

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
Character Areas			
Gosport Bus Station and Falklands Gardens			
219/13, 294/66	Cllr Bateman, Gosport Society	Support principle but great care required regarding the design of building (see design comments below).	Support welcomed. Design of building comments are addressed below.
Bus Station site			
112/20, 336/46	Local resident, Lee Residents Association	Support principles.	Support welcomed.
Comments on existing bus station facility			
5/13, 30/1, 38/2, 98/7, 114/11, 234/7, 241/20, 244/4, 250/3, 251/1, 259/3, 236/4, 367/2, 367/23, 356/10, 372/6,	Local residents,	Comments on existing facility include <ul style="list-style-type: none"> - Poor condition and should be demolished (5/13, 30/1) - Currently an eyesore (38/2, 98/7, 244/4, 251/1, 356/10) - Attracts anti-social behaviour (234/7) - Bus station horrible dark and dingy it does not feel safe or clean (241/20) - The bus station is a disgrace, dirty, smelly and unattractive. - The current design encourages rough sleeping (221/8) - Bus station is cold and miserable place to be (250/3), and definitely needs updating (250/3, 372/6) - Bus station needs to be kept but brought into 21st Century like Portsmouth (259/3) - Its current crowded nature and mix of functions/ users is a design failing. (336/4) - If you want an attractive gateway from the Ferry area Council needs to address existing problems first (antisocial behaviour issues, existing facilities etc.)(259/3) Stop public drinking (367/23) - Gosport needs a proper bus station with proper toilet facilities and a proper tourist information centre. 	<p>Agree that the buildings detract from the quality of the waterfront and can encourage anti-social behaviour.</p> <p>Agree that the current buildings need to be demolished and redeveloped.</p> <p>These proposals are set out in the SPD.</p>

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		(367/21)	
35/4, 36/3, 38/8, 40/4, 97/3, 127/1, 63/35, 132/2, 241/15, 266/4, 277/3, 367/10, 379/19	Local residents	<p>Current closure of public toilets needs to be addressed urgently</p> <ul style="list-style-type: none"> - Stop drug addicts (35/4, 40/4, 97/3, 127/1), (63/36) use of blue lighting to (35/4) -Use of attendants (35/4, 36/3,38/8, 367/10) -People can't walk far due to illness and therefore need the public toilets to be open (35/4) -It's not good to see closed toilets as you come off the ferry (35/4) - Where can visitors go? Only toilet open in town is at the back of Morrisons (63/37) - Create poor first impression of town (132/2) - Toilets need to reopen (241/15) - Should cater for non able-bodied people (277/3) - Need proper toilets - other Councils have clean toilets i.e. Fareham, Havant not right to have to use cafes toilets because public toilets have been closed. (379/19) 	These toilets have now been re-opened and will be replaced by a better quality facility as part of the Bus Station development. The SPD has been amended to include further information on this matter including the use of the 'Changing Places' standard.
Principle of redeveloping the bus station			
2/3, 5/13, 10/4, 14/1, 16/1, 20/3, 28/2, 30/1, 31/12, 35/1, 38/2, 41/5, 63/3, 64/27, 67/10, 73/5, 76/8, 78/6, 83/12, 90/4, 98/7, 100/14, 109/20, 124/3, 128/3, 135/6, 138/5, 141/3, 192/7, 202/5, 203/10, 206/12, 210/4, 214/2, 216/7, 217/3, 234/7, 237/4, 239/10, 241/32, 242/1, 243/7, 244/1, 245/1, 247/1, 248/13, 255/5, 256/10, 257/6, 258/24	Local residents , local café business, Cllr Raffaelli	<p>The Bus Station should be developed: Additional comments set out below:</p> <p><i>Current poor condition</i></p> <ul style="list-style-type: none"> - Currently an eyesore (38/2) (98/7) - Needs completely brightening up / refurbishing. (359/2) <p><i>Significant opportunity</i></p> <ul style="list-style-type: none"> - Bus station is the entrance to Gosport and should be attractive to visitors (242/1) we are the gateway to Portsmouth, (255/5) - Developing the bus station is a once in a lifetime opportunity (124/3, 128/3, 203/10); - Opportunity that should not be wasted - a more 	<p>Agree that the bus station site needs to be redeveloped and that this represents a significant opportunity to transform this part of the waterfront and provide an attractive gateway to the Borough.</p> <p>It is recognised that the development needs to be viable; however the SPD sets out some key principles which need to be incorporated within the development.</p> <p>Agree that the Bus Station needs to be considered in relation to adjoining areas and these are set out elsewhere in the SPD.</p>

