial units through developing the small car parks on this road.

Leisure uses in the Town Centre and Waterfront Regeneration Area

- 7.15 Part 4 (C) of the SPD looks to enhance the leisure experience within the Town Centre and Waterfront including promoting a greater diversity of uses and enhancing the evening economy.
- 7.16 Currently there is a lack of leisure facilities in the Town Centre and Waterfront and this has generally been perceived as one of the area's main weaknesses.
- 7.17 The successful Discovery Centre buildings accommodate library and museum services, as well as exhibition and event space and form the main cultural facility in the Town Centre. It offers a programme of events, talks, displays and educational classes throughout the year. It offers the core to enhance cultural facilities further.
- 7.18 Leisure activities within the Waterfront site could include cultural and recreational facilities, bars and restaurants which will be attractive to local residents and visitors. These facilities link well to the existing marina uses and have the potential to increase boat-based visitors amongst others.
- 7.19 There is a proposal to intensify the use of the Old Grammar School on the High Street to form a key component of a cultural square. This includes enhanced exhibition space and art facilities and café use.

8 Residential Development

- 8.1 The Adopted Local Plan identified the potential for 700-900 dwellings within the Waterfront and Town Centre area. This may be more difficult to achieve as there has been a change of ownership on land originally identified for having residential potential. However this change will likely result in more land being retained in marine economic employment use.
- 8.2 The latest housing completions covering the plan period to date are set out in Table 14.

Table 14: Residential completions- 1st April 2011 – 31st March 17

Year	Application ref	Address	Gain	Loss	Net
2011/12	17862	Former Royal Engineers Depot Weevil Lane	5	0	5
2011/12	17862	Former Royal Engineers Depot Weevil Lane	1	0	1
2011/12	6069/10 K	116 High Street	0	0	0
2011/12	8063/5	19 High Street	2	0	2
2011/12	8063/5	19 High Street	3	0	3
2012/13	6069/10 K	116 High Street	3	0	3
2014/15	13/00265/P3JGDO	5 Mumby Road	4	0	4
2015/16	4352/6	74 High Street	6	3	3
2015/16	13/00202/FULL	Former Royal Engineers Depot Weevil Lane	1	0	1
2016/17	15/00609/FULL	20-24 The High Street	6	0	6
2016/17	15/00138/FULL	123 The High Street	1	0	1
2016/17	14/00590/FULL	35 The High Street	1	0	1
		Total	33	3	30

- 8.3 The table above shows that there have been a total of 30 residential completions in the Town Centre and Waterfront since 2011. The completions have mainly been in the form of small infill sites within the Town Centre area.
- 8.4 Table 15 shows that there are a total of 83 net dwellings permitted within the Town Centre and Waterfront of these the majority come from just two sites; the McCarthy and Stone development at the Island site and the Former Crewsaver site.

Table 15: Outstanding Residential Permissions as at 1st April 2017

Application ref	Address	Proposal	Gain	Loss	Net outstanding
4000/12	119 High Street	Convert 1st and 2nd floors to provide two flats	2	0	2
12/00520/FULL	121 High Street	Conversion	2	0	2
15/00067/FULL	86 St Georges Walk	Change of use from live/work unit to 1no. 2 bed flat	1	1	0
15/00065/FULL	Land adjacent to Harbour Road	Erection of 28no. 1 bed and 20no. 2 bed retirement apartments.	48	0	48
14/00550/FULL	Cosalt International Mumby Road	Demolition of existing building and erection of 7 no. 1 bed flats, 23 no. 2 bed flats and 1 no. 3 bed flats ¹⁵	31	0	31
			84	1	83

8.5 Estimates for the potential capacity of other potential residential/mixed use sites are set out in Table 16. The figures are indicative as densities assumptions may change. Not all the sites identified may necessary come forward and there may also be additional sites not currently identified.

8.6 The table includes sites assessed in the accompanying Site Profiles document and the assumptions are based on the preferred options as included in the consultation draft of the SPD. In some cases there are various different use options on a site; so a site may show '0' at the low end if no residential is proposed or an existing non-residential use is to be retained. In addition the table does not include other potential sources of supply as no detailed capacity work has yet been undertaken. These sources of supply are:

- Conversion of spaces above shops and commercial units
- The potential of residential arising from increasing heights of buildings
- The development of backland areas behind commercial units provided this does not unduly harm the function of the commercial unit.

In addition one C4 HMO was permitted in the Town Centre and Waterfront area is 2016/17 at 14 North Cross Street.

¹⁵ The site (0.19) currently has a planning permission for 31 dwellings and is subject to a revised application for 48 dwellings.

Table 16: Potential residential capacity on suggested sites in the SPD (excluding those sites with planning permission)

Site no	Site Name	Site size ha	Estimated residential dwellings and density		Comment
			Low	High	
1	Gosport Bus Station	0.83	0	95 (114dph)	The Council's marketing for this identified a potential for 95 dwellings however there may be some scenarios where the site may be suited for just commercial uses.
3	Gosport Marina	2.1	0	100 (47.6dph) (average across whole mixed use site)	There may be some potential for residential development on the frontage of the site facing Mumby Road. However the site may be retained entirely in marine use.
5	West of Harbour Road	0.18	0	50 (278dph)	There could be potential to redevelop the site for residential development, however it is currently fully occupied with marine and other employment users. Density assumption based on proposed Crewsaver development.
7	Old School House	0.09	0	8 (88.8dph)	The building has the potential to be converted for residential use, though it is currently occupied by offices and an antiques business.
8	Clarence Wharf (Mumby Road) Industrial Estate	0.87	0	50 (57.5dph)	The site is currently used as an industrial estate. There may be potential to redevelop it for residential in the long term.
10	Officers' Houses	0.3	0	6 (20dph)	The buildings may be suitable for conversion to either office or residential.
11	Mumby Road Lorry Park	0.25	0	43 (172dph)	The site may suit long term development for residential.
14	North Cross Street Car Parks	0.09	10 (111dph)	15 (166dph)	The site is to be redeveloped for a mix of retail and residential. The exact density of the residential element of the site is to be confirmed.
15	Masonic Hall	0.08	0	12 (150dph)	The Masonic Hall has some potential for partial conversion to residential use.
16	Clarence Road Public	0.09	18	18 (200dph)	The car park has potential to

	Car Park		(200dph)		be redeveloped for residential development.
21	Coates Road Car Park	0.1	20 (200dph)	20 (200dph)	The site has the potential to be redeveloped for flats as part of a wider redevelopment of South Street.
22	Waterside Church	0.05	0	12 (240dph)	The site has the potential to be redeveloped for flats as part of a wider redevelopment of South Street with community uses.
23	Gosport Shopping Precinct	0.2	0	24 (120dph)	The site has the potential to be redeveloped for flats as part of a wider redevelopment of South Street.
24	Police Station	0.32	20 (62.5dph)	60 (188 dph)	The site has the potential to be redeveloped for flats as part of a wider redevelopment of South Street.
27	Land to the rear of 84-86 High Street	0.05	0	12 (171dph)	There is potential to extend the existing built form along South Street.
32	Church Path Car Park	0.1	0	6 (60dph)	The site has potential to be redeveloped for residential as part of the redevelopment of the area around Trinity Green.
33/34	Barclay House (Extended Area) including area immediately to the east	0.35	18 (51.4dph)	60 (171dph)	The site has potential to be redeveloped for residential as part of the redevelopment of the area around Trinity Green.
Total			86	591	

9: Design and Heritage Issues

9.1 This section includes background information relating to various aspects of design and heritage including:

- Townscape characteristics
- Character Areas
- Heritage Assets
- Other design considerations specifically tall buildings

9.2 Part 4 of the SPD sets out a number of design related objectives including:

- a) creating an attractive townscape; and
- f) improving public realm and green infrastructure.

9.3 The following section provides more detail on key design considerations.

Townscape characteristics of the SPD Area

9.4 The following descriptions are taken from the Gosport's Townscape: A Townscape Assessment of the Borough of Gosport (Michael Ricketts Associates 2013) where applicable to the Town Centre area. These emphasise key characteristics which are important to consider when setting out key principles and potential proposals in the SPD area.

Town Centre - High Street

9.5 The High Street is the commercial and civic heart of the town. Orientated east-west it comprises a fairly wide street which has been pedestrianised since 1989. The High Street is framed by mostly two and three storey buildings either side, curving to its termination at a public square at the east end where it meets Mumby Road and the waterfront area (Falkland Gardens).

9.6 With the bomb damage inflicted by the Second World War and post-war clearance and redevelopment, other than the High Street, the original street grid pattern of the town centre has been largely lost. Signs of an early grid layout can be visualised in the number of smaller roads, lanes and alleys at the sides which subdivide the street into a series of blocks set within what would have been earlier plot divisions.

9.7 Towards the eastern end, the waterfront space comes into view and the Portsmouth skyline beyond. There are a number of trees positioned along the street which contribute to its character. Behind the main blocks of the High Street the earlier street pattern has largely been removed, resulting in larger amalgamated sites in various uses including offices, housing, service roads and car parking.

9.8 At the west end of the street, a 'green north-south corridor' of open grass spaces comprising Walpole Park and a sports ground (Arden Park), includes an attractive avenue of trees and separates the High Street from Stoke Road to the west. This 'gap' broadly defines the historic space just beyond the original ramparts that contained the old town and were the historic fields of fire and from which development was prohibited. The rampart historically continued south and then east as far as Bastion No 1.

The Waterfront

- 9.9 The waterfront forms a long harbourside strip that wraps around the High Street. The character of the waterfront is dominated by the setting along Portsmouth Harbour, including its creeks, inlets and floating marinas, characterised by a mix of marine and other uses. Marine commercial uses are apparent, especially businesses and industries relating to boat building and storage. The wide views from the waterfront are dominated by boat masts and the Portsmouth skyline beyond.
- 9.10 The focal point of the waterfront in terms of public realm is Falkland Gardens and the wider public space surrounding it. This public area includes a number of uses including public gardens, waterside promenade, bus station and a car park. To the south an area of housing built in the 1960s, dominated by two high-rise 16 storey residential tower blocks (Harbour Tower and Seaward Tower) overlooks the harbour. These two landmark towers together with Trinity Church and two smaller 11 storey towers behind, effectively identify Gosport Waterfront from afar. The esplanade was significantly enhanced as the Millennium Promenade, offering pedestrians wide views of Portsmouth.
- 9.11 At the east end of High Street, Mumby Road joins with South Street which then loops back westward forming the edge of the town centre. On the south side of the street, the 'modern' housing scheme, which is fairly typical of its time together with the two 11 storey blocks of flats, was designed to complement the setting of the listed Church of the Holy Trinity with its brick Campanile by Bloomfield (1889) and the Georgian vicarage on the south side of the square known as Trinity Green.
- 9.12 Spatially, the housing encloses the historic buildings but maintains a distance defined by the surrounding trees. Beyond this, the urban landscape is open in character, with a surface car park, a pond (Cockle Pond: originally constructed as a mill pond in the late 18th Century), a small circular cafe and open grass spaces extending to the fortifications of Bastion No.1 and beyond to Haslar Lake.
- 9.13 To the north of the High Street, after the Georgian style public house the Castle Tavern, Mumby Road curves past the industrial and marine uses that run along the waterside, including the former historic Camper and Nicholson's marina site (now Endeavour Quay). The marina berths and boating yards continue along the waterfront, as does a public walkway. A modern four storey block of flats connects to the north side of High Street and then a dark brick, five story block of flats makes a physical wall that dominates the south side of the street scene and the road veers north with earlier 'modern' two to four storey, medium-rise urban housing in both dark and a light buff brick.
- 9.14 In the middle of this area of modern housing scheme centred on North Street, are a few historic buildings of note, such as the Fox Inn and the Georgian townhouses on Seahorse Walk. As the main road curves around this development, the 13 storey tower of Rope Quays on the waterside dominates the street scene. This is an early 21st century tower and close to it on the north side of the road junction with Weevil Lane is the Guardhouse to the former St George Barracks.
- 9.15 This is an impressive landmark entrance building with its cupola and also marks the entrance to the Royal Clarence Yard (RCY) complex in Weevil Lane. RCY is a historic site with its granary, bake house and pump house in robust red brick. It has now been converted to a mix of uses and has managed to both retain the site's historic setting and the character of the listed buildings as well as enhance the waterfront. Opposite the junction with Weevil Lane is the southern part of the

Barracks site which includes the former Soldier's Barracks in its classical style, in buff bricks and cast iron veranda.

- 9.16 The road continues northwards past the Arden Park Fields before entering Forton. The old railway station comes into view on the left although partly obscured by trees. The former Railway Inn buildings adjacent provide a visual stop marking where Mumby Road becomes Forton Road. On the east side at this point, by the entrance to the oil storage site, there are the historic remnants of the outer fortifications now heavily overgrown which effectively marks the boundary of the old town centre and waterfront. This change from the town centre to the wider urban fabric is strongly reinforced by the open land to the south.

Key townscape characteristics

- 9.17 The Townscape Assessment outlines a number of key characteristics:

- The High Street representing the spine of the old town grid plan and defining the town centre by its concentration of building height and maintenance of close alignment to the street form and remaining historic buildings;
- The Waterfront and 'The Esplanade' presenting both the historic and 'modern' Gosport with its environmental enhancements, building conversions and uses and views across the marinas to the Portsmouth skyline;
- The historic defence sites such as Battery No.1, Northern Ramparts, Fort Blockhouse, and Priddy's Hard within the SPD area or in close proximity;
- Landmark historic conversions in the streetscene such as St George's Barracks North and South and the Royal Clarence Yard complex;
- The 1960s housing development south of High Street, forming a setting to the Church of the Holy Trinity and the Campanile, together with its landmark twin towers on the waterfront;
- Views from the southern edge of the SPD area across the historic Haslar Peninsular including features of the former Royal Hospital Haslar site (with its landmark watertower), the Blockhouse site (including the SETT Tower (Submarine Escape Training Tower)) and the Gunboat sheds.
- The wide views of the town centre skyline from the south side of Haslar Lake.
- St George's Playing Fields and Walpole Park provide attractive public green spaces on the west side of the town centre defining the distinction between the old town and the 'new town' beyond;

Opportunities

- 9.18 A number of opportunities are also identified which can inform the SPD including:

- Opportunities of opening up those parts of the waterfront which are still closed off to the public, adjacent to the town centre and to regenerate some of the old industrial sites along the waterfront.
- Recent redevelopment has sought to increase the scale and height along the waterfront quite successfully and this with care could be extended.
- Approaching the town centre from the north on the A32 the road loops around the High Street and there is a feeling that one could miss it. There is thus both an opportunity to identify an entry point (or gateway) and make a statement at the east end of the High Street and connect it more positively with the Harbour side.

- Some of the open spaces south between South Street and Haslar Lake lack definition and could benefit from a closer look at their role and applied landscape design including the use of appropriate trees to shape spaces and frame views.
- Reinforce the link between the impressive surviving remains of the ramparts by, for example, a series of linked paths and interpretation panels.
- Opportunities should be taken to reinforce the connections between the waterfront and the town centre and opening up public access to the waterfront.
- The historic layout of the town could be used to reinforce the special sense of place that is unique to Gosport.

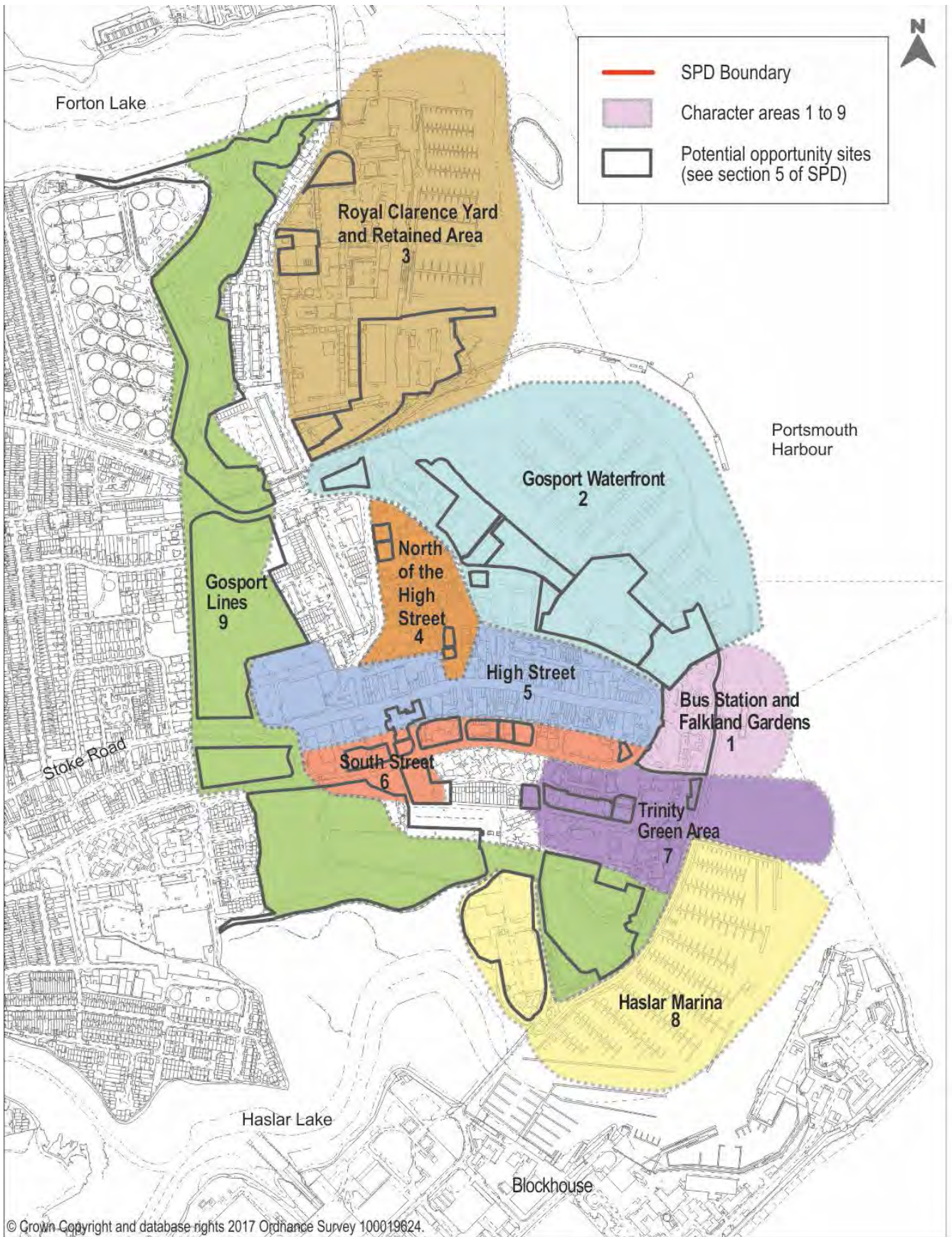
Character Areas

9.19 Based on various characteristics including function, location and historical development, the SPD area has been broken up into a number of character areas. These character areas were drawn up to inform the design of new development within the town centre and waterfront area. Within these character areas buildings, streets and other features shared common characteristics. Plan 4 sets out the identified character areas. The character areas are:

- **Area 1: Bus Station and Falkland Gardens:** This site forms a key entrance to the Borough for residents and visitors using the ferry to and from Portsmouth. The site is the major transport interchange for the Borough. The Bus Station itself has become dilapidated and needs to be replaced with a new purpose built facility. The open space is set out as a formal garden facing the harbour, located at the eastern end of the High Street forming a gateway to the Town Centre.
- **Area 2: Gosport Waterfront:** Gosport Waterfront is a working waterfront, with a long history of boat building, repair and marine use. This use historically backed directly onto the residential form of the town. After the Second World War much of this area of the town was rebuilt for industrial use. However many of the industrial buildings have aged to the point of being no longer fit for purpose. This represents an opportunity to move away from general industrial use to a mix of residential and marine employment use which reflects the traditional form of this area of the town and which is currently in high demand.
- **Area 3: Royal Clarence Yard and the Retained Area:** Royal Clarence Yard has been redeveloped from its original use as a naval victualling yard into a mix of residential and light industrial uses and a small number of commercial uses (restaurant, cafe and offices). The retained area is still in MoD and Crown Estate ownership. The Borough Council considers that this site represents a significant opportunity as a major new employment area specialising in marine industries, fully utilising the deep water access at this site.
- **Area 4: North of High Street:** this area is characterised by a dense urban form built partially upon the historic street pattern but with significant additional infilled development.
- **Area 5: High Street:** The High Street is the main focus of the retail and commercial functions of the Town Centre. It is characterised by the historic dense built form especially in area such as Beminsters Lane, though with gaps in some areas especially close to Mumby Road and South Street.

- Area 6: South Street: The street pattern along South Street and South Cross Street comprises a mixture of buildings and sites of varying style. The frontage onto South Street is broken in a number of locations and therefore new development offers an opportunity to create a defined active frontage.
- Area 7: Trinity Green Area: The street pattern around Trinity Green is a remaining part of the historic grid form of the Town Centre. The buildings on the north, east and west sides of the Green date from the mid to late 20th century and reflect the building practices of the time. At the centre of Trinity Green is Trinity Church, a Grade II* listed building, with the listed Vicarage and Bastion No.1 on the southern boundary of the character area. The Locally Listed Harbour and Seaward Towers provide an important part of the setting of the area.
- Area 8: Haslar Marina An area adjacent to Portsmouth Harbour and Haslar Lake. It includes a large marina as well as a small boat yard and a cluster of marine related businesses as well as a bar/restaurant. It currently has vehicle parking available for its berthholders as well parking for the general public.
- Area 9: Gosport Lines – This area is made up of a series of spaces running from Forton Creek in the North following the route of the Gosport Lines to Bastion No 1 in the South. These spaces are currently disconnected, however the intention is to create a continuous walk including interpretation around the historic town centre.

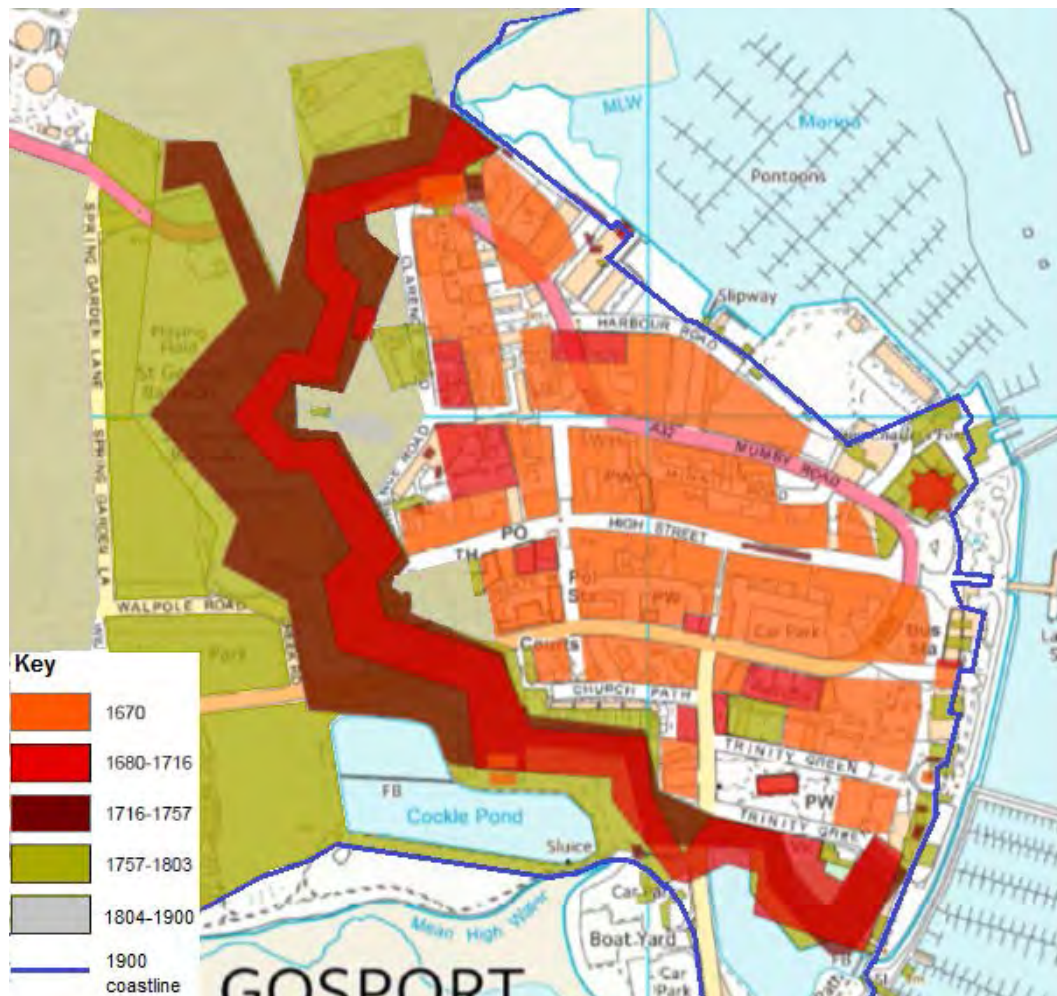
Plan 4: Character Areas included in the SPD



Heritage Assets

- 9.20 Gosport's Waterfront and Town Centre has significant heritage assets of national importance both in terms of quality and quantity. This includes Conservation Areas, Listed Buildings and Scheduled Ancient Monuments as well as Locally Listed building. It is also in close proximity to other significant assets at Priddy's Hard and the Haslar Peninsula.
- 9.21 The plan below shows broadly the historic sequential pattern of development of the Town Centre and Waterfront. The light blue line represents the coastline as it is now whilst the dark blue line represents the coastline as it was in approximately 1900. This shows that extent of land reclamation in the last century.

Plan 5: Broad Sequential development of Gosport Town Centre prior to 1900.

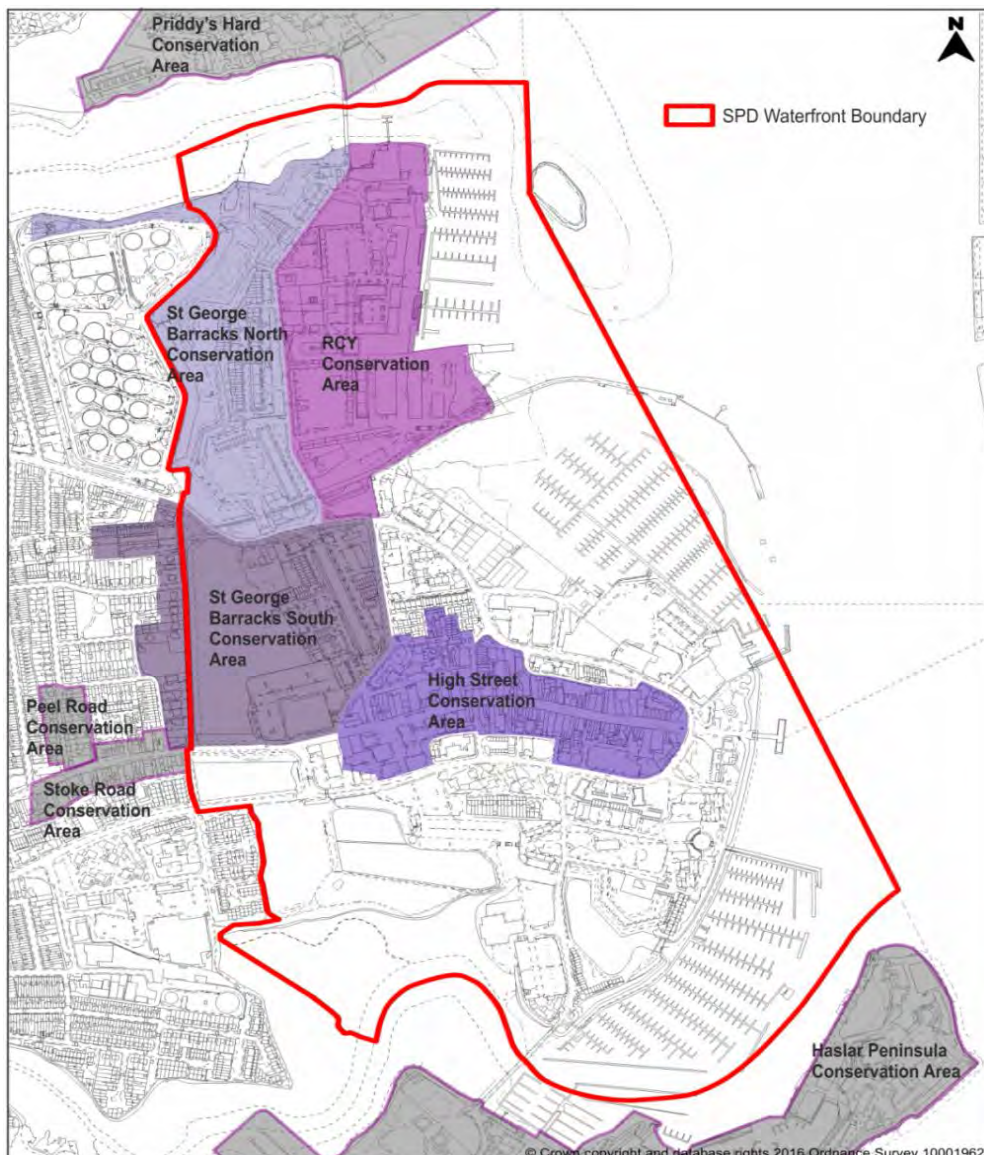


Conservation Areas

- 9.23 There are four Conservation Areas within the SPD boundary (see Plan 6):
- High Street Conservation Area
 - Clarence Yard Conservation Area
 - St Georges Barracks North Conservation Area
 - St George Barracks South Conservation Area

- 9.24 Each of the Conservation Areas has its own distinct character and proposals will need to preserve and enhance the character of the conservation areas. Policy LP12 of the GBLP is therefore applicable.
- 9.25 The SPD is also in close proximity to a number of other Conservation Areas including the Haslar Peninsula Conservation Area (to the south), Priddy's Hard Conservation Area (to the north) and Stoke Road Conservation Area (to the west). Consequently proposals will need to consider how the setting of these adjoining Conservation Areas are affected and where possible opportunities taken to enhance them.
- 9.26 The particular features of interest for the High Street Conservation Area at the core of the Town Centre are set out in a Conservation Area Appraisal. This outlines the key features of the Conservation Area which need to be considered when designing proposals for the town.
- 9.27 Proposals within the Conservation Area and those affecting its setting will need to preserve and enhance its character. The design of the proposals should be sensitive to their setting and planning applications should be accompanied by detailed visual impact assessments.

Plan 6: Town Centre and Waterfront Conservation Areas.



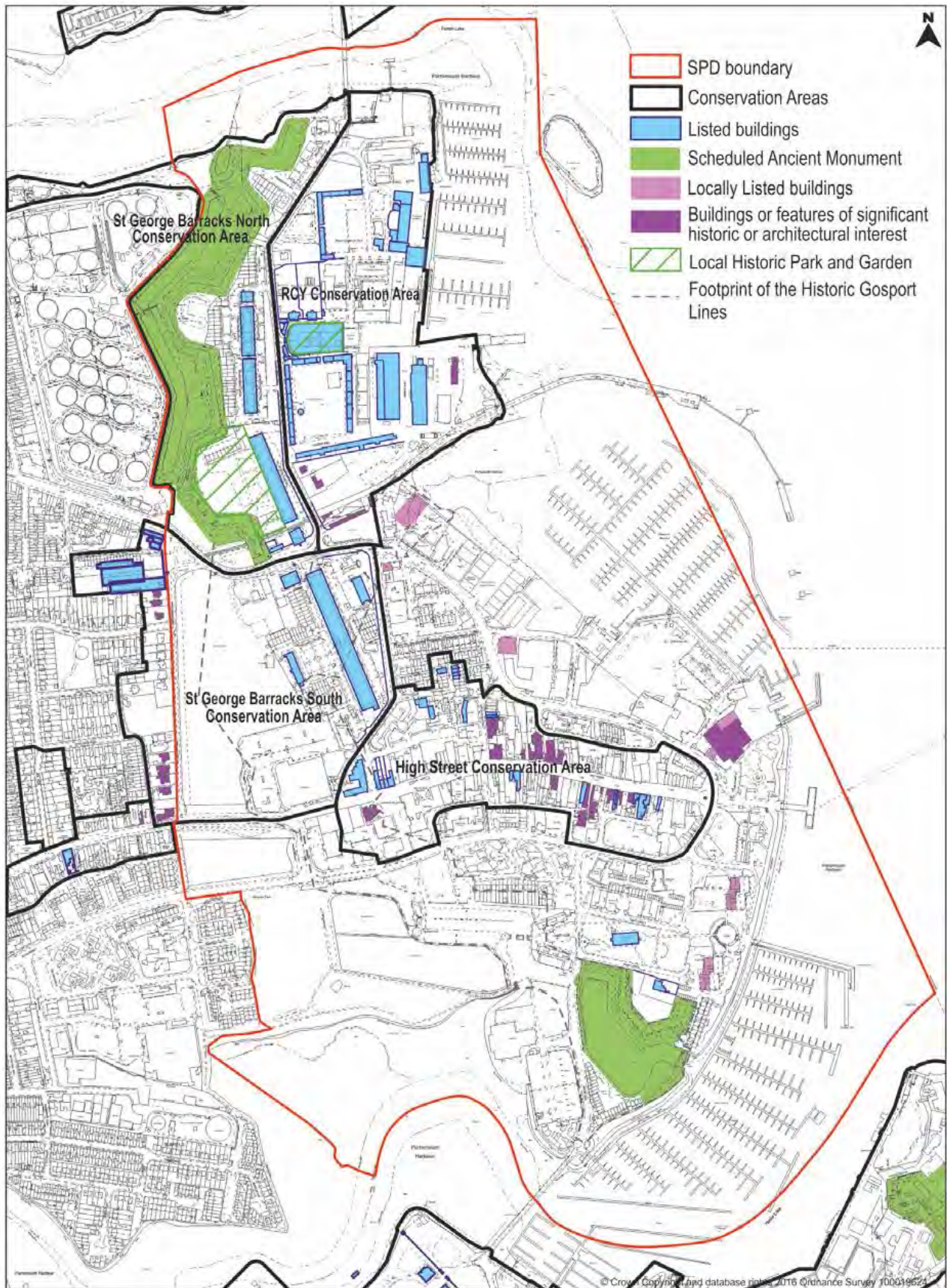
Scheduled Ancient Monuments

- 9.28 There are two scheduled ancient monuments within the SPD area (see Plan 8):
- Fortifications South of Trinity Green (aka Bastion No.1)
 - Fortifications North of Mumby Road (aka Northern Ramparts)
- 9.29 These Ancient Monuments form the remaining part of the town ramparts which are still standing. These sections have significant potential to be used for recreation and open space. There are also a number of Scheduled Ancient Monuments in close proximity to the SPD area including Fort Blockhouse and the Haslar Gunboat Yard to the south and earthwork defences at Priddy's Hard to the north.
- 9.30 Policy LP11 of the GBLP relating to designated heritage assets is applicable which requires proposals not to harm the heritage assets significance. Planning permission will be granted for proposals that make a positive contribution to, or better reveal the significance of the setting of a designated heritage asset.

Listed Buildings

- 9.31 There are also a significant number of Listed Buildings and features within the SPD area including grade II* listed buildings:
- Church of the Holy Trinity; Trinity Green
 - Granary, Bakery, Flour Mill, Stores and Boiler and Engine House at the Royal Clarence Victualling Yard, East side of Weevil Lane.
- 9.32 Plan 7 identifies all the listed buildings (see also Appendix 4) within the SPD area and together with Locally Listed buildings (Appendix 5) and other buildings of historic and architectural interest, this highlights the density of significant heritage assets in this area. Details of the listings can be found on the Council's website with other supplementary information included in the High Street Conservation Area Appraisal. In addition further consideration is included as part of supporting documents that accompanied various planning applications for historic sites, for example Royal Clarence Yard and St George Barrack North and South.
- 9.33 Policy LP11 of the GBLP relating to designated heritage assets is applicable when assessing proposals affecting Listed Buildings and their setting. These listed buildings make a significant contribution to the character of the area. Proposals to re-use these buildings should be done in such a way that they preserve and enhance the historic character. Any proposed development will need to ensure that the setting of these buildings is protected and enhanced including those buildings which are protected as being part of the curtilage of the Listed Buildings.
- 9.34 It should be noted that many of the listed buildings will require a comprehensive repair and refurbishment programme. It is important that the re-use of these buildings take place at an early stage of the site's development.
- 9.35 Further information on the consideration of potential development sites affecting listed buildings is included in the SPD and highlighted in the companion site profiles document.

Plan 7: Historic Assets in the Town Centre and Waterfront.



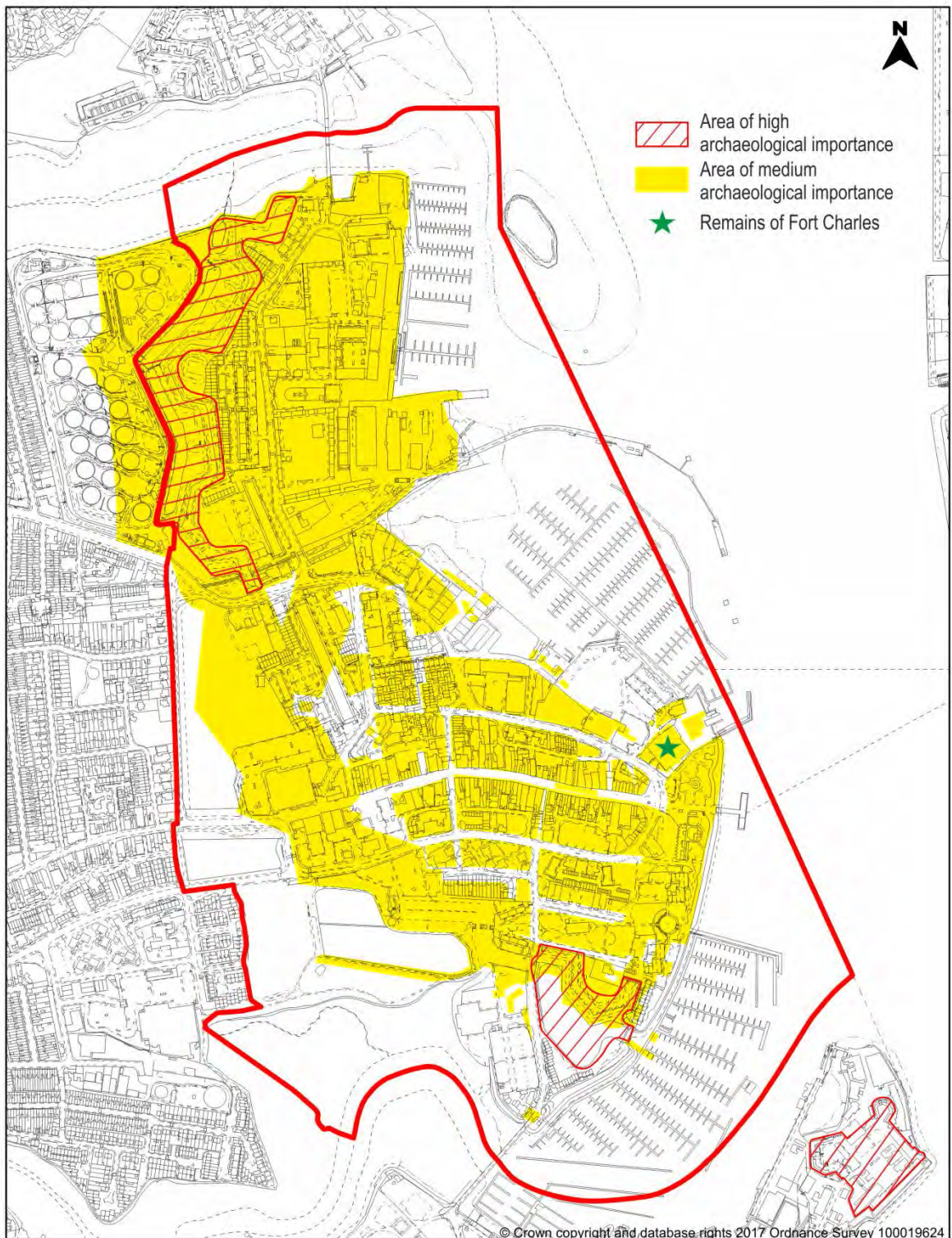
Locally Important Heritage Assets

- 9.36 This includes Locally Listed buildings and other buildings of historic and architectural interest as well as the parks and gardens of local historic interest at Flagstaff Green, Royal Clarence Yard and the Officers' Gardens at St George Barracks North. These locally important heritage assets are covered by Policy LP13 of the GBLP.
- 9.37 The High Street Conservation Area Appraisal identifies a number of 'other buildings of historic and architectural interest'. These buildings contribute to the character of the SPD area and often relate closely to the Listed Buildings and open spaces in terms of their historical context, size, scale and design. The Council considers that these buildings should also be re-used as part of any redevelopment scheme as they form an integral part of the wider SPD setting.
- 9.38 If it is determined through the relevant evidence that currently undesignated buildings, structures, landscapes or archaeology are of local significance or even national significance the relevant Local Plan policies will also apply.

Archaeology

- 9.39 Hampshire County Council, which maintains the Archaeology and Historic Buildings Record (AHBR), consider the Waterfront and Town Centre to be an area with potential for archaeological features (see Plan 9).
- 9.40 The yellow areas on Plan 9 show the broad areas where it is anticipated that there are archaeological remains of some importance. The red areas show known and defined areas of high archaeological importance.
- 9.41 It will be necessary for proposals for development to accord with Policy LP11 and LP13 of the GBLP and consequently developers will be required to submit an archaeological assessment in consultation with the County Archaeologist. This assessment should include consideration of the above and below ground archaeological potential and an appropriate mitigation strategy. The mitigation strategy could include an archaeological evaluation (such as trial trenching) which would inform any further mitigation that might be necessary, such as area excavation or focussed watching briefs. This could be undertaken on a site-by-site basis.
- 9.42 Further assessment of the archaeological potential of the High Street Conservation Area is contained within its Conservation Area Appraisal.

Plan 8: Areas of archaeological importance in the Town Centre and Waterfront.



Demolitions of non -designated buildings

9.43 Within the SPD area including within the Conservation Areas there are a number of buildings of little historic or architectural merit which could be demolished. In some cases this provides an opportunity to redevelop the plots with buildings of higher quality. A level of recording may be required prior to demolition.

Historic routes and spaces

- 9.44 Within the SPD area there are a number of historic routes and open spaces that follow the historic pattern of the town. In some cases these routes and spaces could provide the design cues which could help shape the pattern of new build development. The Council considers that wherever possible development should respect these routes and spaces, and opportunities should be taken to use them as a cue for the setting of new development where appropriate. The hierarchy of routes is further considered in the section on accessibility.
- 9.45 Within the SPD area there is potential to create visual and physical links in order to maximise the benefits of key features such as the waterfront and key historic buildings and spaces.