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260/7, 261/14, 274/5, 276/5, 278/12, 280/2, 285/5, 286/4, 288/4, 291/18, 293/9, 297/1, 340/13, 342/3, 344/3, 355/19, 358/9, 359/20, 364/3, 366/5, 349/14, 369/2, 373/2, 375/2		<p>imaginative solution is needed(128/3, 203/10)</p> <ul style="list-style-type: none"> - Agree with the Council's proposal for a total revamp (214/2) - If the new bus station is got right it will enhance the whole aspect of the town. Get it wrong and it will ruin any follow on development (192/7). - The vision for the Bus station site could be bolder and bigger- with a taller building. It could include the area up to the Sun Dial and the Pontoon as one big cohesive scheme (think London not provincial) (210/4). - Would benefit from a new vision (76/8) - Sympathetic development required (280/2) - Great opportunity to enhance views along the Harbour. An enormous block built on the bus station site would not do this (64/27) - The waterfront should look more attractive at the moment it is an eyesore (141/3) - Build an attractive and useable bus station but no higher than existing buildings(83/12) - The bus station needs to be more than just a new like for like replacement (237/4). - Bus station is essential at the Gateway to Gosport an interchange turns the clock back to before the bus station was built – - Something in a similar style to the one at Portsmouth (245/1, 247/1, 261/14, 293/9 373/2, 375/2) - Make entrance to Gosport appealing but not with an ugly, tall iconic image (285/10) - Needs to be hi-spec(255/17) - Hopefully the bus station redevelopment / upgraded Falkland Gardens will kickstart pride in the town. (358/9) - The centre point of any regeneration will need to satisfy many competing demands 	<p>Agree that the bus station element of the site could be reduced in size providing further opportunities for a mix of uses.</p> <p>The Bus Station redevelopment is likely to be taller than the existing buildings to provide a mix of uses on the site. However the principles in the SPD ensure that the design will be of high quality and will not have a detrimental impact on adjoining areas including the Falkland Gardens. Taller building can be attractive.</p> <p>Agree that the Bus Station redevelopment needs to incorporate visitor information centre and toilets.</p> <p>An enhanced bus station and commercial offer has the potential to benefit near-by businesses if they are providing what the customer require. There would be increased footfall.</p>

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		<ul style="list-style-type: none"> - Keep open view of the Harbour (285/5, 286/4) - Needs modernising could be smaller (31/12, 255/17) could be halved in size. (90/4) <p><i>Timing</i></p> <ul style="list-style-type: none"> - Updating the bus station and associated buildings should be a priority (241/32, 244/1) - Hopefully it won't take as long as the Portsmouth one did (291/18) - Long overdue (63/10, 280/2) <p><i>Other</i></p> <ul style="list-style-type: none"> - Should be done without regard to profit (124/3); - Will provide local employment (98/7) - Weakness include the existing shops and businesses facing the bus station should not be blocked from their view as it will affect their trade (344/3) - Concern that if the bus station is rebuilt creating homes and jobs then it will not be in keeping with the rest of the area. The question is how to bring things up-to-date without making the rest of the town look aged and shabby? (344/3) - It is currently the home of the dispossessed. (256/10) 	
109/2	Local resident	Don't waste money on un needed facilities.	It is considered that such a facility is required in order to improve the attractiveness of the centre and support the local economy.
22/2, 23/14, 34/19, 43/5, 45/6, 54/1, 71/3, 82/2, 90/4, 118/5, 228/2, 231/1, 241/20, 245/1, 258/23, 259/4, 265/4, 266/14, 290/1, 308/3p, 309/3p, 281/15, 281/16,	Local residents	<p>The Bus station building should remain where it is. Following suggestions:</p> <ul style="list-style-type: none"> - Requires a facelift.(22/2, 23/14, 34/19, 228/2, 245/1, 359/6, 360/3, 368/6, 372/2) - Cleaner and redecorated (43/5, 45/6, 118/2) - Not rebuilt (45/6) should not be redeveloped (82/2) - Clean repair and paint it (231/1) 	It is proposed to retain the transport interchange where it is as the close proximity of the bus stops and the ferry is essential for passengers. However there is scope to rationalize the space required for the buses and hence redevelop the site for a variety of uses whilst retaining the transport interchange at its heart. These