Other design considerations: Tall buildings

- 9.46 Tall buildings can make a positive statement relating to the regeneration of the area and can improve the townscape, however in certain instances they can also detract from what makes an area special including its heritage assets. They can also impact on the amenities of local residents and visitors through being overbearing, overlooking and overshadowing, casting surrounding areas into shade for large parts of the day. Their impact on nature conservation features also needs to be assessed. The plan below shows the height of existing and permitted buildings in the Town Centre and Waterfront (Plan 10).
- 9.47 The majority of the buildings in the Town Centre and Waterfront are below 4 storeys in height. There are however a number of tall buildings within the SPD area the highest of which are the Harbour and Seaward Towers at 16 storeys.
- 9.48 New tall buildings in the Town Centre and Waterfront will need to consider key views including from: Haslar Bridge, Priddy's Hard, Fort Blockhouse, The Hard at Portsmouth, and Old Portsmouth. It will be necessary to consider the setting of, and spacing in relation to, existing tall buildings as well as the setting of any smaller buildings and spaces in the immediate surrounds of any proposed tall buildings. The style and materials of new tall buildings in the Waterfront and Town Centre will need consideration with regard given to examples in the vicinity. Further guidance has been prepared by Historic England: <https://content.historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/heag037-tall-buildings.pdf/>

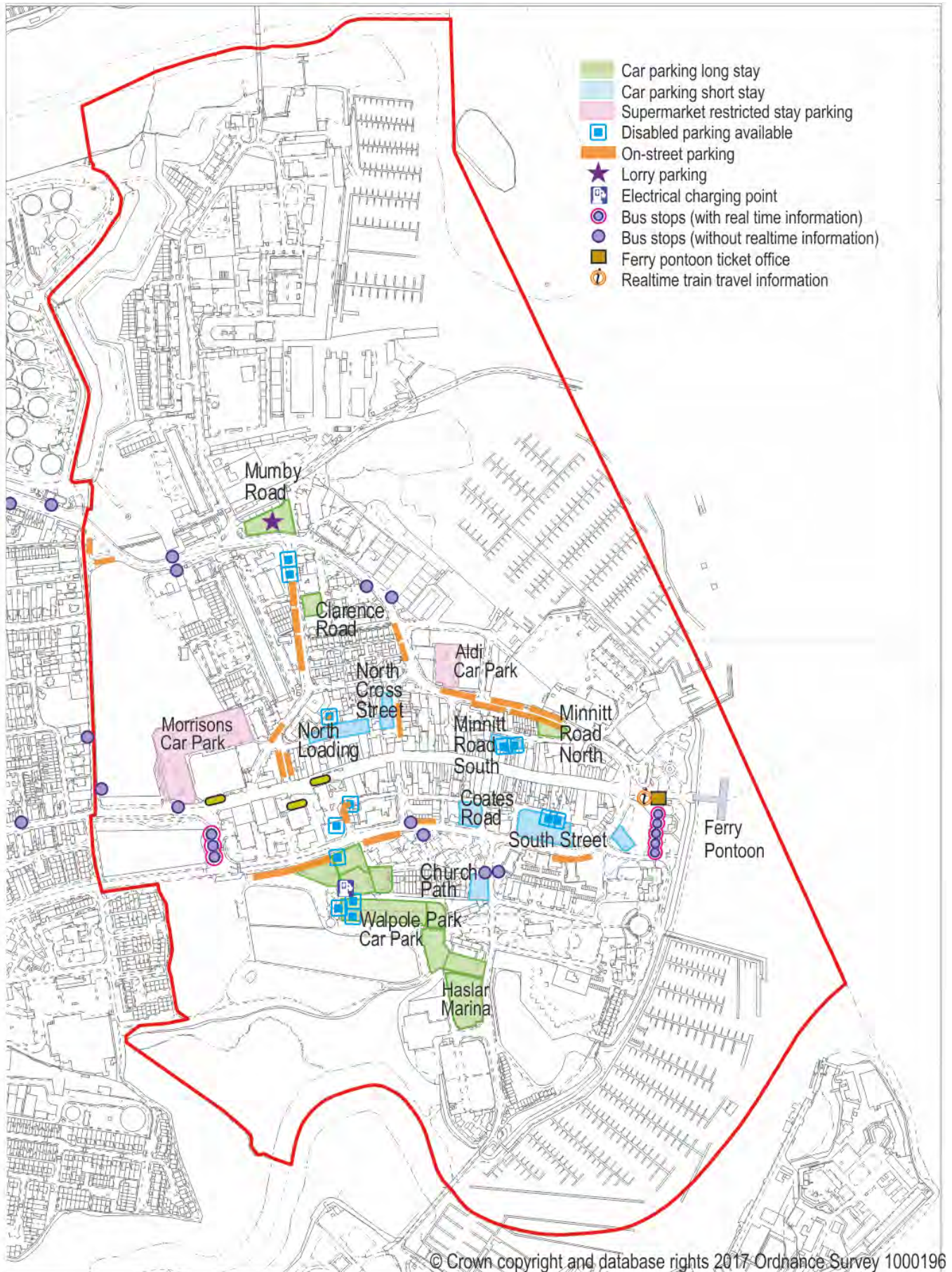
Plan 9: Existing and permitted building heights in the Town Centre and Waterfront.



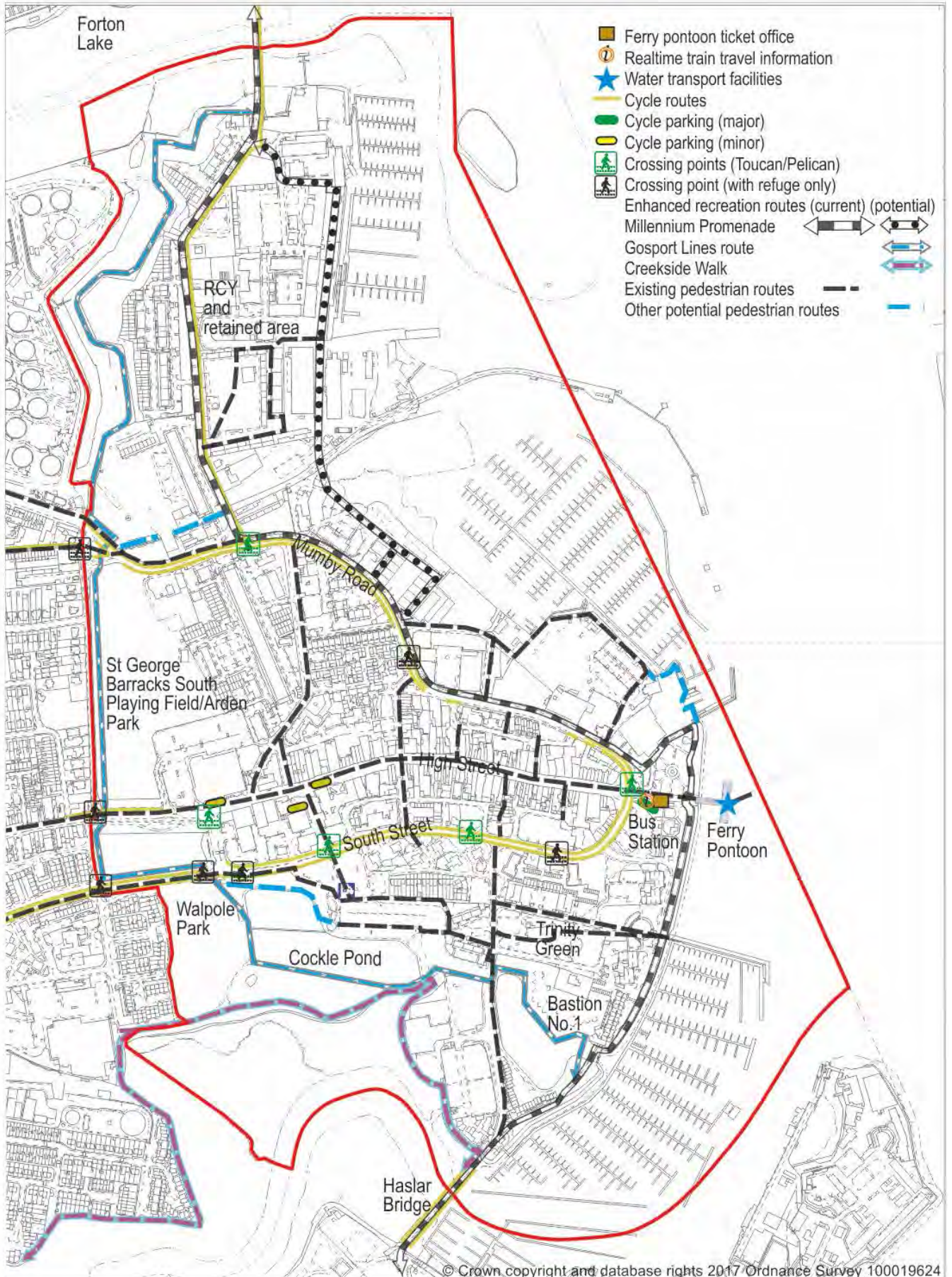
10 Accessibility

- 10.1 The SPD includes objectives to create an attractive townscape and improve accessibility within, and to, the Town Centre and Waterfront. Any successful town centre needs to be attractive to local residents, businesses and visitors. It is therefore important that the town centre is easy to reach and that there are good linkages within the town centre and waterfront area once people arrive. This includes:
- Road access for vehicles with sufficient car parking and service areas for delivery vehicles and buses;
 - Regular bus services to and from the surrounding area with a good network of bus stops which are easily accessible for buses and pedestrians;
 - Regular and convenient water transport with appropriate waiting areas;
 - Safe and convenient cycle routes and cycle parking; and
 - Safe and convenient pedestrian routes and crossings.
- 10.2 The town centre will need to be accessible to all visitors including people with disabilities, elderly people and those using pushchairs. This includes the provision of:
- Well-designed buses;
 - Appropriate parking provision close to the shops;
 - Appropriately sized and orientated parking spaces;
 - Mobility scooter parking in association with particular developments;
 - Appropriately designed crossings;
 - Provision of benches with appropriate shade at regular intervals; and
 - Improved access into commercial premises.
- 10.3 Town centres also need to cater for new technology to improve accessibility. This could include:
- Wifi provision on public transport and associated waiting areas;
 - Seamless ticketing between public transport services (similar to the Oystercard in London);
 - Realtime information of bus services at bus stops; and
 - Electric car charging points
- 10.4 Plans 10 highlights the transport and accessibility components in the SPD area. The issue of car parking provision is dealt with separately in Section 11 of this document.

Plan 10a: Transport and access plan – parking and public transport



Plan 10b: Transport and access plan – cycling and walking

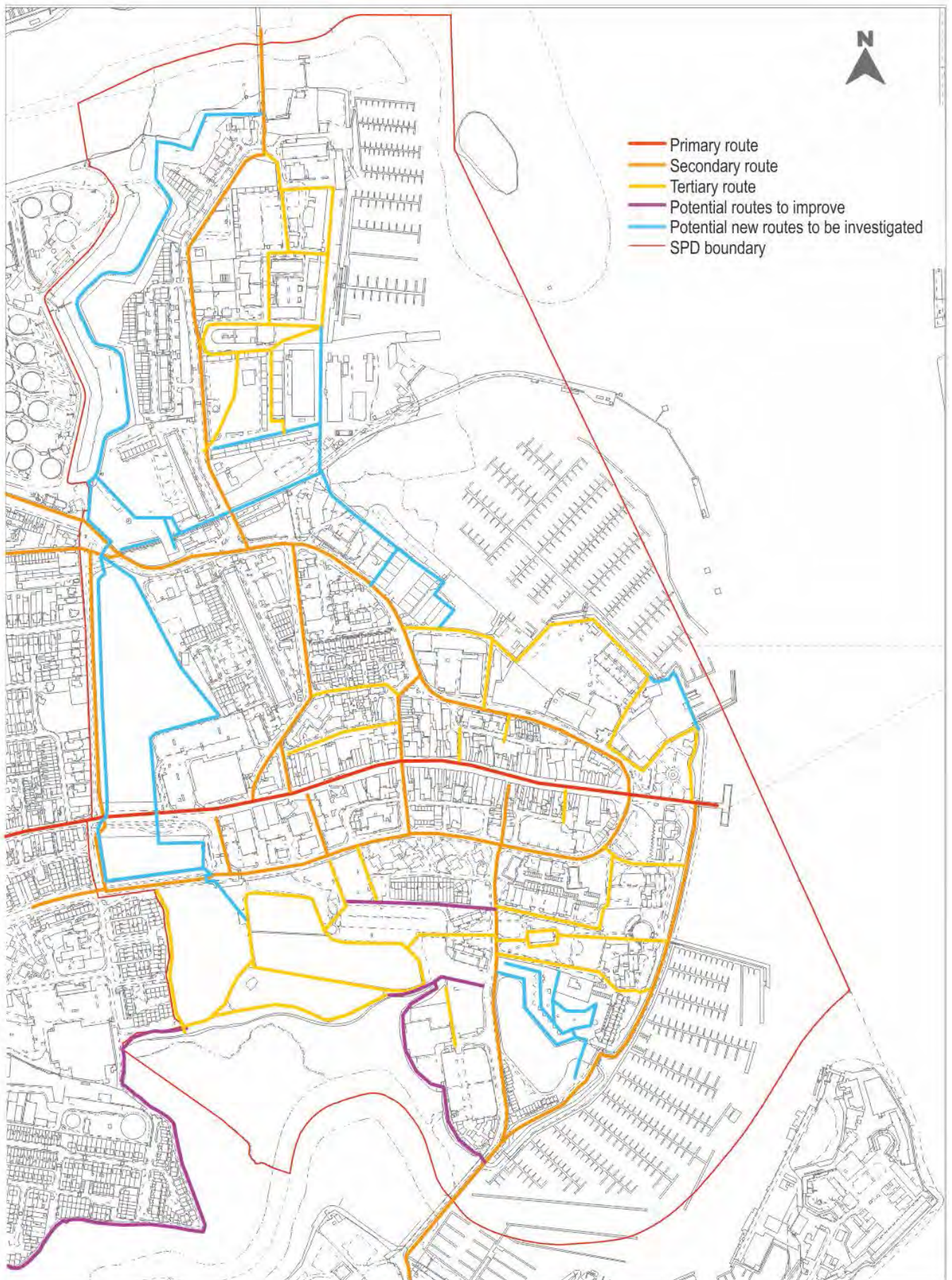


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Pedestrian routes

- 10.5 Gosport High Street is a long linear street which is still laid out on the 17th century street pattern. A large part of the original built form on either side of the street is still extant and new units have been largely re-built on the original form and frontage. Apart from access at each end the High Street is only accessed by a small number of main routes namely:
- North and South Cross Street
 - Clarence and Ordnance Road
 - Route adjacent to Discovery Centre / Town Hall
 - Bemisters Lane.
- 10.6 In addition to these routes there are a number of alleyways by which people can access the High Street.
- 10.7 The plan below (Plan 11) show an assessment of the hierarchy of pedestrian routes within and adjacent the SPD area. It also identifies a number of routes that could be improved as well as the potential for new routes. Some of these routes would be primarily be convenient functional links whilst others would be more for recreational purposes enabling people to view the harbourside and the area's heritage. New and improved routes include:
- Opportunities to extend the harbourside Millennium Promenade.
 - Creation of a Gosport Lines walk with signage and interpretation to acknowledge and appreciate the historic Gosport Lines. This includes:
 - Link between Millennium Promenade to Bastion Number 1 via a reinstated bridge across the moat;
 - Improved routes through Bastion Number 1 with a easy access route;
 - Crossing across Haslar Road and route beside the Walpole Park Car park (eastern end) with an avenue of trees;
 - Legible walk through Walpole Park (with signage and interpretation) and link across South Street to and through the northern section of Walpole Park and a pedestrian refuge across Creek Road to Arden Park;
 - Route through Arden Park;
 - Long term ambition to secure access through the Northern Ramparts to create a pleasant new route towards Forton Lake and the northern section of the Millennium promenade (by the Forton Lifting Bridge);
 - Creekside Walk including:
 - Improved route between Walpole Park and Haslar Bridge adjacent Haslar Marina;
 - Environmental improvements to walk along Haslar Lake through the Seafields area from Walpole Park.
 - Investigate improved linkages between the Town Centre and Royal Clarence Yard looking at potential routes through the Retained Area.
 - Improve path from Haslar Road to upper section of the Walpole Park Car Park.
 - Improvements to alleyways (further details are outlined further in this section).

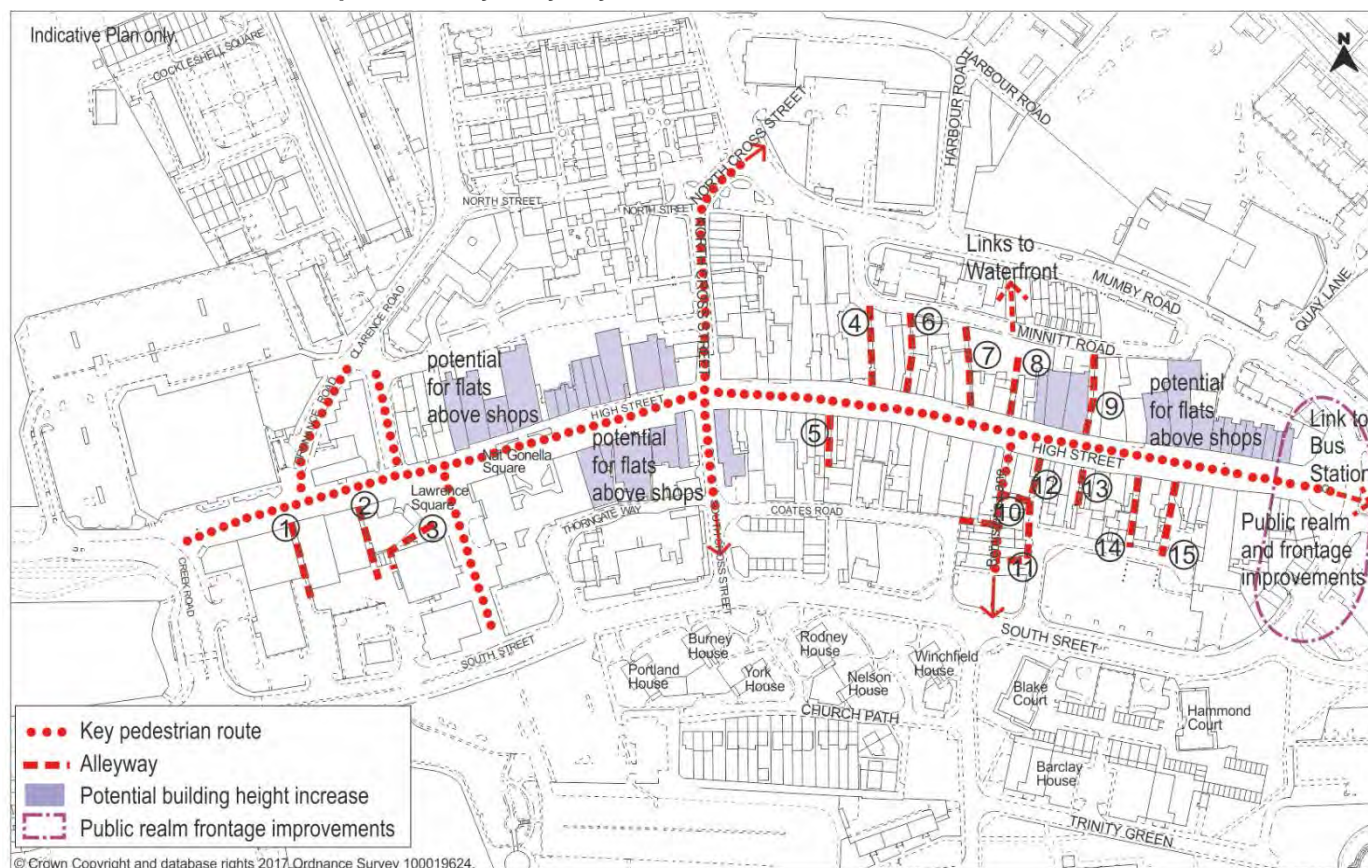
Plan 11: Hierarchy of pedestrian routes in the Town Centre and Waterfront.



Gosport Town Centre Alleyways.

10.8 The alleyways around Gosport Town Centre are part of its character although it is acknowledged that more can be done to enhance them and make them an attractive and appreciated feature of the centre. Plan 12 highlights the alleyways together with other pedestrian routes into the High Street.

Plan 12: Linkages and accessibility on the High Street including alleyways
NB: Numbers on plan identify alleyways included in Table 16



10.9 The alleyways would benefit from name sign boards as this would help to give them a sense of place and make their historic significance more obvious. It would also make it clearer to the casual observer that they lead to somewhere.

10.10 Lighting should look to play on the traditional form of the alley ways and attempt to create an attractive environment for people to access. Lighting should illuminate the whole of the alleyway brightly. Some alleyways currently have the traditional lantern form of lighting and this approach should be repeated in the other alleyways.

10.11 Improvements could involve painting alleys in light colours to make them appear less oppressive, ensuring regular painting to stop them feeling unkempt, keeping them clear of bins, and working with building owners to improve fascia's to give an overall safer and more attractive appearance. The approaches to the alleyways are also more important to making them more appealing and attractive.

10.12 Certain alleyways could benefit from a robust mural accompanied by some form of interpretation.

10.13 Some alleys ways are dead ends and could be used as outdoor seating areas associated with food and drink uses.

10.14 A detailed audit of improvements will need to be undertaken to consider this issue further. Some suggestions are outlined below.

Table 16: Potential improvements to the Alleyways –Further feasibility required

Number and description	Current state	Potential improvements Further feasibility required
General	-	Common style street sign naming each alley (use of historic plans or if no name give each one a name)
1. Between Pampurred Pets and Job Centre	Wide alley but made narrow in part by rails to loading bays, flood-lit, not covered.	Investigate if there is scope to improve alley with adjacent users.
2. Between Job Centre and Conservative Club	Part narrowed by ramp and rail access to Conservative Club, not covered, flood-lit, bins.	Screen bins
3. Between Discovery Centre and Conservative Club	Short, hard to see from adjoining areas	Use wider part as a seating area as part of Cultural Square
4. Beside Roman Catholic Church	Narrow, gates at both ends, not obviously accessible to people, gates can be shut, not covered, no lighting.	Useful link between Mumby Road and the High Street. Installation of lighting, discussions over desirability of being able to keep open at all times.
5. Ashby Place (Adjacent charity shop / brokers)	Wider. No through route, unlit, access to residential only.	Open up access to Coates Road. Improve surface treatment and lighting. Could potentially include outdoor seating for food/drink use.
6. Through Nelson Pub.	Through pub and pub seating, not inviting for all, can be closed at both ends, car parking can block way, flood lit.	Potential for owner/operator to encourage people to walk through as a link from Mumby Road to High Street. Potential to increase footfall and create a vibrant area. More potential for outdoor dining. Improve surfacing and signage.
7. Western access to Minnitt Road	Narrow covered alleyway, poorly lit, uninviting unable to see down.	Improve lighting; make access from Minnitt Road more inviting. Potential for vibrant mural with interpretation elements.
8. Minnitt Road Central	Wider alley ,ground lit, tatty signs, poor lighting generally, bins.	Better lighting, replace signs, and screen bins. Extended pedestrian way across car park to the land beside Chandlers through to Mumby Road. Needs to be investigated further.
9. Minnitt Road East	Uninviting, bins, ground lighting, good paint, well lit.	Screen bins, improve buildings. The use of lantern lighting and improved surface treatment. Potential for an interpretation mural.
10. Bemister Lane, including subsidiary alleys.	Bemisters Lane wider, good frontages, good lights. Short narrow subsidiary alleys, narrow, some lighting	Lighter paint, remove clutter.
11. Open space next to the George and Dragon	Small, open space, planting, purposeless wall	Infill site.

12. Alley by Scrivens	Narrow, not obvious from High Street end, partly blocked by bollards, bins	Reorganise bollard, light, paint, screen bins.
13. Alley by Poppins	Narrow long, not obvious from the High Street.	Light, paint.
14. Alley adjacent to CEX	Wide, bins, air con units, cannon used as ashtray, ground lit	Revitalise cannon, remove / hide air con. Use of lantern lighting.
15. Alley next to Jeweller	Short open clear, ground lit, rear parking.	Reorder parking. Potential for new unit to the rear.

11 Car Parking provision

Introduction

- 11.1 The Government Housing White Paper encourages local authorities and other public organisations to consider their assets regarding their suitability for residential development. Specifically mentioned are car parks as a way to increase density in urban areas. Gosport Town Centre was previously a higher density location and would suit increasing density levels in the future due to its availability of services and transport links (bus and ferry with connections to national rail services and the functions of the City of Portsmouth). There is also a perception that there are considerable areas of parking that are under-utilised. To ascertain whether this is the case a number of parking surveys were undertaken in 2016 and 2017 on different days and times to establish occupancy rates including at peak times.

Survey

- 11.2 Plan 14 identifies the car parks included in the survey with the number of available spaces.
- 11.3 Tables 17 and 18 identify the total number of each type of car parking spaces. The small car park at the Bus Station was not included as this will be redeveloped as part of the Bus Station redevelopment with the parking provision to be determined as part of these proposals. Free on street parking was also not included partly due to the need to undertake car parking surveys quickly and consistently. Anecdotally this on-street provision was well-utilised at all times when the car park surveys were undertaken. Earlier surveys had been undertaken in 2012 which provided a useful comparison.

Table 17: Types of car park in Town Centre

Type of car park	No. of spaces
GBC owned (charged) ¹⁶	880
Other charging car parks ¹⁷ ,	176
Supermarket (free). ¹⁸	392
Total	1,448

Table 18: Length of stay provision in Town Centre Car Parks

Type of car park	No. of spaces
Long stay	808
Short stay	248
Supermarket (free short stay)	392
Total	1,448

¹⁶ See Table 20 for list

¹⁷ Mumby Road (28 spaces), Haslar Marina (148)-both long stay provision

¹⁸ Morrisons (301 spaces), Aldi (91 spaces) free with maximum stay

Plan 15 Main car parking sites in the SPD Area (those surveyed)

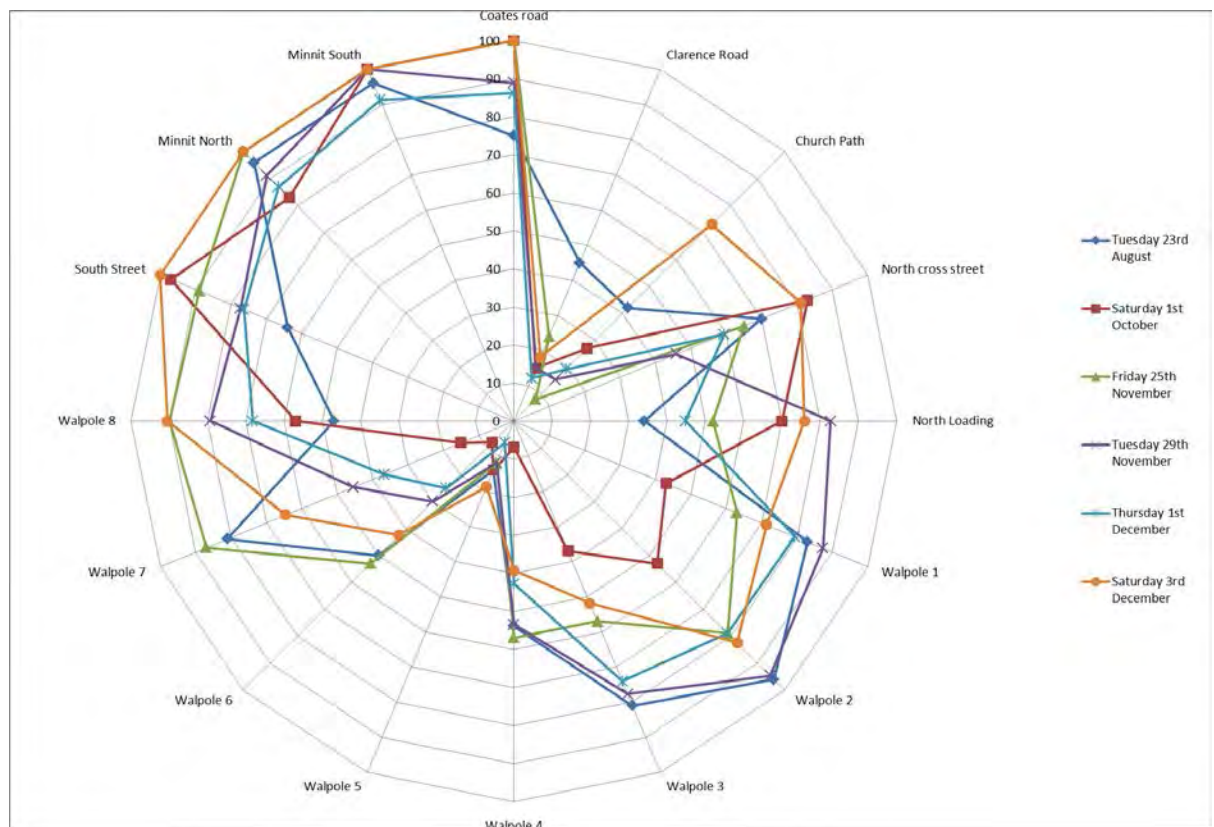


11.4 In total there are 880 public parking spaces in Gosport Borough owned and managed car parks in the town centre and waterfront. In addition there are a further 176 parking spaces in non GBC-owned car parks (Mumby Road and Haslar Marina public parking

area) which are available for the public as general parking when visiting the town centre. There is also provision associated with Morrisons and Aldi supermarkets where visitors can stay for a limited time, with the potential to make linked trips to other uses in the town centre. In addition there is significant additional parking provision to specifically serve marina visitors at the Gosport and Haslar Marinas. This specific marina parking has not been included in the survey.

11.5 Figure 10 identifies the proportion of parking spaces occupied at various survey dates in 2016.

Figure 10 Percentage occupation of GBC owned car parks in the town centre and waterfront in 2016.



11.6 The surveys in 2016 show that the highest recorded number of spaces being occupied at once was on 3rd December 2016 (11.30pm-Midday) with 952 spaces occupied. However this still meant that 496 spaces were vacant (Table 19 shows). 93.5% of these vacancies were within the long stay provision.

Table 19: Observed capacity at peak time (during the 2016 surveys) (i.e. Sat 3rd Dec 2016):

Type of car park-term	No. of vacant spaces
Short Stay (GBC)	21
Supermarket	11
Long Stay (GBC)	311
Long Stay (other)	153
Total	496

11.7 When considering just the GBC car parks, 548 of the 880 spaces were occupied at this peak time representing 62.3% occupancy rate. The table below shows the detailed breakdown for the levels of usage of the Borough owned car parks for that time. The level of occupation varies from car park to car park and between short and long stay parking provision.

Table 20: Observed capacity at maximum occupation for each GBC car park (Sat 3rd Dec 2016):

Saturday 3.12.16 11.30am (bright dry conditions)				
Car Park	Stay Duration	Capacity	Number of occupied spaces	Percentage occupied
Coates road	Short Stay	36	36	100.0
Church Path	Short Stay	26	19	73.1
Minnit South	Short stay	23	23	100.0
North Cross street	Short Stay	37	30	81.1
North Loading	Short Stay	29	22	75.9
South Street	Short stay	97	97	100.0
Short Stay Sub total		248	227	91.5%
Clarence Road	Long Stay	33	6	18.2
Minnit North	Long stay	23	23	100.0
Walpole 1	Long Stay	63	45	71.4
Walpole 2	Long Stay	57	47	82.5
Walpole 3	Long Stay	54	28	51.9
Walpole 4	Long Stay	28	11	39.3
Walpole 5	Long Stay	192	36	18.8
Walpole 6	Long Stay	40	17	42.5
Walpole 7	Long Stay	79	51	64.6
Walpole 8	Long Stay	63	57	90.5
Long stay Sub total		632	321	50.8%
Total		880	548	62.3%

11.8 Table 21 identifies the occupancy rates for the non-GBC car parks at the same peak time (3rd Dec 2016)

Table 21: Observed capacity at maximum occupation for each GBC car park (Sat 3rd Dec 2016):

Saturday 3.12.16 11.30am (bright dry conditions)				
Car Park	Stay Duration	Capacity	Number of occupied spaces	Percentage occupied
Supermarkets				
Aldi	Short stay (free)	91	80	87.9%
Morrisons	Short stay (free)	301	301	100%
Supermarket total		392	381	97.1%
Long stay (paid)				
Mumby Road	long Stay	28	8	28.6%
Haslar Marina	Long stay	148	15	10.1%
Long stay total		176	23	13.1%

11.9 Table 22 identifies the occupancy rates of the Council's car parks during 2016. The time shown identifies the peak on that particular day (other counts were taken on each day).

11.10 The table highlights the high levels of usage of short stay car parks on Saturdays. It has been found that the GBC owned long stay car parks had the highest levels of occupation on weekdays. This was due to notably larger numbers of people parking in the town's car parks for the day whilst they were working, with those car parks nearest key employers such as the town hall and in proximity to the Gosport Ferry for commuting to Portsmouth being the busiest.

11.11 The table shows the highest levels of occupation for long stay provision was recorded on Tuesday the 23rd August. However there was still a spare capacity of 264 long-stay spaces within the GBC owned long stay car parks at this busiest survey time.

Table 22: Observed capacity at maximum occupation for each GBC car park on all 2016 survey dates.

Car Park	Stay	Capacity	Tuesday 23 rd August 2016 13:00		Saturday 1 st of October 2016 11.30am		Friday 25 th November 2016 (Black Friday)		Tuesday 29 th November 2016 1pm		Thursday 1 st December 2016 13.00		Sat 3 rd December 2016 11.30—12.00	
			No. of occupied spaces	% occupied	No. of occupied spaces	% occupied	No. of occupied spaces	% occupied	No. of occupied spaces	% occupied	No. of occupied spaces	% occupied	No. of occupied spaces	% occupied
Church Path	Short	26	11	42.3	7	26.9	2	7.7	4	15.4	5	19.2	19	73.1
Coates road	Short Stay	36	27	75	36	100	36	100	32	88.9	31	86.1	36	100.0
Minnit South	Short stay	23	22	95.7	23	100	23	100	23	100	21	91.3	23	100.0
North cross street	Short Stay	37	26	70.3	31	83.8	24	64.9	17	45.9	22	59.5	30	81.1
North Loading	Short Stay	29	10	34.5	20	69	15	51.7	24	82.8	13	44.8	22	75.9
South Street	Short stay	97	62	63.9	94	96.9	86	88.7	55	87.3	50	79.4	97	100.0
Short stay total		248	158	63.7	211	85.1	186	74.9	155	62.4	142	57.3	227	91.5
Clarence Road	Long Stay	33	15	45.5	5	15.2	8	24.2	5	15.2	4	12.1	6	18.2
Walpole 1	Long Stay	63	52	82.5	27	42.9	40	63.5	55	87.3	50	79.4	45	71.4
Walpole 2	Long Stay	57	55	96.5	30	52.6	45	78.9	54	94.7	45	78.9	47	82.5
Walpole 3	Long Stay	54	44	81.5	20	37	31	57.4	42	77.8	40	74.1	28	51.9
Walpole 4	Long Stay	28	15	53.6	2	7.1	16	57.1	15	53.6	12	42.9	11	39.3
Walpole 5	Long Stay	192	26	13.5	27	14.1	24	12.5	23	12	12	6.3	36	18.8
Walpole 6	Long Stay	40	20	50.0	3	7.5	21	52.5	12	30	10	25	17	42.5
Walpole 7	Long Stay	79	64	81.0	12	15.2	69	87.3	36	45.6	29	36.7	51	64.6
Walpole 8	Long Stay	63	55	87.3	27	42.9	57	90.5	50	79.4	43	68.3	57	90.5
Minnit North	Long stay	23	22	95.7	19	82.6	23	100	21	91.3	20	87	23	100.0
Long stay total		632	368	58.2	172	27.2	334	52.8	313	49.5	265	41.9	321	50.8
Total		880	526	59.8	383	43.5	520	59.1	468	53.2	407	46.2	548	62.3

11.12 Table 23 confirms the number of vacant spaces at the peak survey time in 2016.

Table 23: Number of vacant spaces at peak times for each GBC car park on all 2016 survey dates.

Car parks	Tuesday 23 rd August 2016 13:00		Saturday 1 st of October 2016 11.30am		Friday 25 th November 2016 (Black Friday)		Tuesday 29 th November 2016 1pm		Thursday 1 st December 2016 13.00		Sat 3 rd December 2016 11.30—12.00	
	Total no. of vacant spaces	% vacant	Total no. of vacant spaces	% vacant	Total no. of vacant spaces	% vacant	Total no. of vacant spaces	% vacant	Total no. of vacant spaces	% vacant	Total no. of vacant spaces	% vacant
GBC car parks only	354	40.2	497	56.5	360	40.9	412	46.8	473	53.8	332	37.7

11.13 Table 24 shows the results of the surveys undertaken in December 2012 at GBC-owned car parks which shows at that time a slightly higher rate of occupancy at the peak survey time with 66.6% occupied (1pm on Sat. 15th December 2012) compared with 62.3% in 2016. This still represented 294 vacant spaces (as highlighted in Table 25).¹⁹

Table 24: Observed capacity at maximum occupation for each GBC car park on survey dates in 2012.

Car park	Stay	Capacity	Saturday 8 th December 2012 1pm		Tuesday 11 th of December 2012 1pm		Saturday December 15 th 2012 1pm		Tuesday December 18 th 2012 1pm	
			No. of occupied spaces	% occupied	No. of occupied spaces	% occupied	No. of occupied spaces	% occupied	No. of occupied spaces	% occupied
Church Path	short	26	14	53.8	8	30.8	23	88.5	10	38.5
Coates Road	short	36	36	100	30	83.3	36	100	32	88.8
South Street	short	97	93	95.8	78	80.4	97	100	67	69.1
Minnit Road South	short	23	23	100	19	82.6	22	95.6	16	69.5
North Cross Street	short	37	28	75.7	28	75.6	34	91.9	32	86.4
North Loading	short	29	28	96.6	21	72.4	27	93.1	24	82.7
Short Stay total		248	225	90.7	184	74.2	239	96.3	181	72.9
Clarence Road	long	33	5	15.2	11	33.3	2	6	6	18.2
Minnit Road North	long	23	21	91.3	23	91.3	23	100	22	95.7
Walpole Park	long	576	299	51.9	268	46.5	322	55.9	292	50.6
Long stay total		632	325	51.4	302	47.8	347	54.9	320	50.6
Total		880	550	62.4	486	55.2	586	66.6	501	56.9

¹⁹ Surveys were not undertaken for non-GBC car parks in 2012.

Table 25: Number of vacant spaces at peak times for each GBC car park on 2012 survey dates.

	Saturday 8 th December 2012 1pm		Tuesday 11 th of December 2012 1pm		Saturday December 15 th 2012 1pm		Tuesday December 18 th 2012 1pm	
	Total no. of vacant spaces	% vacant	Total no. of vacant spaces	% vacant	Total no. of vacant spaces	% vacant	Total no. of vacant spaces	% vacant
Vacant spaces	330	37.6	394	44.8	294	33.4	379	43.1

- 11.14 Additional car parking surveys were undertaken during 2017 (see Tables 26 & 27), including towards the latter end of the year, the inclusion of the Cooperage and North Meadow Car Parks at Royal Clarence Yard (RCY) in order to gain a better understanding of how the publicly available spaces are used. This monitoring of parking spaces will be on-going.
- 11.15 The peak 2017 survey (when considering all the car parks sites that were also surveyed in 2016) was at lunchtime on Friday 22nd December 2017, which had a marginally higher occupancy rate than Saturday 23rd December 2017. This showed that the number of occupied Council car parking spaces was 517 out of 880 spaces which represented 58.7% of the total. Consequently there were 363 GBC car parking spaces unoccupied. Therefore the 2017 peak had lower occupancy rates for Council car parks than the 2012 and 2016 peaks. (66.6% and 62.3% respectively).
- 11.16 When comparing all the surveyed car parks in the 2016 and 2017 surveys including non GBC car parks the peak occupancy time remained 13th December 2016 with an occupancy rate of 65.7% which equates to 496 unoccupied spaces out of 1,448. The peak surveys in 2017 identified 611 unoccupied
- 11.17 If public parking at Royal Clarence Yard (RCY) is included in the overall provision the total available parking increases from 1,448 to 1,665 recognising that this is subject to change in the near future. In December 2017 the occupancy rates of the main Cooperage Car Park was between 52-55% representing around 100 vehicles. Consequently there was still a large number of spaces available and it is recognised that further surveys will need to be carried out at different times of the day and year.
- 11.18 On Saturday 23rd December 2017 when taking into account all the surveyed car parks, 943 spaces were occupied (out of 1,665) and 722 spaces were unoccupied representing an occupancy rate of 56.6%. It will be necessary to continue to monitor the RCY provision together with the other sites to further inform future release and management decisions.

Table 26: Number of vacant spaces at peak times for each GBC car park on 2017 survey dates.

Car Park	Stay	Capacity	Monday 14 th August 2017 1pm		Tuesday 28 th August 2017		Tuesday 19 th of December 2017 11.30am		Friday 22 nd December 2017 1pm		Saturday 23 rd December 2017 1.45pm	
			No. of occupied spaces	% occupied	No. of occupied spaces	% occupied	No. of occupied spaces	% occupied	No. of occupied spaces	% occupied	No. of occupied spaces	% occupied
Church Path	Short	26	6	23	6	23	7	29.9	22	84.6	17	65.3
Coates road	Short Stay	36	19	52.7	26	72.2	32	88.8	36	100	35	97.2
Minnit South	Short stay	23	19	82.6	21	91.3	20	86.9	21	91.3	22	95.6
North cross street	Short Stay	37	22	59.4	20	54	17	45.9	28	75.6	28	75.6
North Loading	Short Stay	29	7	24.1	5	17.2	13	44.8	23	82.1	13	44.8
South Street	Short stay	97	58	59.7	62	72.2	66	68.5	97	100	97	100
Short stay total		248	131	52.8	130	52.4	155	62.4	227	91.5	212	85.4
Clarence Road	Long Stay	33	7	21.2	9	27.3	11	33.3	7	21.2	11	33.3
Walpole 1	Long Stay	63	42	66.6	49	77.7	44	69.8	47	74.6	40	63.4
Walpole 2	Long Stay	57	51	89	53	92.9	53	92.9	57	100	35	61.4
Walpole 3	Long Stay	54	37	68.5	37	68.5	29	53.7	34	62.9	30	55.5
Walpole 4	Long Stay	28	15	53.5	13	46.4	8	28.5	19	67.8	4	14.2
Walpole 5	Long Stay	192	15	7.8	24	12.5	23	11.9	17	10.4	13	6.7

Car Park	Stay	Capacity	Monday 14 th August 2017 1pm		Tuesday 28 th August 2017		Tuesday 19 th of December 2017 11.30am		Friday 22 nd December 2017 1pm		Saturday 23 rd December 2017 1.45pm	
			No. of occupied spaces	% occupied	No. of occupied spaces	% occupied	No. of occupied spaces	% occupied	No. of occupied spaces	% occupied	No. of occupied spaces	% occupied
Walpole 7	Long Stay	79	53	67	68	86	33	41.7	17	48.1	34	43
Walpole 8	Long Stay	63	51	80.9	58	92	48	76.1	50	79.3	48	76.1
Minnit North	Long stay	23	57	62.6	23	100	70	76.9	23	100	23	100
Long stay total		632	344	54.4	358	56.6	330	52.2	290	45.8	245	38.7
Total		880	475	53.9	488	55.4	485	55.1	517	58.7	457	51.9

Table 27: Number of vacant spaces at peak times for each Non GBC car park on 2017 survey dates.

			Monday 14 th August 2017 1pm		Tuesday 28 th August 2017		Tuesday 19 th of December 2017 11.30am		Friday 22 nd December 2017 1pm		Saturday 23 rd December 2017 1.45pm	
Car Park	Stay Duration	Capacity	Number of occupied spaces	Percentage occupied	Number of occupied spaces	Percentage occupied	Number of occupied spaces	Percentage occupied	Number of occupied spaces	Percentage occupied	Number of occupied spaces	Percentage occupied
Supermarkets												
Aldi	Short stay (free)	91	57	62.6	40	43.9	70	76.9	90-	98.9	68	74.7
Morrisons	Short stay (free)	301	N/A	N/A	168	55.8	216	71.7	271	89.7	301	100
Supermarket total		392	N/A	N/A	208	53	286	72.9	307	78.3	369	94.1
Long stay (other)												
Mumby Road	long Stay	28	1	2.7	1	2.7	1	2.7	3	8.2	3	8.1
Haslar Marina	Long stay	148	24	16.2	20	13.5	11	7.4	10	6.7	5	3.4
Long stay (Other) total		176	25	14.2	21	11.9	12	6.8	13	7.3	8	4.5
Total of car parks surveyed throughout 2016/17		1448	N/A	N/A	717	49.5%	783	54.1%	837	57.8%	834	57.6%
Total spaces unoccupied of car parks												
Cooperage public provision	Other	192	N/A	N/A	N/A	N/A	105	54.6	103	53.6	100	52
North Meadow public provision	Other	25	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	9	30
RCY public provision total		217	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	109	50.2
Totals including RCY		1665	-	-		-		-		-	943	56.6%

Table 27a Total unoccupied car parking spaces of sites surveyed throughout 2016/17 (i.e. excluding RCY sites)

	Tuesday 28 th August 2017	Tuesday 19 th of December 2017 11.30am	Friday 22 nd December 2017 1pm	Saturday 23 rd December 2017 1.45pm
Total unoccupied parking spaces	731	665	611	614

Issues

- 11.14 The Town Centre and Waterfront area has a disjointed short stay parking provision with parking spread between a number of small, difficult to access and often full car parks. Many of these car parks are constrained due to size and shape which leads to a relatively low density of parking spaces. The planning application record from the 1960's to the 1980's shows that some of these car parks were often given permission as a temporary solution to cleared post war sites and were never intended to provide a long term parking solution for the Town Centre. In addition there is an oversupply of long stay parking provision with some long stay car parks such as the lower part of the Walpole Park Car Park having a significant number of spaces consistently unused.
- 11.15 From the survey work it would appear that the Town Centre has an over-supply of car parking spaces and that this land could be better utilised to meet wider objectives for the town centre including:
- providing new economic uses on under-used land;
 - providing new residential opportunities on under-used land
 - improve the appearance of the townscape by re-instating active frontages and enhancing the public realm.
 - consider providing a different mix of short stay and long stay to support needs of visitors.
- 11.16 Given the scale of the vacant spaces observed, even at the peak times, the Council will need to carefully balance the loss of any car parking spaces with the need to retain a certain level over-and-above the current requirements in order to meet the demand that could be generated by new development proposals in the Town Centre. This level is difficult to establish particularly with changing retail habits (on-line shopping, attractions of larger centres). It is therefore proposed to take a precautionary approach to the amount of parking spaces lost through redevelopment at this stage and keep car parking usage under-review during the plan period and as new development takes place. Thus it is considered to take approximately 50% of the maximum identified surplus in GBC car parks.
- 11.17 In determining which particular sites are the most appropriate to come forward. Key considerations include:
- a) Is the site in a location which could be developed for mixed use including retail and commercial with residential or residential uses only?
 - b) Will the redevelopment of the site have the potential to enhance the street scene and wider townscape?