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314/3p, 323/3p, 359/6, 360/3, 368/6, 372/2, 377/1		<ul style="list-style-type: none"> - Requires toilets, use of existing shops and policing (266/14) - Retention of hard stands for buses would be welcome. Taxis and ferry exist already and facilities for transport would not be enhanced by abolishing the bus station and erecting bus stop signs (258/23) - Tourist information centre should be retained and enhanced, a modern toilet block provided - Facilities for bus drivers to take their breaks required (259/4) - Object to Council's plans for the bus station –it would introduce a blot on the landscape in such a lovely area (290/1) - Although bus station is tired and overdue for retirement locating it further away from the ferry is a mistake. We have a successful genuine transport interchange between buses to/from Gosport, the ferry from Portsmouth Harbour station and taxis. (281/15) - New bus station at Portsmouth does not work for users because it does not attempt to integrate the needs of different users but instead focuses on the landmark building (281/16) - Bus station excellent – easy & convenient for the ferry (118/5) Gosport does not need designer stuff like Pompey – bus stations do not usually draw tourists with their architectural style – just convenience and comfort. (118/5) 	<p>principles are set out in the SPD.</p> <p>It is considered that the buildings need to be redeveloped as they are not fit for purposes and represent an unattractive gateway to Gosport.</p> <p>Features identified by these comments will be incorporated into the new development.</p>
Proposals as shown in SPD			
10/5, 107/48, 124/7, 225/1, 241/10	Local residents and local café business	<p>The proposals for the Bus Station in the SPD are vague and do not constitute a proposal</p> <p>Cannot comment as not specific proposal, in favour of redevelopment in principle but details and neighbouring amenity need to be considered. (124/7)</p> <p>Detail is needed on the bus station proposals (225/1)</p>	<p>The SPD includes a set of key development principles rather than detailed proposals. Proposals will be developed in due course and will be the subject to further public consultation.</p>

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		Would like a safe and attractive place to wait – currently do not like to use the bus station after dark (241/10) Could support many of the improvements proposed when details are forthcoming but do not agree with current proposals for the Bus Station and Trinity Green open spaces. (107/48)	
Uses at the Bus Station site:			
263/4	Local resident	Support mixed use scheme. (263/4)	Support noted.
219/28	Cllr Bateman	Need to ensure that the redevelopment of the Bus Station does not result in a diminishing return for other areas within town centre and in particular the High Street area and enhances the business environment for the multitude of small-but-growing enterprises including marine-related industries within the SPD area.	Overall it envisaged that enhanced commercial facilities at the Bus Station site has the potential to attract footfall for the whole centre as it will bring more people to the town centre. The scale will be much smaller than an out-of-centre retail park and will complement the facilities elsewhere in the centre.
124/9	Local resident	Encouraged by the idea of bringing the waterfront and High Street closer together, but unsure how this will be done without putting too much on site (i.e. 95 dwellings and office use).	Such uses have the potential to bring new investment and footfall to the town centre. An enhanced commercial offer such as retail and food/drink will encourage more people to spend more time and money at both the waterfront and town centre. Consequently economically the two areas will be brought together. The improved physical/visual links will be determined by the details of any forthcoming planning application but key principles have been set out in the SPD such as ensuring there is a clear view down the High Street and public realm improvements.
Transport interchange-			
5/13, 20/3, 33/5, 34/4, 35/5p, 39/15,41/16, 51/2, 57/23, 59/1, 63/3, 63/43p, 68/48 72/12, 73/5, 78/6, 90/5, 92/3, 93/2, 96/3, 98/3, 98/7, 99/11, 100/16,	Local residents, HCC Strategic Transport, Councillor Bateman, Councillor Mrs	Support a new interchange Principle - A transport interchange must be a priority (349/14) - Needs to be a genuine interchange (68/48, 300/2) - Good consideration of accessibility needs is required	The SPD considers that the retention of an interchange at this location as essential for maintaining viable transport choices in the Borough. The scale of the area required for the bus station