- c) Is the car parking serving a particular part of the town which cannot be satisfactorily re-provided elsewhere?
- d) Could the site be managed to provide a different form of parking to suit visitor needs and/or compensate for that provision lost from car parks being developed elsewhere in the town centre

11.18 It is also important to recognise that some of the proposed new development will integrate the parking needs of their users in a similar way to the recent Aldi retail development on Mumby Road. Much of the new residential development would also provide for its own needs, such as the McCarthy and Stone development on Harbour Road. Consequently new development would not necessarily be taking up this current surplus capacity.

11.19 Appendix 6 provides a summary of the option testing process undertaken to determine suitable site releases and ultimately the mix of sites suggested in the Consultation Draft of the SPD.

Proposal

11.20 Following an assessment of option it is proposed at this stage to consider the development of the car park sites identified in Table 28 in the SPD. This could change as the result of public consultation and other considerations.

11.21 The loss of 160 spaces would represent 11% of the total public provision (i.e. 1,448). This represents 54% of the peak time number of available vacant spaces within Gosport Borough Council car parks identified in the surveys (i.e. 294 vacant spaces on 15th of December 2012). When considering the surveys in 2016 for the GBC car parks this would represent 48% of the total vacant spaces (i.e. 332 vacant spaces of on 3rd December 2016). When considering all the vacant spaces in the town centre including non GBC car parks available for the general public the loss would represent 34.3% of the total vacant spaces available at the peak survey time (i.e. 496 vacant spaces on 3rd December 2016).

Table 28: Proposed car park site releases included in the Consultation Draft of the SPD.

Car park	Number of spaces
Church Path	26 spaces
Clarence Road	33 spaces
Coates Road	36 spaces
North Cross Street	37 spaces
Mumby Road Car/ Lorry Park	28 spaces including 6 lorry spaces
Total	160 spaces

11.22 This would leave 336 spaces of the current over-supply available (i.e. 496 total vacant spaces minus the 160 spaces within car parks proposed for release). It is recognised that this could be reduced further by any proposals at Haslar Marina to re-organise the under-utilised parking provision at this site. When considering just GBC car parks this would leave 134 vacant spaces when considering the peak survey time (15/12/12).

11.23 These sites have the potential to deliver mixed use and residential development, with the Coates Road site having the potential to be developed in conjunction with adjacent sites. The sites also have the potential of enhancing the appearance of the Town Centre by reinstating a strong active frontage. The short-stay provision of the relevant car parks can be re-provided at the upper level of the Walpole Park Car Park serving the western and central sections of the High Street.

- 11.24 In order to provide a comprehensive parking solution which benefits the businesses in the Town Centre it is suggested that the entire top end of Walpole Park (Walpole 1-4) is turned from Long to Short Stay car parking. This area of car parking is of a comparable distance to the western and central parts of the High Street as the short stay car parks which are proposed to be lost. The site also benefits from being:
- easy to find for visitors to the town;
 - easy to navigate compared with the existing short stay provision; and
 - large enough to accommodate the spaces lost whilst providing an extra 103 short stay spaces²⁰.
- 11.25 South Street and Minnitt Road South Car Parks will be retained as short stay car parking providing easy access to the eastern end of the High Street.
- 11.26 The current users of the long stay car parking at the upper level of Walpole Park Car Park will be displaced to the lower part of Walpole Park where there are regularly 200 empty parking spaces. This change would represent only a relatively short additional walk to the Town Centre.
- 11.27 Overall the changes aim to:
- improve the vitality and viability of the town centre by the redevelopment of surplus car parking provision for additional retail units and residences which can help increase footfall and improve the street scene;
 - rationalise parking whilst providing an increase in short stay parking provision to cater for shoppers, whilst reducing the number of unused long stay spaces.
- 11.28 In summary:
- Gain of 103 additional short stay parking spaces in a single rationalised car park at the top end of the Walpole Park car park in close proximity to the town centre, making it easier for motorists to find a short stay space improving the perception of parking provision and benefitting town centre businesses.
 - Loss of 235 GBC long stay parking spaces²¹
 - The suggested option will retain 720 car parking spaces within the main Gosport Borough car parks available for general public use. In addition there is a significant amount of on-street parking and other parking facilities.
 - Creation of a number of new retail and residential opportunities in key locations within the Town Centre creating new retail space and increased footfall.
 - The proposed sites to be developed would improve the townscape by creating an attractive street frontage. For example it is proposed that the North Cross Street Car Park is redeveloped for retail with residential above and thereby restoring the historic street pattern.

²⁰ Upper Level Walpole Park Car Park (pts 1-4) = 202 short stay spaces minus loss of 99 short stay spaces (Church Path (26 spaces) Coates Road (36 spaces) and North Cross Street (37 spaces))

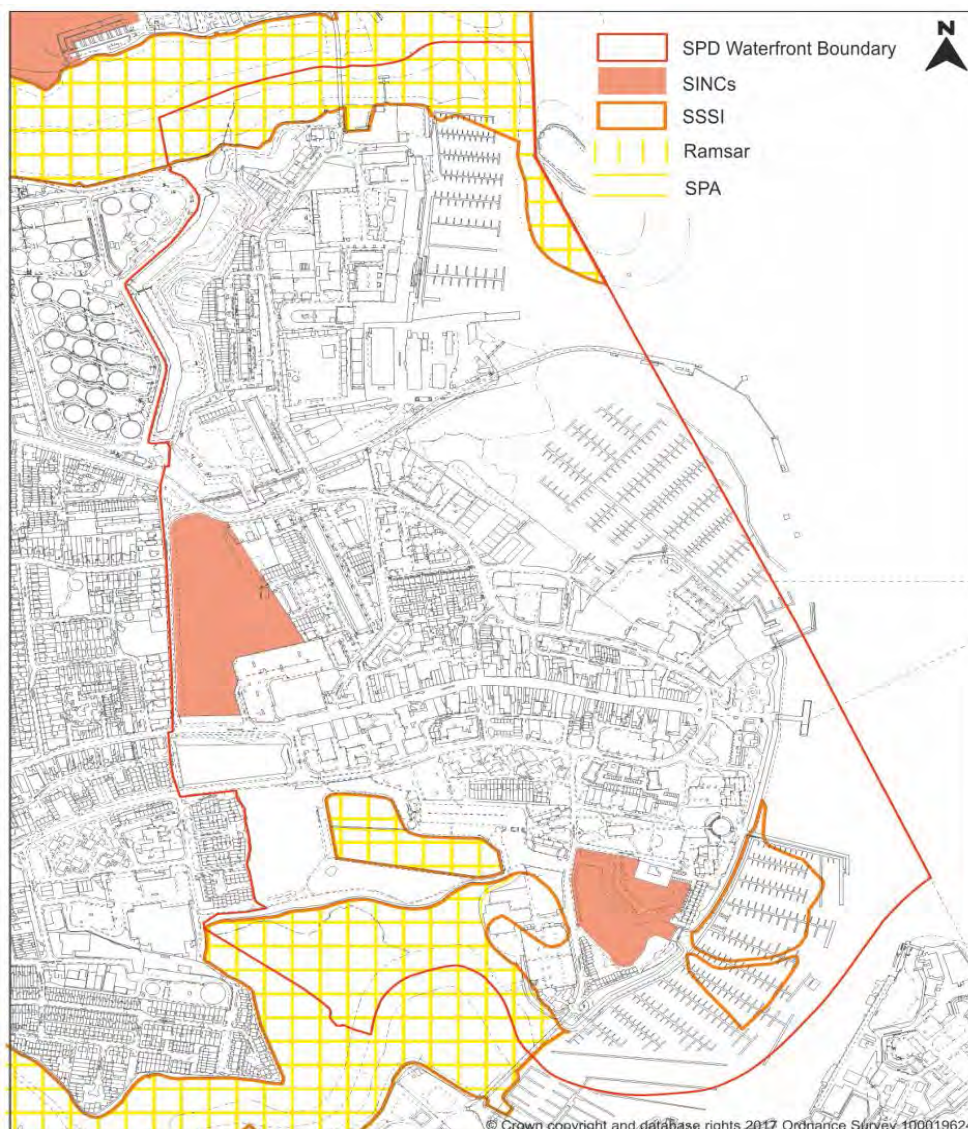
²¹ 202 spaces transferred from long stay to short stay at the Upper Level of Walpole Park Car Park and 33 at Clarence Road Park equating to 235. In addition there is the potential to redevelop the 28 at Mumby Road Car Park.

12 Nature Conservation

Nature conservation designations

- 12.1 The town centre and waterfront is bordered by Portsmouth Harbour to the east, Forton Creek to the North and Haslar Creek to the South. Large parts of these areas consist of intertidal mudflats which are important feeding areas for over-wintering birds which are internationally significant. As such they are designated as part of the Portsmouth Harbour SPA and Ramsar site as well as being recognised as a nationally important Site of Special Scientific Interest.
- 12.2 Natural England has also recently identified a potential SPA (pSPA) known as the Dorset and Solent Coast SPA which covers much of Portsmouth Harbour and the Solent Coast. This has been identified due to the presence of summer visiting tern species'. In accordance with legislation pSPAs are afforded the same level of protection as fully designated SPAs.
- 12.3 The SPD area also includes a locally protected Site of Importance for Nature Conservation (SINC) at Arden Park. This site is used by a significant number of over-wintering Brent Geese, an Internationally important species.

Plan 14: Nature Conservation designation in the Town centre and Waterfront area.



12.4 The SPD is accompanied by a Habitats Regulations Assessment Report (Urban Edge Environmental Consulting 2017) which is a requirement of the Conservation and Habitats and Species Regulations 2010 (as amended) and often referred to as the 'Habitats Regulations'. The table below is a summary of findings and how each recommendation has been dealt with either by the SPD or other planning policies.

Table 29: Summary of the accompanying Habitat Regulations Assessment Report and how the relevant measures have been incorporated in the Draft SPD.

Potential impact	Site(s)	HRA Report Recommendation	Measures included in the SPD
Habitat loss	Site 46- Arden Park	It is recommended that the scope for actual loss of habitat is minimised by routeing the proposed new pedestrian/cycle paths along the edge of the site adjacent the existing boundary features to maximise the area available for feeding	The measure is specifically referred to in the Arden Park part of Section 5. Elsewhere in the SPD references to pedestrian/cycle links in the SPD include a footnote signposting the reader to Section 5.
Aquatic/ Atmospheric pollution during construction	All relevant sites where a site is close to, or hydrologic ally linked with the SPA/ Ramsar	Report recommends a range of measures and a site specific Construction Environmental Management Plan	A specific principle relating to contaminated land and the water environment has been included under the 'Health Theme' of the Development Strategy which sets out the range of possible measures. It also links back to policies LP 39 (Water Resources) and LP47 (Contaminated Land of the GBLP).
Construction Noise, Construction Activity, Operational Activity, Shortened View lines	Site 3- Gosport Marina	The report recommends the following mitigation: View Lines: Collision Mortality Risk Any tall landmark buildings could create the potential for collision risk and associated impacts and require project proposals to assess them in detail (i.e. an appropriate assessment at the planning application stage).	These issues are flagged in Section 5 regarding the key principles for the Waterfront area and specifically Gosport Marina (Gosport Waterfront) with a cross-reference back to the HRA Report.
	Site 9- Royal Clarence Yard	The report recommends the following mitigation: Construction Noise: Construction methods	These issues are flagged in Section 5 regarding Retained Area (Royal Clarence

Potential impact	Site(s)	HRA Report Recommendation	Measures included in the SPD
	Retained Area	<p>should adopt technologies with lower noise emissions (e.g., vibro-piling); use of screening and sound barriers around construction site to dissipate noise; Very loud (>70dB) construction activities such as percussive piling should be programmed to avoid the most sensitive periods for the overwintering bird assemblage; timing works to be undertaken outside of the overwintering period (October-March) so that the SPA/Ramsar species are unlikely to be present in significant numbers; timing works in the north-eastern part of the site to be undertaken at high tide so that SPA/Ramsar species are unlikely to be feeding in inter-tidal habitats around Burrow Island; timing works in the south-western part of the site to be undertaken at low tide so that the Brent Geese are likely to be feeding at BG siteG03.</p> <p>Construction activity: Use of hoarding at the construction site boundary to screen activity within the site; timing restrictions (seasonal and/or tidal) are listed above in relation to construction noise.</p> <p>Operational activity: Use of close-board fencing, wall or landscape planting to screen waterfront activity (dog-walking, cycling etc.); prevention of access to the inter-tidal.</p> <p>View-lines: design and layout of development to ensure buildings are adequately set back from the waterfront, with building heights stepped down towards waterfront; gaps between buildings should be maintained or designed into development; or planted buffer zones created to break up continuous facades as viewed from the water.</p>	Yard and Retained Area) with a cross-reference back to the HRA Report.
Construction Noise, Construction Activity, Operational Activity, Shortened View lines	Site10-Officers' Houses	<p>Construction Noise: Construction methods should adopt technologies with lower noise emissions (e.g. vibro-piling); use of screening and sound barriers around construction site to dissipate noise; Very loud (>70dB) construction activities such as percussive piling should be programmed to avoid the most sensitive periods for the overwintering bird assemblage; timing works to be</p>	These issues are flagged in Section 5 regarding Retained Area (Royal Clarence Yard and Retained Area) with a cross-reference back to the HRA Report.

Potential impact	Site(s)	HRA Report Recommendation	Measures included in the SPD
		undertaken outside of the overwintering period (October-March) so that the SPA/Ramsar species are unlikely to be present in significant numbers; timing works to be undertaken at low tide so that the Brent Geese are likely to be feeding at BG site G03.	
Construction Noise, Construction Activity, Operational Activity, Shortened View lines	Site 11- Mumby Road Lorry Park	Construction Noise: Construction methods should adopt technologies with lower noise emissions (e.g. vibro-piling); use of screening and sound barriers around construction site to dissipate noise; Very loud (>70dB) construction activities such as percussive piling should be programmed to avoid the most sensitive periods for the overwintering bird assemblage; timing works to be undertaken outside of the overwintering period (October-March) so that the SPA/Ramsar species are unlikely to be present in significant numbers; timing works to be undertaken at low tide so that the Brent Geese are likely to be feeding at BG site G03.	This issue is flagged in Section 5 regarding the key principles for the Waterfront area with a cross-reference back to the HRA Report.
Construction Noise, Construction Activity, Shortened View lines	Site 26- Gosport Town Hall Car Park	Construction Noise: Construction methods should adopt technologies with lower noise emissions (e.g. vibro-piling); Use of screening and sound barriers around construction site to dissipate noise; Very loud (>70dB) construction activities such as percussive piling should be programmed to avoid the most sensitive periods for the overwintering bird assemblage; Timing works to be undertaken outside of the overwintering period (October to March) so that SPA/Ramsar species are unlikely to be present in significant numbers; Timing works to be undertaken at low tide so that SPA/Ramsar species are less likely to be present at Cockle Pond. Construction activity: Use of hoarding at the construction site boundary to screen activity within the site; Timing restrictions (seasonal and/or tidal state) are listed above in relation to construction noise. View Lines: Design and layout of development to ensure buildings are adequately set back from the SPA/Ramsar,	These issues are flagged in Section 5 regarding South Street with a cross-reference back to the HRA Report. The footnote will need to be amended to refer to this site.

Potential impact	Site(s)	HRA Report Recommendation	Measures included in the SPD
		with building heights stepped down towards the SPA/Ramsar; Gaps between buildings should be maintained or designed into developments, or planted buffer zones created, to break-up continuous facades as viewed from the SPA/Ramsar.	
Construction Noise, Construction Activity, Shortened View lines	Site 28: Walpole Park Car Park Upper Level Part	<p>Construction Noise: Construction methods should adopt technologies with lower noise emissions (e.g. vibro-piling); Use of screening and sound barriers around construction site to dissipate noise; Very loud (>70dB) construction activities such as percussive piling should be programmed to avoid the most sensitive periods for the overwintering bird assemblage; Timing works to be undertaken outside of the overwintering period (October to March) so that SPA/Ramsar species are unlikely to be present in significant numbers; Timing works to be undertaken at low tide so that SPA/Ramsar species are less likely to be present at Cockle Pond.</p> <p>Construction activity: Use of hoarding at the construction site boundary to screen activity within the site; Timing restrictions (seasonal and/or tidal state) are listed above in relation to construction noise.</p> <p>View Lines: Design and layout of development to ensure buildings are adequately set back from the SPA/Ramsar, with building heights stepped down towards the SPA/Ramsar; Gaps between buildings should be maintained or designed into developments, or planted buffer zones created, to break-up continuous facades as viewed from the SPA/Ramsar.</p>	These issues are flagged in Section 5 regarding South Street with a cross-reference back to the HRA Report. The footnote will need to be amended to refer to this site.
Construction Noise, Construction Activity, Operational Activity, Shortened View lines	Site 31- Haslar Marina	<p>Construction Noise: Construction methods should adopt technologies with lower noise emissions (e.g. vibro-piling); use of screening and sound barriers around construction site to dissipate noise; Very loud (>70dB) construction activities such as percussive piling should be programmed to avoid the most sensitive periods for the overwintering bird assemblage; timing works to be undertaken outside of the overwintering period (October-March) so that the</p>	These issues are flagged in Section 5 regarding Haslar Marine with a cross-reference back to the HRA Report.

Potential impact	Site(s)	HRA Report Recommendation	Measures included in the SPD
		<p>SPA/Ramsar species are unlikely to be present in significant numbers; timing works to be undertaken at high tide so that SPA/Ramsar species are unlikely to be feeding in intertidal habitats in Haslar Lake.</p> <p>Construction activity: Use of hoarding at the construction site boundary to screen activity within the site; timing restrictions (seasonal and/or tidal) are listed above in relation to construction noise.</p> <p>Operational activity: Use of close-board fencing, wall or landscape planting to screen waterfront activity (dog-walking, cycling etc.); prevention of access to inter-tidal areas.</p> <p>View-lines: Design and layout of development to ensure buildings are adequately set back from the waterfront, with building heights stepped down towards waterfront; gaps between buildings should be maintained or designed into development; or planted buffer zones created to break up continuous facades as viewed from the water.</p> <p>Any tall landmark buildings could create the potential for collision risk and associated impacts and require project proposals to assess them in detail (i.e. an appropriate assessment at the planning application stage).</p> <p>Habitat designation boundary: The Haslar Marina site is proposed for improved waterfront pedestrian access, marine-led employment and mixed uses, and retained existing uses (mixed residential and marine related). There is a slight overlap of c.140m² between the southern part of the site and the SPA/Ramsar boundary within Haslar creek, as show at Figure 6.1. This is likely to be a cartographical error within the opportunity site boundary, and in any event the development brief specifically refers to the need to consider the impact of development on the SPA/Ramsar. Impacts through habitat loss are therefore unlikely but it is recommended that the opportunity</p>	<p>Further clarification required with natural England to inform final version of SPD.</p>

Potential impact	Site(s)	HRA Report Recommendation	Measures included in the SPD
		site boundary is redrawn to specifically exclude the SPA/Ramsar.	
Construction Noise, Construction Activity, Operational Activity, Shortened View lines	Site 32- Church Path Car Park	Construction Noise: Construction methods should adopt technologies with lower noise emissions (e.g.,vibro-piling); use of screening and sound barriers around construction site to dissipate noise; Very loud (>70dB) construction activities such as percussive piling should be programmed to avoid the most sensitive periods for the overwintering bird assemblage; timing works to be undertaken outside of the overwintering period (October-March) so that the SPA/Ramsar species are unlikely to be present in significant numbers; timing works to be undertaken at low tide so that SPA/Ramsar species are unlikely to be present at Cockle Pond.	This issue is flagged in Section 5 regarding the Trinity Green area with a cross-reference back to the HRA Report.
Construction Noise, Construction Activity, Operational Activity, Shortened View lines	Site 44- Walpole Park South	Construction Noise: Construction methods should adopt technologies with lower noise emissions (e.g., vibro-piling); use of screening and sound barriers around construction site to dissipate noise; Very loud (>70dB) construction activities such as percussive piling should be programmed to avoid the most sensitive periods for the overwintering bird assemblage; timing works to be undertaken outside of the overwintering period (October-March) so that the SPA/Ramsar species are unlikely to be present in significant numbers; timing works to be undertaken at low tide so that SPA/Ramsar species are less likely to be present at Cockle Pond. Construction activity: Use of hoarding at the construction site boundary to screen activity within the site; timing restrictions (seasonal and/or tidal) are listed above in relation to construction noise.	This issue is flagged in Section 5 regarding the Walpole park section (Gosport Lines) area with a cross-reference back to the HRA Report.
Construction Noise, Construction Activity, Operational Activity, Shortened View lines	Site 46- Arden Park	Construction Noise: Construction methods should adopt technologies with lower noise emissions (e.g. vibro-piling); use of screening and sound barriers around construction site to dissipate noise; Very loud (>70dB) construction activities such as percussive piling should be programmed to avoid the most sensitive periods for the overwintering	These issues are flagged in Section 5 regarding Arden Park (Gosport Lines) with a cross-reference back to the HRA Report.

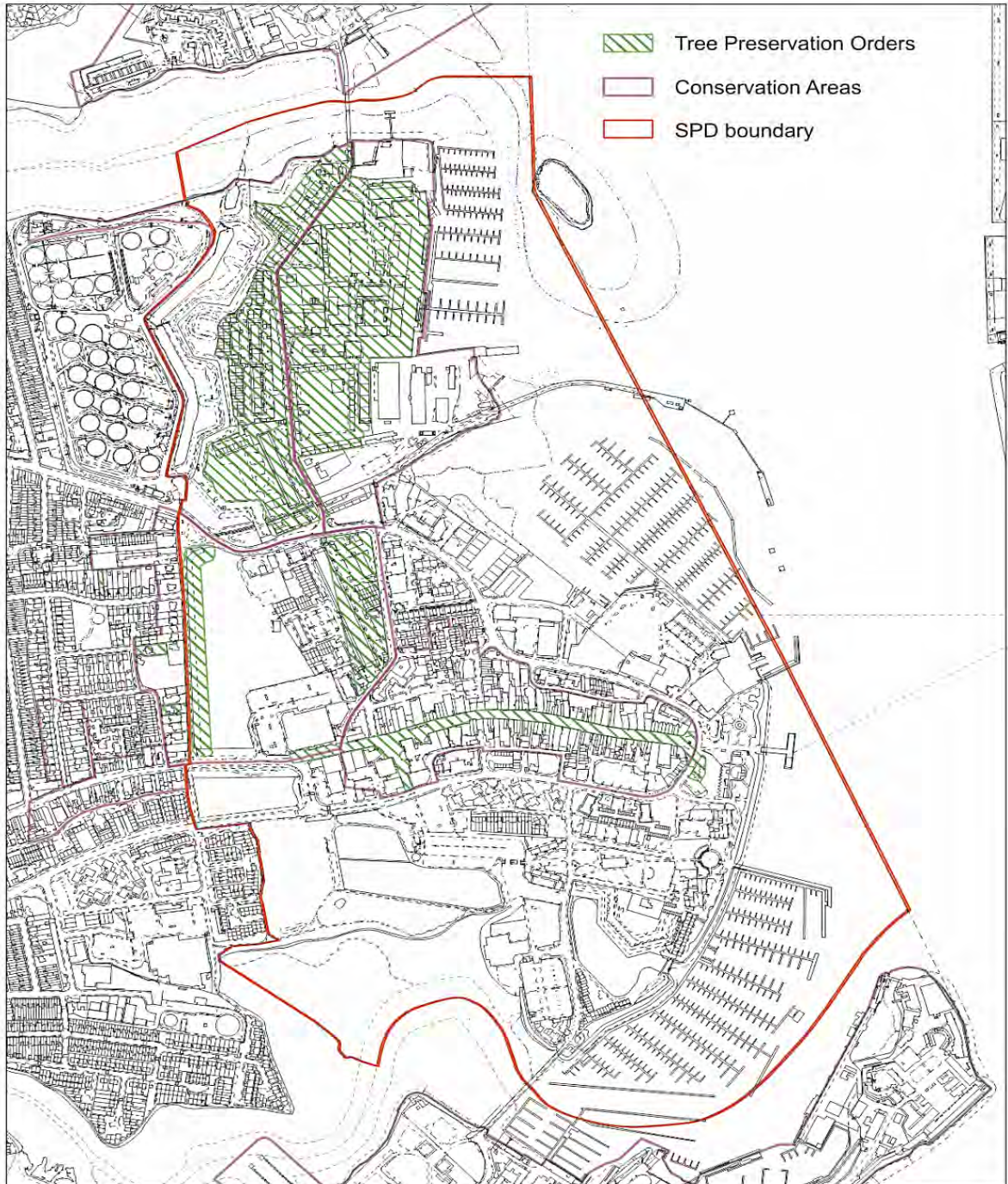
Potential impact	Site(s)	HRA Report Recommendation	Measures included in the SPD
		<p>bird assemblage; timing works to be undertaken outside of the overwintering period (October-March) so that the SPA/Ramsar species are unlikely to be present in significant numbers; timing works to be undertaken at low tide so that the Brent Geese are less likely to be present within BG site G03.</p> <p>Construction activity: Use of hoarding at the construction site boundary to screen activity within the site; timing restrictions (seasonal and/or tidal) are listed above in relation to construction noise.</p> <p>Operational activity: Disturbance/displacement from operational activity should be minimised by routeing the proposed new pedestrian/cycle path along the treeline at the western site boundary next to Spring Garden Lane; the pedestrian/cycle path should be screened with a low (1m high) wall or closed board fence to further reduce the likelihood of dogs or cyclists disturbing Brent Geese within the site while ensuring the site retains its open aspect; access to the site for dog-walkers should not be permitted during winter daylight hours at high tide when Brent Geese are most likely to be present, although it may be more practicable to simply prevent dog-walkers from accessing the site during winter (October-March).</p>	
<p>Construction Noise, Construction Activity, Operational Activity, Shortened View lines</p>	<p>Site 47- Northern Ramparts</p>	<p>Construction Noise: Construction methods should adopt technologies with lower noise emissions (e.g. vibro-piling); use of screening and sound barriers around construction site to dissipate noise; Very loud (>70dB) construction activities such as percussive piling should be programmed to avoid the most sensitive periods for the overwintering bird assemblage; timing works to be undertaken outside of the overwintering period (October-March) so that the SPA/Ramsar species are unlikely to be present in significant numbers; timing works in the northern part of the site to be undertaken at high tide so that SPA/Ramsar species are unlikely to be feeding in inter-</p>	<p>These issues are flagged in Section 5 regarding the Northern Ramparts (Gosport Lines) with a cross-reference back to the HRA Report.</p>

Potential impact	Site(s)	HRA Report Recommendation	Measures included in the SPD
		<p>tidal habitats at Forton Lake; timing works in the southern part of the site to be undertaken at low tide so that Brent Geese are less likely to be feeding at BG site G03.</p> <p>Construction activity: Use of hoarding at the construction site boundary to screen activity within the site; timing restrictions (seasonal and/or tidal) are listed above in relation to construction noise.</p> <p>Operational activity: Use of close-board fencing, wall or landscape planting to screen waterfront activity (dog-walking, cycling etc.) and prevent disturbance impacts to birds within the SPA at Forton Lane; prevention of access to intertidal areas.</p>	
<p>Construction Noise, Construction Activity, Operational Activity, Shortened View lines</p>	<p>Site 49-South Street (West)</p>	<p>Construction Noise: Construction methods should adopt technologies with lower noise emissions (e.g. vibro-piling); use of screening and sound barriers around construction site to dissipate noise; Very loud (>70dB) construction activities such as percussive piling should be programmed to avoid the most sensitive periods for the overwintering bird assemblage; timing works to be undertaken outside of the overwintering period (October-March) so that the SPA/Ramsar species are unlikely to be present in significant numbers; timing works to be undertaken at low tide so that SPA/Ramsar species are less likely to be present at Cockle Pond.</p> <p>Construction activity: Use of hoarding at the construction site boundary to screen activity within the site; timing restrictions (seasonal and/or tidal) are listed above in relation to construction noise.</p> <p>Viewlines: Design and layout of development to ensure buildings are adequately set back from the waterfront, with building heights stepped down towards waterfront; gaps between buildings should be maintained or designed into development; or planted buffer zones created to break up continuous facades as viewed from the SPA/Ramsar.</p>	<p>These issues are flagged in Section 5 regarding the South Street area with a cross-reference back to the HRA Report.</p>

Tree Preservation Orders

12.5 Within the Town Centre and Waterfront there are a number of tree preservation orders on groups of trees. In addition there are a number of conservation areas within which all trees are protected (see Plan 16).

Plan 16: Protected trees in the SPD Area



13 Flood Risk

- 13.1 The Town Centre and Waterfront are bordered on three sides by Portsmouth Harbour and Forton and Haslar Creeks. There is therefore a significant risk of flooding from tidal sources. This is reflected in the large areas of the Town Centre and Waterfront which fall within flood zones 2 and 3 (see Plan 17).
- 13.2 As part of the Local Plan a strategic flood risk assessment was carried out for the waterfront. It was considered that the waterfront offered significant regeneration benefits and a sequential test demonstrated that there are no alternative sites in the Borough that can deliver the quantum and mix of uses. A key objective of the SPD 4(G) is to manage flood risk. It is proposed that this is done through ensuring the appropriate location of vulnerable uses and providing flood defence as part of new development.
- 13.3 Due to the known flood risk it will be necessary to incorporate flood management measures into new development within the areas of the Town Centre and Waterfront is a key consideration. Proposals will need to look to incorporate flood defence and resilience. Detailed guidance can be found in the supporting text of Policy LP4 of the Local Plan. A number of images of high tides around the Waterfront and Town Centre can be seen in Appendix 7.

BOX 2: What are Flood Zones?

There are three Flood Zones (1, 2 and 3) which are defined by the Environment Agency.

Flood Zones refer to the probability of flooding from rivers and the sea and ignore the presence of existing defences because these can be breached, overtopped and may not be in existence for the lifetime of the development.

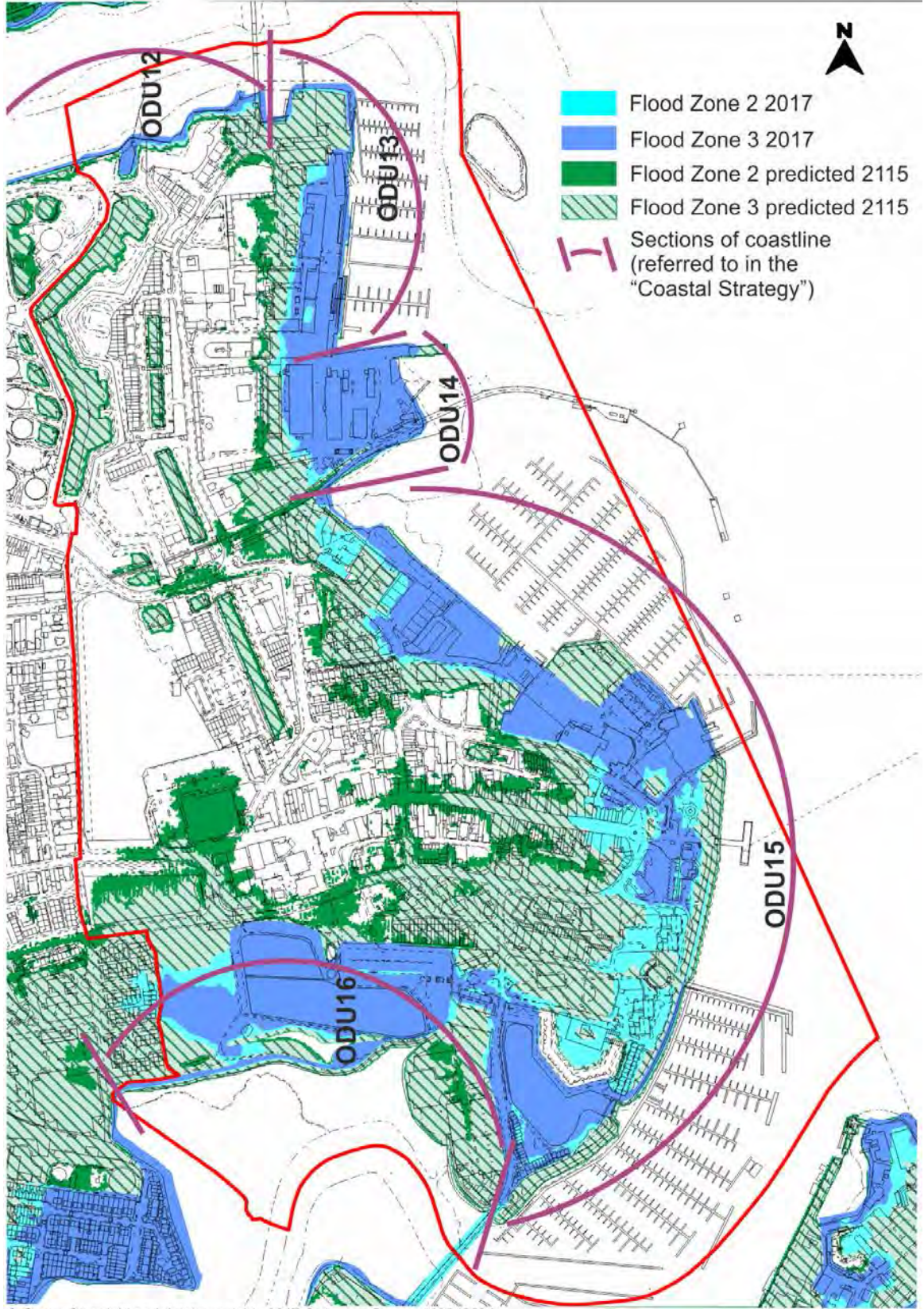
Flood Zone 1 is the lowest probability of flooding comprising of land that has less than 1 in 1000 annual probability of river or sea flooding (<0.1%).

Flood Zone 2 is land assessed as having between a 1 in 100 and a 1 in 1000 probability of river flooding (1%-0.1%) or between a 1 in 200 and a 1 in 1000 annual probability of sea flooding (0.5% -0.1%) in any one year.

Flood Zone 3 is the highest risk area and is land assessed as having 1 in 100 years or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea in any year (>0.5%).²²

²² National Planning Policy Framework (DCLG 2012).

Plan 17: Flood risk in the Town Centre and Waterfront.



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Appendices

Appendix 1: Indices of Multiple Deprivation

Background to Index of Multiple Deprivation.

The Government produces the Indices of Multiple Deprivation (IMD) on a regular basis which allows a comparison of areas in terms of various grouped indicators (known as domains) that can highlight deprivation issues. The data is at several levels including local authority areas down to Lower Super Output Areas (LSOA) which are smaller than wards. This report uses the LSOA data. Each of the 32,844 LSOAs are ranked nationally with 1 being the least deprived and 32,844 being the most deprived. The domains each have a weighting as a contribution to the overall IMD. These are:

- Income (22.5%)
- Employment (22.5%)
- Education, skills and training (13.5%)
- Health deprivation and disability (13.5%)
- Crime (9.3%)
- Barriers to housing and services (9.3%)
- Living Environment (9.3%)

In addition the Government has produced data relating to income affecting children and older people which is also used in this analysis. Each of these domains is detailed below with information regarding the combination of the indicators (multiple deprivation) included in Section 4 of this Report.

Income Deprivation Domain

The Income Deprivation Domain measures the proportion of the population experiencing deprivation relating to low income. The definition of low income used includes both those people that are out-of-work, and those that are in work but who have low earnings (and who satisfy the respective means tests). The table below shows that income deprivation follows a similar geographical pattern to the general IMD ranking The Waterfront is within the 20% most deprived areas with the Town Centre close to this. The adjacent area South of South Street is the most income deprived area in the locally (12.2% most deprived).

Inside SPD area (32,844 LSOA nationally: 1 being most deprived)		
LSOA	Description	Income rank
008G	Waterfront	5,919
008F	Town Centre	7,094
008B	RCY and Forton	10,104
Adjacent SPD area		
LSOA	Description	Income rank
008D	South of South Street	4,019
008A	North of Stoke Road	14,520
005E	Priddy's Hard	16,669
010B	Haslar Peninsula	26,236

Employment Deprivation Domain

The Employment Deprivation Domain measures the proportion of the working age population in an area involuntarily excluded from the labour market. This includes people who would like to work but are unable to do so due to unemployment, sickness or disability, or caring responsibilities.

Inside SPD area		
LSOA	Description	Employment rank
008G	Waterfront	3,790
008F	Town Centre	7,637
008B	RCY and Forton	11,888
Adjacent SPD area		
LSOA	Description	Employment rank
008D	South of South Street	4,023
008A	North of Stoke Road	17,402
005E	Priddy's Hard	24,219
010B	Haslar Peninsula	26,402

Employment presents a similar picture to income in that the geographical patterns of deprivation are similar to IMD. The Waterfront and the area South of South Street are within the 15% most deprived areas. The neighbouring Haslar peninsula LSOA is within the 20% least deprived areas in terms of employment.

Education, Skills and Training Deprivation Domain

The Education, Skills and Training Deprivation Domain measures the lack of attainment and skills in the local population. The indicators fall into two sub-domains: one relating to children and young people and one relating to adult skills.

Inside SPD area		
LSOA	Description	Education rank
008F	Town Centre	2,225
008G	Waterfront	4,966
008B	RCY and Forton	12,343
Adjacent SPD area		
LSOA	Description	Education rank
008D	South of South Street	1,353
008A	North of Stoke Road	10,668
005E	Priddy's Hard	18,117
010B	Haslar Peninsula	17,970

This highlights some significant education and skill issues in the SPD area when compared nationally. The adjacent area South of South Street is within the 5% most deprived areas in terms of education with the Town Centre within 10% most deprived areas and the Waterfront within 20% most deprived.

Health Deprivation and Disability Domain

The Health Deprivation and Disability Domain measure the risk of premature death and the impairment of quality of life through poor physical or mental health. The domain measures morbidity, disability and premature mortality but not aspects of behaviour or environment that may be predictive of future health deprivation.

Inside SPD area		
LSOA	Description	Health rank
008F	Town Centre West	4,350
008G	Waterfront	6,036
008B	RCY and Forton	12,570
Adjacent SPD area		
LSOA	Description	Health rank
008D	South of South Street	2,947
008A	North of Stoke Road	14,938
005E	Priddy's Hard	19,027
010B	Haslar Peninsula	22,802

The adjacent area South of South Street is within the 10% most deprived in terms of health deprivation with the Town centre within the 15% of the most deprived and the Waterfront within the 20% most deprived.

Crime Domain

The Crime Domain measures the risk of personal and material victimisation at local level.

Inside SPD area		
LSOA	Description	Crime rank
008F	Town Centre	5,566
008B	RCY and Forton	7,170
008G	Waterfront	8,165
Adjacent SPD area		
LSOA	Description	Crime rank
008D	South of South Street	2,395
008A	North of Stoke Road	4,605
005E	Priddy's Hard	9,293
010B	Haslar Peninsula	28,457

The geographic spread of the most deprived LSOAs is slightly different than the other previous domains in that the area north of Stokes Road, which is adjacent the SPD area is within the 15% most deprived. The area South of South Street is the most deprived in the locality (within 10% of the most deprived in the Country). The Town Centre is within the 20% most deprived. The Haslar Peninsular LSOA is within the 15% least deprived areas in terms of crime.

Barriers to Housing and Services Domain

The Barriers to Housing and Services Domain measures the physical and financial accessibility of housing and local services. The indicators fall into two sub-domains: 'geographical barriers', which relate to the physical proximity of local services, and 'wider barriers' which includes issues relating to access to housing such as affordability and homelessness.

Inside SPD area		
LSOA	Description	Housing rank
008F	Town Centre	4,161
008G	Waterfront	4,726
008B	RCY and Forton	8,578
Adjacent SPD area		
LSOA	Description	Housing rank
008D	South of South Street	6,469
010B	Haslar Peninsula	6,544
005E	Priddy's Hard	14,325
008A	North of Stoke Road	21,532

The Town Centre and Waterfront LSOAs are the most deprived in the locality in terms of the housing deprivation indicators (both within 15% most deprived). The area South of South Street is within the 20% most deprived, as is the Haslar Peninsula LSOA which in all the previous domains is identified as the least deprived in the locality and in some domains rank as within the 20% least deprived in the Country.

Living Environment Deprivation Domain

The Living Environment Deprivation Domain measures the quality of the local environment. The indicators fall into two sub-domains. The 'indoors' living environment measures the quality of housing; while the 'outdoors' living environment contains measures of air quality and road traffic accidents.

Inside SPD area		
LSOA	Description	Environment rank
008B	RCY and Forton	590
008F	Town Centre	6,762
008G	Waterfront	8,658
Adjacent SPD area		
LSOA	Description	Environment rank
008A	North of Stoke Road	3,314
008D	South of South Street	9,301
005E	Priddy's Hard	16,403
010B	Haslar Peninsula	22,248

This domain uses a disparate group of indicators, unlike the previous domains which include indicators which are well-related to each other. This domain should therefore be used with caution for considering 'Living Environment' deprivation. For example the LSOA covering the

Royal Clarence Yard area fares particularly badly for environment being in the bottom 2% nationally but it is difficult to understand the reasons behind this.

Child and elderly person income deprivation.

Income Deprivation Affecting Children Index

The Income Deprivation Affecting Children Index (IDACI) measures the proportion of all children aged 0 to 15 living in income deprived families. This is one of two supplementary indices and is a sub-set of the Income Deprivation Domain.

Income Deprivation Affecting Older People Index

The Income Deprivation Affecting Older People Index (IDAOP) measures the proportion of all those aged 60 or over who experience income deprivation. This is one of two supplementary indices and is a sub-set of the Income Deprivation Domain.

Income deprivation facing children and elderly

Inside SPD area				
LSOA	Description	Child Income rank	Elderly Income rank	Income rank
008G	Waterfront	2,205	11,508	5,919
008F	Town Centre	3,606	12,048	7,094
008B	RCY and Forton	6,411	22,336	10,104
Adjacent SPD area				
LSOA	Description	Child Income rank	Elderly Income Rank	Income rank
008D	South of South Street	3,887	7,858	4,019
008A	North of Stoke Road	12,966	14,156	14,520
005E	Priddy's Hard	11,546	23,196	16,669
010B	Haslar Peninsula	25,010	26,004	26,236

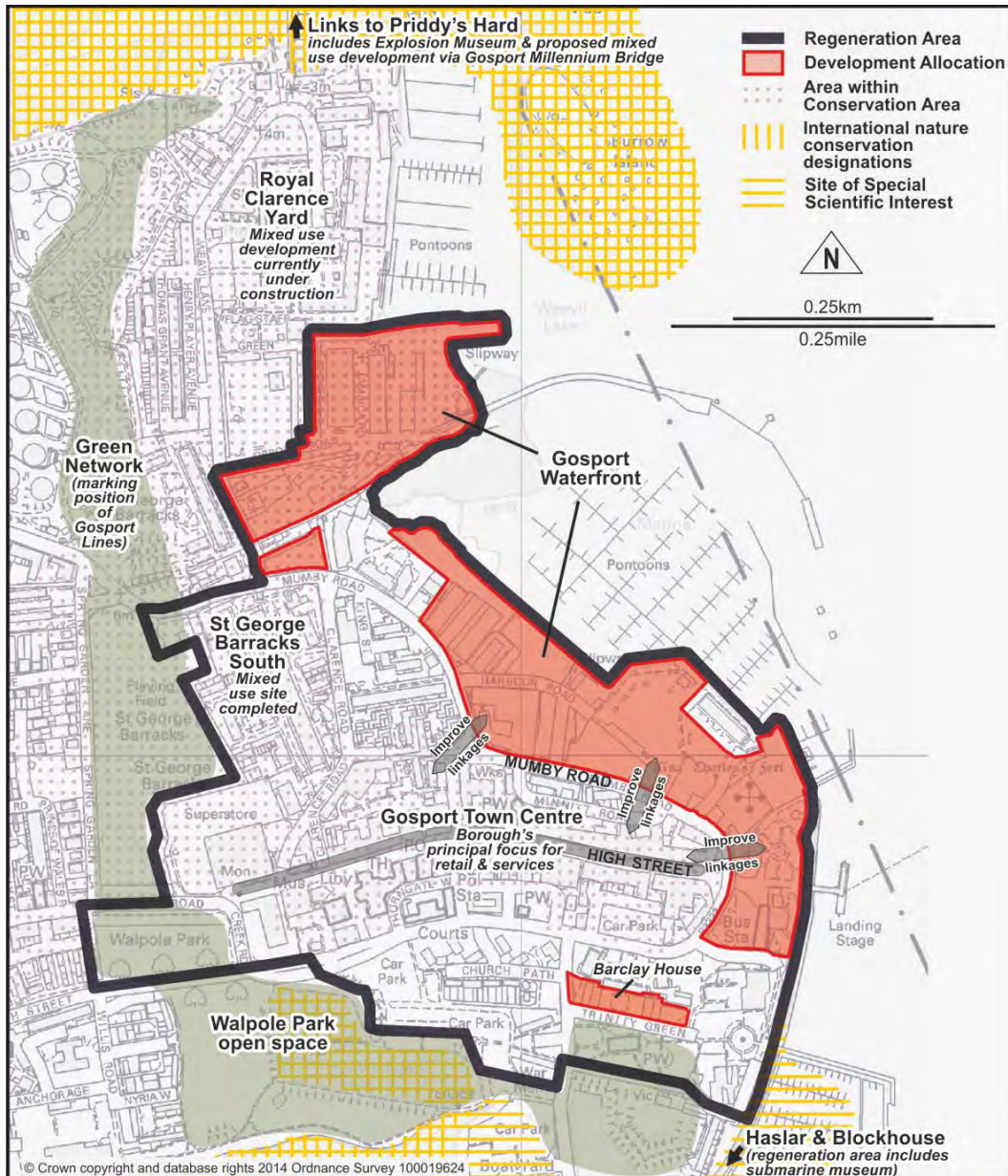
The table above shows how income deprivation affects different groups in the locality differently. There are significant differences in the levels of income deprivation faced by different age groups. Children are much more likely to be affected by income deprivation than the population generally and the elderly are much less likely to face income deprivation when compared with other areas across the Country.

The Waterfront area has the highest levels of income deprivation affecting children (within 10% most deprived in the Country) with the Town centre (within 15%), and the area south of South Street (within 15%) and RCY/Forton LSOA (within 20%) also experiencing deprivation. There are no LSOAs within the locality that are within the 20% most deprived areas in terms of income deprivation affecting the elderly.

Appendix 2: Relevant Gosport Borough Local Plan 2011-2029 policies

The Local Plan 2011-2029 was adopted in October 2015. Policy LP4 of the Local Plan sets out the proposals and quantum of development for the Waterfront and Town Centre. The proposed plan for the Waterfront and Town Centre and Policy LP4 can be seen below. In addition to Policy LP4 there are a large number of other policies which will need to be considered when looking at proposals within the Town Centre and Waterfront. A full list of relevant policies can be found in below. In addition Appendix 3 lists the sections of the NPPF which are relevant to the Town Centre and Waterfront and how they impact on future development.

Plan 4 from the GBLP: Gosport Waterfront and Town Centre Regeneration Area



Location and Scale of Development

- 1. The Gosport Waterfront and Town Centre is a prime location for regeneration within the South Hampshire sub region. Planning permission will be granted for the following uses:**
 - a) 33,000sq.m (gross) of employment floorspace (B uses);**
 - b) approximately 6,500sq.m of retail (A1); and additional floorspace for other town centre uses (A2-A5);**
 - c) a range of community and leisure uses (D1 and D2);**
 - d) 700-900 dwellings;**
 - e) a new transport interchange; and**
 - f) enhanced public realm.**

- 2. Planning permission will be granted for development at the following sites provided it accords with the general principles set out in this policy and is in accordance with other policies in the Local Plan:**
 - a) Gosport Waterfront (Mixed use site);**
 - b) Barclay House (Residential site); and**
 - c) other sites within the Gosport Waterfront and Town Centre Regeneration Area.**

General Principles

- 3. Planning permission will be granted for development provided that:**
 - a) proposals are of a high quality design in accordance with Policy LP10, which conserves and enhances the distinctive built heritage of the Waterfront and Town Centre as well as improving the quality of the public realm;**
 - b) proposals mitigate any impacts on the Strategic Road Network or other parts of the highway network;**
 - c) where applicable, opportunities are taken to improve public transport, pedestrian and cycling accessibility to, and within, the Regeneration Area; and that well-designed links between Gosport Waterfront and Town Centre are provided ensuring that there is significant connectivity between them;**
 - d) it accords with the principles set out in Policy LP45 on flooding including the requirements of a Flood Risk Assessment with the appropriate flood defences and mitigation measures; and**
 - e) it is served by sufficient infrastructure including:**
 - i) a connection to the sewerage system at an appropriate point of adequate capacity; and**
 - ii) requirements outlined in other policies of the Local Plan.**

Gosport Waterfront

- 4. Planning permission will be granted for development on the Waterfront sites provided that:**
 - a) access to deep water facilities is safeguarded;**
 - b) appropriate measures are taken to remediate contamination and to ensure that there is no adverse impact on the water environment;**
 - c) measures are taken to retain appropriate access to MoD oil pipeline facilities as required;**

- d) buildings and civic spaces are of a high quality design to reflect its superb setting overlooking Portsmouth Harbour;
- e) proposals incorporate or improve public access along the waterfront;
- f) Falkland Gardens will form an integral part of any development;
- g) interpretation of the historic maritime significance of Portsmouth Harbour is incorporated within the development;
- h) measures to avoid and mitigate any adverse impacts on internationally important habitats are taken; and
- i) biodiversity within the site is protected and enhanced.

Key Gosport Borough Local Plan 2011-2029 policies relevant to the SPD area

GBLP Policy	Policy Title	Comments in relation to the waterfront and Town Centre	General / site specific
LP1	Sustainable Development	This policy reflects the presumption in favour of development as set out in the NPPF. This policy looks to enable development where there is no other specific applicable policy within the Local Plan. The SPD will look to provide direction where it is felt additional guidance would be beneficial.	General
LP2	Infrastructure	Provides for developers contributions to be taken to enable the development of necessary items of infrastructure in the Borough. This will be especially relevant within the waterfront and town centres as there is a significant level of development planned as well as some significant pieces of infrastructure such as improvements to the bus station.	General
LP3	Spatial Strategy	This policy sets out the quantum of future development for the Borough, and specifies the waterfront and town centre as a specific location for growth. The policy aims to protect and enhance employment sites, community facilities and open spaces, protect internationally important habitats, and conserve and enhance heritage assets. Development is prioritised on brownfield sites.	General and specific (identifies the Town Centre and Waterfront as a Regeneration Area)
LP4	Gosport Waterfront and the Town Centre	This Policy identifies the Town Centre and Waterfront as a mixed use allocation and sets out the principles that the SPD will expand upon.	Specific to the geographical area set out in the Policy (Local Plan: Plan 4)
LP6	Haslar	Sets out the approach to development on the	Specific to the

GBLP Policy	Policy Title	Comments in relation to the waterfront and Town Centre	General / site specific
	Peninsula.	Haslar Peninsula. The Haslar Peninsula adjoins the waterfront and town centre. The in combination effect of the developments on aspects such as traffic and habitat will be considered. Access especially along the waterfront is a key objective to be considered in a joined up manner.	Haslar Peninsula.
LP9a	Allocations outside the regeneration areas.	Sets out the approach for future development at Priddy's Hard. Joined up access especially along the waterfront is a key objective to be considered. Pedestrian through flow between the redevelopment areas will be a key consideration. The potential for a joined up historical / tourism element should be explored.	Specific to Priddy's Hard.
LP9D	Allocations outside the regeneration areas.	105 Dwellings are allocated within Royal Clarence Yard. This is in addition to the development that has already taken place. Routes for pedestrians and cyclists through Royal Clarence Yard and the protection of the deep water access are key considerations. Development complimentary to the businesses and historic fabric of Royal Clarence yard will need to be considered. Better pedestrian links to the area from the main area of the waterfront / town centre would also be beneficial, potentially by improving Mumby Road.	Specific to RCY.
LP10	Design	Sets out the approach to design which will need to be followed including: <ul style="list-style-type: none"> • Development Form • Public realm and Open space • Ease of Movement • Safe and high quality neighbourhoods • Adaptability • Comprehensive Development Design is especially important within the town centre which is a key attractor for visitors to the Borough, and contains a large number of historic buildings. Looking at which aspects of the waterfront and town centre can be used for design cues will be key in the direction design guidance in	General

GBLP Policy	Policy Title	Comments in relation to the waterfront and Town Centre	General / site specific
		the SPD takes.	
LP11	Designated Heritage assets including listed Buildings, scheduled Ancient monuments, and registered historic parks and Gardens.	<p>The town centre includes a large number of heritage assets including two scheduled ancient monuments, numerous listed buildings and other heritage assets.</p> <p>The policy sets out the conditions that need to conserve and enhance these assets and how this could be done.</p> <p>It will be key to ensure that the heritage assets and their settings are considered carefully when looking at design and development in the town centre. The historic pattern of development within the town centre will also need to be considered.</p>	Specific to the designated areas and their settings.
LP12	Designated Heritage assets, Conservation areas.	<p>The town centre is covered in part by conservation areas.</p> <p>The policy sets out the Council's position in relation to development in the conservation area.</p> <p>The important design and architectural elements which make up the setting of the conservation areas will be a key consideration when looking at incorporating new development.</p>	Specific to the conservation areas and their settings.
LP13	Locally important heritage assets	In addition to the designated heritage assets the town centre and waterfront area includes a large number of other assets of heritage value including buildings and archaeology.	General / specific to particular assets as identified.
LP15	Safeguarded Areas	<p>The policy sets out measures which look to prevent development in areas where they would interfere with broadcast / telecommunications. It will need to be determined if this specifically applies to the town centre.</p> <p>Very small area at the tip of Royal Clarence Yard is within the safeguarded area for the storage of defence munitions.</p>	General.
LP16	Employment Land	The policy identifies the waterfront and town centre as a key location for employment development. There is also an emphasis on the protection of employment assets and land.	General

GBLP Policy	Policy Title	Comments in relation to the waterfront and Town Centre	General / site specific
		The identification of key employment assets such as the deep water, marine businesses, and town centre retail will help to focus the intentions of the SPD and prioritise the areas which are most in need of protection /enhancement.	
LP17	Skills	Requires employment and training measures as part of development proposals on specific sites.	General
LP18	Tourism	Supports the development of the tourism sector in the Borough. This is especially relevant as the Gosport Ferry acts as one of the main gateways to the Borough for tourists. The town centre also contains a large number of tourist assets. Tourism has the potential to play a significant role in Gosport Town Centre complimenting the Historic Dockyard and Gunwharf Quays that are major tourist attraction immediately across the harbour mouth. The town centre has the historical assets to draw tourists.	Emphasis on specific tourist assets.
LP19	Marinas and Moorings.	Sets out the approach to development of new marinas and moorings. This is especially important in the waterfront, where there is a large proportion of marina development. Key criteria includes: <ul style="list-style-type: none"> • the impact on nature conservation interests, • ensuring proposals are acceptable to the Queen’s Harbour Master in relation to movement of marine traffic; • supported by on-shore facilities; • do not harm distinctive landscape and heritage assets, • incorporates designs appropriate to existing and proposed sea defences and • does not constrain further development of the waterfront or access to other with the potential for 	Marinas and ancillary areas.

GBLP Policy	Policy Title	Comments in relation to the waterfront and Town Centre	General / site specific
		development	
LP20	Information and Communications Technology	Sets out the approach to the siting of telecommunications masts. The town centre is a key location for business within the Borough and as such will be one of the key areas for future telecommunications roll outs.	General
LP21	Improving transport Infrastructure	Sets out the need for development to contribute to an integrated and sustainable transport network. The town centre plays an important focal role for transport routes on the peninsula, the Ferry Terminal / Bus Station and how it is redeveloped is an important consideration. Improving cycle route connections to the immediately adjacent areas will help to increase usage and help join up cycle links.	General, emphasis on ferry terminal / bus station.
LP22	Accessibility to new development	Looks to ensure new development is located in accessible locations, and that the transport networks are adequate. There is generally a good level of accessibility to transport within the town centre and waterfront. Joined up /improved pedestrian and cycle networks between developments would be beneficial.	General
LP23	Layout of sites and Parking	Sets out the requirements for site layout and parking provision. Many town centre and waterfront sites will face parking constraints; provision may need to be made across the wider area rather than specifically on site. Public parking provision in the waterfront and town centre could benefit from being rationalised/ consolidated.	General
LP24	Housing	Sets out the need to provide a mix of types and tenures of housing including standards for affordable housing and to meets the needs of the ageing population. Also emphasises that Previously developed land should be prioritised and makes specific mention of the town centre and waterfront. Allows for the redevelopment of poor quality housing. Maintaining the mix of dwelling types, tenures and sizes across that waterfront will be key as higher than average development costs and piecemeal site development could prevent a mix of types and tenures being delivered.	General.

GBLP Policy	Policy Title	Comments in relation to the waterfront and Town Centre	General / site specific
LP27	Principal District and Neighbourhood Centres.	Allows proposals which add to the diversity, vitality and viability of centre, including markets, enhancing the environment and evening economy.	Specific to centres
LP28	Uses within Centres	Sets out the proportional retail make up of frontages within centres in the Borough. This will affect the town centre. How this balance is likely to change in the future is a key aspect of development within the town centre which needs to be taken account of.	Specific to centres
LP29	Proposals for retail and other town centre uses outside of centres.	Sets out sequential test approach to development proposals outside of centres. This will limit where in the SPD area these types of development can be accommodated.	Town Centre.
LP30	Local shops outside defined centres.	Allows for the change of use of local shops outside defined centres to other uses. The amended frontages in the Town centre mean that the precinct and other areas now fall outside the centres, potentially opening them up to change.	Specific shops
LP31	Commercial frontages outside of defined centres.	Protects specific commercial frontages outside of defined centres including Royal Clarence Yard and Martin Snape House at St George Barracks South.	RCY waterfront. Martin Snape House at St George Barracks South
LP32	Community, Cultural and Built Leisure facilities	Sets out the approach to community, cultural and built leisure facilities, including accessibility and design. The policy also sets out protection for existing facilities. The town centre contains a significant number of the Borough's community and cultural assets and represents a good location for additional further provision.	General.
LP34	Provision of new open space and improvements to existing open space	Sets out the standards which new or improved open spaces will need to meet. And the standards needed to provide for new residential development through developer contributions. This will be especially important for Falkland Gardens, Walpole Park and St Georges Barracks south playing Fields. The potential for joining up open spaces and	Specific to areas of open space.

GBLP Policy	Policy Title	Comments in relation to the waterfront and Town Centre	General / site specific
		creating linked routes will need to be considered.	
LP35	Protection of existing open space	Sets out protections for existing open space.	As above
LP37	Access to the coast and countryside	Protects public access to the coast and countryside and encourages new development to incorporate new links to the public rights of way networks.	General
LP38	Energy Resources	Sets out energy efficiency and carbon reduction standards, and in addition deals with renewable energy and CHP installations. As the waterfront and town centre are a prominent location for Gosport new development should look to incorporate good standards of design including energy efficiency.	General
LP39	Water Resources	Sets out measures for water management. As the waterfront and town centre are a prominent location for Gosport new development should look to incorporate good standards of design including water management.	General
LP40	Waste and Material resources	New development should use recycled materials and provide adequate space for the storage, reuse and recycling of materials and composting. Sets out limitations on dredging.	General
LP41	Green Infrastructure	Protects the Borough's Green infrastructure network, and looks to secure additional green infrastructure in line with the South Hampshire Green Infrastructure Study. The SPD will need to look at how green infrastructure can be improved and linked to aid well-being and habitat creation.	Specific to green infrastructure.
LP42	Internationally and Nationally important habitats	Protects Internationally and Nationally Important designated sites. A number of important sites bound the waterfront and town centre on both the north and south. Protection of these sites and creation if possible of complimentary habitat will be key.	Specific to the designated areas.
LP43	Locally Designated	Protects sites of local nature conservation importance. A number of important sites	Specific to the designated

GBLP Policy	Policy Title	Comments in relation to the waterfront and Town Centre	General / site specific
	nature conservation sites	bound the waterfront and town centre on both the north and south.	areas.
LP44	Protecting Species and other features of nature conservation importance.	Sets out protection for sites, including enhancement opportunities where possible. Brent Geese use Walpole Park and St Georges Barracks South, and Swifts nest within the town centre.	Specific species in specific areas.
LP45	Flood Risk and Coastal Erosion.	Development in areas at risk of flooding must meet the policies set out in the NPPF, including the sequential and exception test where needed. Much of the Town centre and waterfront is at risk of flooding, it will need to be ensured that all development meets standard for mitigating against flood risk.	Areas at risk of flooding.
LP46	Pollution Control	Prevents development that does not conform to national standards for air, noise and light pollution.	General
LP47	Contaminated land and unstable land.	Ensures that contamination and unstable land are identified and that appropriate measures are taken to mitigate. A large proportion of the waterfront and town centre is built on previously developed and reclaimed land.	General.
LP48	Hazardous Substances	Controls development involving hazardous substances. This is likely to be most relevant to the waterfront marine use sites.	General.

Appendix 3: Summary of National Government Guidance relevant to the preparation of the SPD (as at April 2016)

- **set out in the National Planning Policy Framework (NPPF)**

NPPF section	Section Title	Comments in relation to the waterfront and Town Centre
	Achieving sustainable development	<p>The NPPF sets out the core elements of sustainable development, economic, social and environmental. The NPPF also sets out the presumption in favour of sustainable development, which allows for development which is sustainable to proceed without delay.</p> <p>The waterfront and town centre will need to balance the need to provide for economic growth including jobs and home whilst protecting the natural environment of the harbour side and open spaces.</p> <p>Development within the town centre and waterfront will need to compliment and improve existing business sectors and employment developments whilst looking to maximise the benefits of assets and encourage new sectors where possible.</p>
1	Building a strong competitive economy	<p>Needs to provide a clear economic vision for the area, provide opportunities for economic regeneration, support existing sectors, expansion of clusters, investment, and flexible working practices.</p> <p>The waterfront and town centre will need to identify and build upon the strengths of key sectors such as marine employment and retail. As well as look to improve the opportunities in sectors such as tourism.</p>
2	Ensuring the vitality of town centres	<p>The vitality of town centres should be encouraged through a mix of uses and sectors including retail, leisure, commercial, office, tourism, cultural, community and residential. Growth should be provided in edge of centre locations where it cannot be accommodated within the centre.</p> <p>Gosport Town centre will need to be considered as a key element of the redevelopment, with opportunities being taken wherever possible to support its role as a centre and to provide complimentary uses.</p> <p>It will be key to consider how the town centre may evolve in the future and plan to enable / boost this where possible.</p>
4	Promoting sustainable transport	<p>Opportunities for sustainable transport should be taken up, safe and suitable access to sites achieved and improvements to the transport network made.</p> <p>The town centre and waterfront will be central to the sustainable transport network for the Borough, with the redevelopment of the bus station playing a key role. Improved links to public transport / sustainable transport corridors would help to encourage travel by these means.</p>

NPPF section	Section Title	Comments in relation to the waterfront and Town Centre
5	Supporting high quality communications infrastructure	<p>The development of high speed broadband and other communications technology should be supported.</p> <p>Ensuring that the necessary communications technology is in place will be key to supporting the council's aspirations for the town centre and waterfront.</p>
6	Delivering a wide choice of quality homes	<p>Need to plan for a mix of housing of different types, tenures, and ranges including affordable housing.</p> <p>It will be necessary to ensure balanced development of housing types within the waterfront. The needs of the people living in the area and the demands for different types of property would need to be considered.</p> <p>Consideration will need to be given to ensuring there is not over development of certain types of dwelling.</p>
7	Requiring good design	<p>Development should function well and add to the quality of an area, establish a strong sense of place, encourage a mix of uses including green spaces, respond to character and history, create safe accessible environments, and ensure places are visually attractive.</p> <p>The town centre as one of the most historic areas within the Borough has a mix of characters reflecting its history; care will be needed to make the best of new development in this context.</p>
8	Promoting Healthy Communities	<p>Provide and protect the facilities necessary to deliver a healthy community including: social, recreational and cultural facilities, schools, green and open spaces.</p> <p>The network of facilities and spaces that make up the town centre and how they link into the wider Borough will need to be a key consideration. An interconnected set of spaces also has the potential to increase the tourist draw to the town centre.</p>
10	Meeting the challenge of climate change, flooding and coastal change.	<p>New development should be energy efficient, be designed to minimise energy consumption, areas affected by flooding should be avoided and opportunities used to reduce the causes and impacts of flooding.</p> <p>The SPD will look to ensure that energy efficiency is promoted.</p> <p>Areas including the waterfront are shown to be at risk from flooding, development in these areas will need to be designed with flood resilience in mind.</p>
11	Conserving and enhancing the natural environment	<p>Minimise the impact upon biodiversity, recognising the importance of eco system services, Remediating contaminated land, prevent development in nationally and locally designated nature conservation designations, minimise noise and other adverse</p>

NPPF section	Section Title	Comments in relation to the waterfront and Town Centre
		<p>impact on health.</p> <p>The mix of uses that is being looked at for the town centre and waterfront has the potential to have noise and biodiversity impacts. It will need to be ensured that these impacts are mitigated against.</p>
12	Conserving and enhancing the historic environment	<p>Sustain and enhance significant heritage assets, look at how heritage assets can improve economic viability, and ensure new develop makes a positive contribution to local character and distinctiveness.</p> <p>The town centre and waterfront contain a large number of heritage assets which new development would need to respect. A number of assets such as the old town walls have the potential to be improved to encourage visitors.</p>

Appendix 4: Listed Buildings within the SPD area.

Name of Building (Blg)	Grade of Listing
Holy Trinity Vicarage, Trinity Green	II
Boundary Walls to Holy Trinity Vicarage (part of listing for Holy Trinity Vicarage, Trinity Green)	II
Church of the Holy Trinity, Trinity Green	II*
No 88 High Street Gosport	II
No 91 High Street (Part of Listing Nos. 91-94 (consec) High Street)	II
Nos 92-93 High Street (Part of Listing Nos. 91-94 (consec) High Street)	II
No 94 High Street (Part of Listing Nos. 91-94 (consec) High Street)	II
Gun bollard in passage between Nos. 93 & 94, High Street	II
No 99a High Street (Part of Listing for Nos. 99 & 99a High Street)	II
Outbuilding & Walls to Rear of Nos. 99 & 99a High Street (Part of Listing for Nos. 99 & 99a High Street)	II
No 99 High Street (Part of Listing for Nos. 99 & 99a High Street)	II
No 109 High Street	II
No 125, 125a, 125b High Street (Part of Listing for Nos 125 and 126 High Street)	II
No 126 High Street (Part of Listing for Nos 125 and 126 High Street)	II
Museum & Education Office, Walpole Road	II
No 1 High Street Gosport	II
Rear Boundary Walls to No 2 High Street Gosport	II
No 2 High Street Gosport	II
Rear Yard Wall between Nos 3 & 4 (part of listing for No 3 High Street)	II
No 3 High Street Gosport	II
No 4 High Street Gosport	II
No 14 North Cross Street (Part of Listing for Nos. 13 & 14 North Cross Street)	II
No 13 North Cross Street (Part of Listing for Nos. 13 & 14 North Cross Street)	II
The Fox Public House, North Street	II
Nos 89-92 North Street (Part of Listing for Nos. 84-92 North Street)	II
Nos 84-88 North Street (Part of Listing for Nos. 84-92 North Street)	II
No 6 Seahorse Walk (Part of Listing for Nos. 6 to 12 (even) Seahorse Walk)	II
No 8 Seahorse Walk (Part of Listing for Nos. 6 to 12 (even) Seahorse Walk)	II

No 10 Seahorse Walk (Part of Listing for Nos. 6 to 12 (even) Seahorse Walk)	II
No 12 Seahorse Walk (Part of Listing for Nos. 6 to 12 (even) Seahorse Walk)	II
Nos 9, 11 & 13 Seahorse Walk	II
Boundary railing extending approx. 400m to North & East sides of St George Barracks South, Clarence Road	II
Main barrack block & attached area railings, St George Barracks South, Mumby Road	II
Hospital to west of main barracks block, St George Barracks South, Mumby Road	II
Gymnasium, St George Barracks South, Mumby Road	II
Sergeants' Mess & attached basement area railings, St George Barracks South, Mumby Road	II
Two gate piers marking the former railway line to South-East of Railway Inn, Mumby Road	II
Thrift shop at St George Barracks North, Mumby Road	II
Rear courtyard wall to Thrift shop part of listing for Thrift shop at St George Barracks North, Mumby Road	II
Boundary railings extending approx. 30m to West of Guard House, St George Barracks North, Mumby Road	II
Guard house at entrance to North section, St George Barracks North, Mumby Road	II
Railings extending approx. 300m North of Guard house, St George Barracks North, Mumby Road	II
Boundary rails to the Royal Clarence Yard at its southern end abutting Weevil Lane	II
Officers' quarters with attached basement area railings, St George Barracks North, Mumby Road	II
Southern boundary wall to Royal Clarence Yard, East side of Weevil Lane	II
Cooperage, South range, Royal Clarence Victualling Yard, East side of Weevil Lane	II
Cooperage, Royal Clarence Victualling Yard, East side of Weevil Lane	II
Cooperage, Royal Clarence Victualling Yard, East side of Weevil Lane	II
Pump House, Royal Clarence Victualling Yard, East side of Weevil lane	II
Cask Shed (west end bay) North Range of Cooperage, Royal Clarence Victualling Yard, East side of Weevil Lane part of listing for Cooperage West Range (6 Units)	II
Master Coopers Office & Watch House, North Range part of listing for Cooperage West Range (6 Units)	II

Cask Shed (west end bay) North Range of Cooperage, Royal Clarence Victualling Yard, East side of Weevil Lane part of listing for Cooperage West Range (6 Units)	II
New South Store, Royal Clarence Victualling Yard, East side of Weevil Lane	II
Tank Store and attached Steam Fire Engine House, Royal Clarence Victualling Yard, East side of Weevil Lane	II
Railings and basement retaining walls part of listing for Barrack & attached Railings North of officers' barracks, St George Barracks North, Mumby Road	II
Residence 6, Royal Clarence Victualling Yard, East side of Weevil Lane	II
Main gate & 2 lodges, Royal Clarence Victualling Yard, East side of Weevil Lane	II
Railings & basement retaining walls part of listing for Barrack & railings opposite entrance to Royal Clarence Yard, St George Barracks North, Mumby Road	II
Laundry Block, to N of Barracks opposite entrance to RCY part of listing for Barracks & railings opposite entrance to RCY, St George Barracks North, Mumby Road	II
North flank wall attached to Main Gate, Royal Clarence Victualling Yard, East side of Weevil Lane	II
Superintendent's House, attached walls & railings, Royal Clarence Victualling Yard, East side of Weevil Lane	II
Building attached to NE corner of colonnade to N of Main Gate part of listing for Main gate & 2 lodges, Royal Clarence Victualling Yard, East side of Weevil Lane	II
Deputy Superintendent's House, walls & railings, Royal Clarence Victualling Yard, East side of Weevil Lane	II
Garage to Deputy Superintendents House part of listing for Deputy Superintendent's House, walls & railings, Royal Clarence Victualling Yard, east side of Weevil Lane.	II
North Meadow Workshops, including wall to west, Royal Clarence Victualling Yard, east side of Weevil Lane.	II
Hydraulic Engine House, Royal Clarence Victualling Yard, east side of Weevil Lane	II
Granary, Bakery, Flour Mill, Stores and attached Boiler and Engine House, Royal Clarence Victualling Yard, east side of Weevil Lane	II*
Slaughterhouse, Royal Clarence Victualling Yard, east side of Weevil Lane	II

Appendix 5: Locally Important Heritage Assets in the SPD area.

This Appendix sets out three types of locally important heritage assets. These are:

- Locally Listed Buildings
- Buildings or features of significant historic or architectural interest within the Conservation Areas
- Parks and Gardens of Local Historic Interest

Locally Listed buildings
Trinity Green, Harbour Tower.
Trinity Green, Seaward Tower.
Mumby Road, The Castle Tavern (PH)
Mumby Road, Solent Marine Services
Harbour Road, The Old School Clarence Square
Clarence Road No. 1 (Clarence Tavern)
Mumby Road, (former Umoe Shat Harding site) Remains of De Gomme Fortifications
Buildings or features of significant historic or architectural interest within the Conservation Areas
Nos 35 - 36 High Street
No 37 High Street (Nelsons Bar PH)
Gambiers Fountain, High Street
Milestone and Bench Mark, Mumby Road
Telephone Kiosk, Mumby Road
No 15 North Cross Street
No 16 North Cross Street
No 17 North Cross Street
Nos 18 -19 North Cross Street
No 8 Stoke Road
50 Clarence Road
2 Walpole Road
20-24 High Street
30 High Street
St Marys RC Church
32 High Street Maryhouse
38 High Street
39 High Street
116a High Street
116 High Street
95 - 96 High Street
100 High Street
107 High Street
108 High Street
98 High Street
101 High Street
102 High Street
104 High Street
1 Bemisters Lane

3a Bemisters Lane
5 Bemisters Lane
7a Bemisters Lane
7b Bemisters Lane
14 Bemisters Lane
12 Bemisters Lane
10 Bemisters Lane
8 Bemisters Lane
20 North Cross Street
1 Royal Engineers Mews
8 Royal Engineers Mews
3 Royal Engineers Mews
7 Royal Engineers Mews
6 Royal Engineers Mews
5 Royal Engineers Mews
4 Royal Engineers Mews
Weevil House Weevil Lane
St Georges House Weevil Lane
King Charles Fort remains
Queen Victoria waiting rooms & station remains
Caponiere Weevil Lane
Mill Causeway and Sluice
1 Spring Garden Lane
2 Stoke Rd
2 Spring Garden Lane
3 Spring Garden Lane
4 Spring Garden Lane
11 Spring Garden Lane
12 Spring Garden Lane
13 Spring Garden Lane
Parks and Gardens of Local Historic Interest
Officers' Gardens , St George Barracks North
Flagstaff Green, Royal Clarence Yard

Appendix 6 Consideration of Town Centre Car Parks

Car park	Spaces	Area	Car park characteristics (location, , shape and size, level of use and duration of stay	Development potential	Potential for provision to be re-provided	Comment	Recommendation
GBC Short stay							
Coates Road	36	0.11	Small well-used short stay car park close to the Town Centre with access onto South Street.	Residential (c 12/20 flats) However could be linked to adjacent sites (The Precinct, Waterside Church, the Police Station) to provide a much more comprehensive mixed use development.	Short stay provision can be reprovided at the Walpole Park Car Park Upper Level.	Development would create strong frontage along South Street.	Propose as a potential development site and short stay provision relocated.
Church Path	26	0.09	Small underused car park on Haslar Road, rather detached from the town centre.	6 terrace houses	Short stay provision can be reprovided at the Walpole Park Car park.	Site is close to existing residential properties which will limit the height of any new development. Also in close proximity to Trinity Church and would therefore need to be of high quality and respect the setting of the church. Development could provide an attractive development of terraced townhouses which restores a frontage to Haslar Road.	Propose as a potential development site and short stay provision relocated.

Car park	Spaces	Area	Car park characteristics (location, , shape and size, level of use and duration of stay	Development potential	Potential for provision to be re-provided	Comment	Recommendation
						It will be necessary to consider the provision of existing residential permits at this site.	
North Cross Street	37	0.08	Small well-used short stay car park close to the Town Centre with access onto Mumby Road via North Cross Street.	A small number of retail units on ground floor with residential above.	Short stay provision can be reprovided at the Walpole Park Car Park.	Development would restore an attractive frontage on this site. The previous buildings were demolished in the 1970's to make way for a retail development which did not take place. The development has potential to improve the connections between the Town Centre and the Waterfront.	Propose as a mixed use site and short stay provision relocated.
North Loading	29	0.15	Thin strip of parking located behind a number of retail units and their service areas.	Very restricted	-	-	Retain as a car parking area to serve the Town Centre.
South Street	97	0.31	This is a very popular medium sized car park serving the eastern part of the town centre and close to the Ferry. It is currently the largest short stay car park in the Town Centre. It is a prominent car park fronting onto South Street.	Residential (suggestion: 14 flats or 10 mews houses)	More difficult to re-provide such a large number of short stay car parking places at Walpole Park Car Park particularly if other small short stay car parks are developed.	This site is one of the most important car parks in the Town Centre particularly for the eastern end of the Town Centre. There may be difficulties for certain types of redevelopment given close proximities to existing residential developments. Although some forms of residential may be acceptable this may not provide	Retain as short stay parking to serve the Town Centre.

Car park	Spaces	Area	Car park characteristics (location, , shape and size, level of use and duration of stay	Development potential	Potential for provision to be re-provided	Comment	Recommendation
			For these reasons it is popular for day-time shoppers and evening users to Gunwharf.			a sufficient benefit to merit losing such a well-placed car park.	
Minnit South	23	0.07	Small short stay car park at the rear of High Street units.	Residential	Possible to relocate short stay provision to replace some long stay provision at the upper level at Walpole Park Car Park	Difficult site to develop and provide a short stay parking function in the centre and east end of the High Street.	Retain as short stay parking
GBC Long stay							
Clarence Road	33	0.08	Good shaped long stay public car park.	18 flats	There is a surplus of long stay provision in the Town Centre. Parking serving any new development would need to be provided on-site.	Development would provide an attractive frontage along Clarence Road. Would need to respect the setting of the Conservation Area and the Listed Buildings of St George's Barracks South. It will be necessary to consider the potential cumulative impact of the release of this site and the Mumby Road Lorry/Car Park on parking arrangements for the Waterside Medical Centre. This will be assessed as part of the car parking strategy.	Propose as a potential development site.
Walpole 1	63	0.16	Well-used long-stay car park. Upper level of the larger Walpole Park Car	Residential/commercial		Need to retain Walpole Park 1 whether or not other parts of the upper level car park are	Retain as a car park but change from long stay to

Car park	Spaces	Area	Car park characteristics (location, , shape and size, level of use and duration of stay	Development potential	Potential for provision to be re-provided	Comment	Recommendation
			Park. Very prominent park facing South Street and one of the first seen by visitors to the Town Centre. In close proximity to the western side of the Town Centre adjacent Walpole Park.			redeveloped. This is because the site is a prominent car park fronting South Street which provides access to further car parking at the lower level (Areas5-8)	short stay.
Walpole 2	57	0.39	Well-used long-stay car park. Upper level of the larger Walpole Park Car Park. Very prominent park facing South Street and one of the first seen by visitors to the Town Centre. In close proximity to the western side of the Town Centre adjacent Walpole Park.	Retail unit(s) or residential development (c 50 apartments).	There is a surplus of long stay provision in the Town Centre and thus there is sufficient provision within the lower level of this car park. However this site has particular scope to provide more short-stay parking which appears to be required at peak times and would be required as replacement for the smaller car parks proposed to be redeveloped.	Needs a strong caveat to ensure that the Town Centre as a whole and the specific development itself has sufficient parking as a result of any development on this site. This would require further parking assessment as other smaller car parks are developed. Any development and any replacement parking such as undercroft or multi-storey needs to demonstrate that it is financially viable and technically feasible. The design must not harm townscape features in this prominent location adjacent South Street and Walpole Park	Propose as a long term opportunity for commercial including retail and/or residential subject to caveats outlined in the 'comments' column.
Walpole 3	54						
Walpole 4	28						

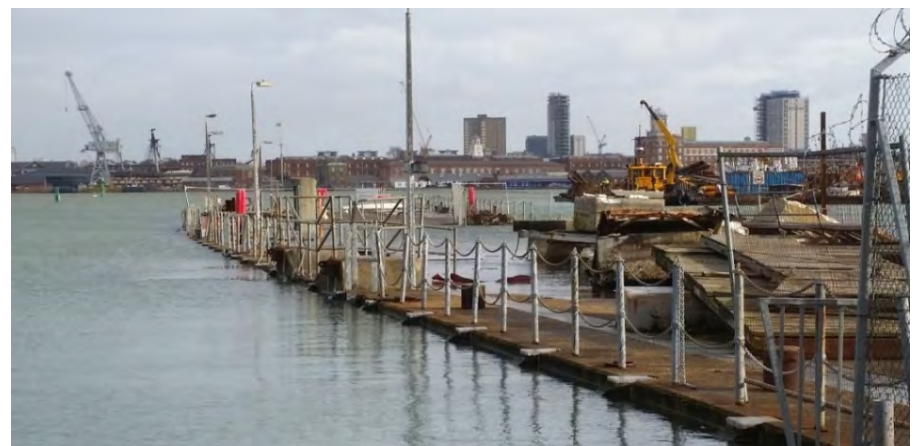
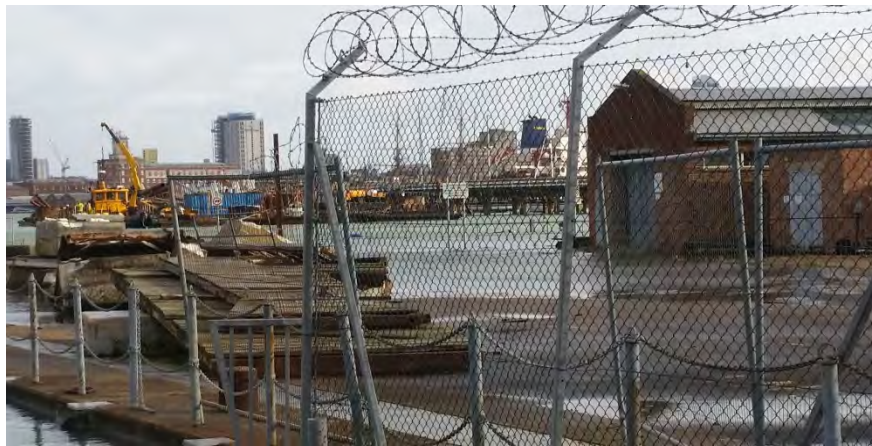
Car park	Spaces	Area	Car park characteristics (location, , shape and size, level of use and duration of stay	Development potential	Potential for provision to be re-provided	Comment	Recommendation
						<p>with views through to the Haslar Peninsula. Residential amenities need to be safeguarded.</p> <p>Would need to retain Walpole Park 1 as a prominent car park fronting South Street which would be used to access car parking at the lower level (Areas5-8)</p>	
Walpole 5	192	0.39	Most underused GBC car park. Very extensive area adjacent Walpole Park. Well-designed.	Residential	<p>There is surplus long stay provision currently in the town, although some of this will need to be reorganised to accommodate short stay provision lost elsewhere in the Town Centre.</p> <p>The position of this car park has scope to accommodate current long stay parking from areas 1-4 if this is used for short term parking to address potential short term</p>	Sensitive site within the lines of fire associated with the Gosport Lines	Retain as a long stay parking which has potential to have greater usage if the upper level is converted to short stay.

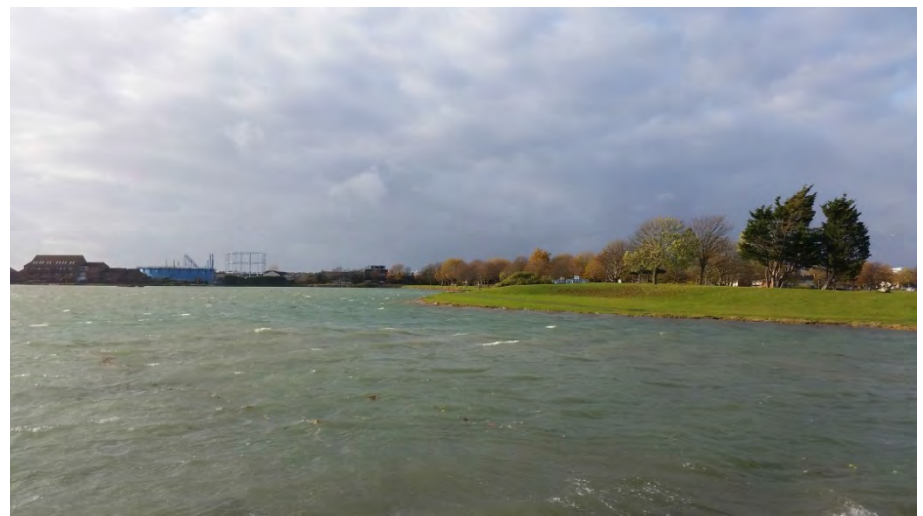
Car park	Spaces	Area	Car park characteristics (location, , shape and size, level of use and duration of stay	Development potential	Potential for provision to be re-provided	Comment	Recommendation
					parking issues in the Town Centre		
Walpole 6	40	0.28	Extensive long stay provision forming part of wider car park close to Walpole Park.	Residential	There is surplus long stay provision currently in the town, although some of this current surplus will be lost to accommodate short stay provision lost elsewhere in the Town Centre.	The development of this part of the car park would serve the car park so that it would have to operate as two separate car parks. It also makes a visual contribution to the historic Gosport Lines.	Retain as long stay parking.
Walpole 7	79						
Walpole 8	63	0.13	Well-used car park serving long stay visitors. This is the closest main long stay car park to the Gosport Ferry with its linkages to Portsmouth and national rail services.	Residential	There is surplus long stay provision currently in the town, although some of this current surplus will be lost to accommodate short stay provision lost elsewhere in the Town Centre.	This is a popular long stay car park. The site also makes a visual contribution to the historic Gosport Lines.	Retain as long stay parking.
Minnit North	23	0.09	Well-used long stay as close to the ferry	8 flats	There is currently a surplus of long stay spaces in the town and this car park is relatively small compared to many other long stay car parks.	Small site, challenge to achieve on-site parking and satisfactory design. Existing car park well used and close to ferry.	Retain as long stay car park at this stage.
Other Long Stay							
Mumby Road	28	0.22	Contains a small number of car parking spaces as well as lorry spaces. On the edge of	Residential	The lorry parking provision will need to be accommodated elsewhere outside of the Town	The site lends it itself to a well-designed residential development.	Propose as a potential development site.

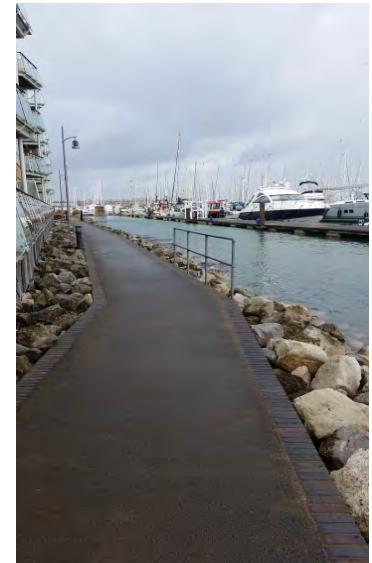
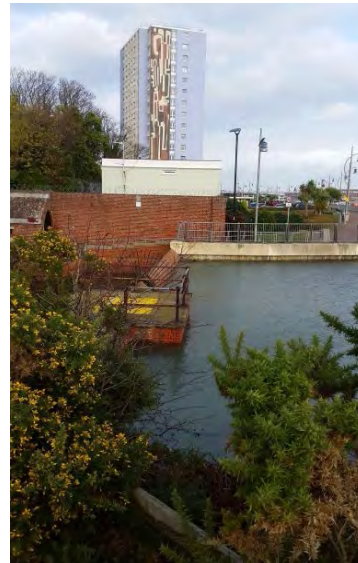
Car park	Spaces	Area	Car park characteristics (location, , shape and size, level of use and duration of stay	Development potential	Potential for provision to be re-provided	Comment	Recommendation
			<p>the Town Centre but in prominent location on Mumby Road.</p> <p>The site for car parking has low usage and is used by only a few larger vehicles during the week.</p>		Centre.	It will be necessary to consider the potential cumulative impact of the release of this site and the Clarence Road Car Park on parking arrangements for the Waterside Medical Centre. This will be assessed as part of the car parking strategy.	
Haslar Marina	148	0.34	Large public car park controlled by Haslar Marina. Currently relatively low levels of usage on most survey dates.	Marine leisure/employment-led scheme with enabling residential as part of the wider site.	There is currently a significant surplus of long stay provision in the Town Centre. Provision needs to be considered as part of any proposal relating to the wider Haslar Marina site to understand what provision needs to be retained.	Potential to be looked at as part of the wider Haslar Marina site to enable some intensification. Part of the site will need to remain open in order to enable appreciate of Bastion No 1 (scheduled ancient monument) and the Gosport Lines.	Consider part of the site for redevelopment as part of a wider scheme at Haslar Marina.
Supermarket (restricted stay)							
Aldi	91	0.21	Very well used supermarket car park for customers who can stay for a limited time but have sufficient time to make linked trips to other part of the Town Centre.	None considered.	N/a	None	Retain as supermarket car park.

Car park	Spaces	Area	Car park characteristics (location, , shape and size, level of use and duration of stay	Development potential	Potential for provision to be re-provided	Comment	Recommendation
Morrisons	301	0.96	Very well used supermarket car park for customers who can stay for a limited time but have sufficient time to make linked trips to other part of the Town Centre.	None considered.	N/a	None	Retain as supermarket car park.

Appendix 7 High Tide and Localised flooding, Town Centre and Waterfront (17.11.2016)







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