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104/2, 107/36 108/7, 124/7, 124/22, 131/14, 135/7, 143/11, 145/3p, 152/6p, 169/4p, 195/4, 195/21, 198/2, 201/16, 203/16, 207/12, 219/15, 221/3, 223/3, , 238/27p, 240/5, 240/21p, 241/11, 242/24, 248/20, 254/2, 255/5, 257/7, 263/4, 274/5, 280/2, 285/9, 286/6, 288/12, 289/11, 292/19, 293/9, 297/3, 299/10, 300/2, 306/3p, 307/3p, 310/3p, , 311/3p, 312/3p, 313/2p, 315/3p, 316/3p, 317/3p, 318/3p, 319/3p, 320/3p, 321/3p, 322/3p, 324/3p, 325/3p , 326/3p, 327/3p, 328/3p, 329/3p, 330/3p, 331/3p, 332/3p, 334/3p, 335/3p, 336/5, 340/26, 344/2, 349/28, 355/5, 365/2, 366/4, 371/26, 373/2, 375/2, 377/3, 378/12 379/6, 381/19, 382/3, 383/2	June Cully & Councillor Raffaelli, Lee Residents Association,	(100/16). <ul style="list-style-type: none"> - Bus station needs to remain (340/26) - A proper bus station is required not just bus stops (297/3) - Transport interchange needs to stay, its loss would kill the east end of the high street. (221/3) - Proposals should focus on providing transport and tourist information (355/5) - The redevelopment of the bus station as a landmark site must be a high quality development which complements the new Hard interchange. The opportunity must be taken to incorporate a variety of land uses including retail and cafes and for the site to be seen as a destination for social; interaction as well as a positive experience (299/10). - Any redevelopment of the bus station site should include a new bus station near the ferry and taxi rank (35/5p) - The focus for the area should be an efficient transport interchange including a welcoming entrance to and exit from Gosport. A place that people will enjoy from all aspects. <p>Importance of interchange /Linkages with ferry</p> <ul style="list-style-type: none"> - The transport interchange must maintain close and convenient links with the ferry terminal (299/10) - Very important that it stays at this location – to avoid people unable /unwilling to walk further to reach buses (with heavy baggage etc.) (33/5) - Ease of access and changing transport for people with limited mobility should be given high priority. As good as the new Portsmouth bus station is not enough thought was given to some of the distances involved in inter-changing (288/12, 248/20) - Must be near the Ferry pontoon for easy access 	<p>will be reviewed in consultation with HCC and First Bus and may be reduced in size but retaining the same level of operation in an improved building.</p> <p>The other components of the interchange including taxi-rank, drop-off/pick-area, cycle parking and ferry pontoon will also be retained. The precise location and scale will need to be considered as part of the overall design but being mindful that the functionality of the interchange and how people use it is of paramount importance. The flow of pedestrians with regard to other transport will need to be considered as part of the bus stop provision layout.</p> <p>The design will be more welcoming and other features such as TIC and toilet facilities will be incorporated. The location of the ferry ticket office will be subject to further negotiation.</p> <p>The building design will need to be of a high quality to reflect this prominent location and important gateway.</p> <p>These key elements of the interchange are reflected in the principles in the SPD.</p> <p>The complex will need to have good functionality including for those waiting for a bus (be welcoming, travel information, sufficient seating, undercover/ sheltered). Amend SPD to explicitly reference these considerations.</p>

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		<p>(99/11, 200/6, 201/16, 300/2, 378/12)</p> <ul style="list-style-type: none"> - The Ferry Office should be incorporated and a covered walkway to the Ferry should be provided (373/2, 375/2) - Need to ensure taxi and bus terminals are co-located as close to ferry point as is reasonably possible without detracting from waterfront (219/15, 300/2), (238/27p), - Bus station should be near to the ferry and a covered way provided between the two (223/3, 278/12) - Where will the bus system go? A bus needs a bus station not a “mixed use development” (planning speak for absolutely nothing to do with bus parking at all we feel). (340/13) <p>Size of bus element</p> <ul style="list-style-type: none"> - Smaller area than current arrangements 73/5) Don't need such a large area (72/12, 90/5, 104/2, 135/2, 293/9, 304/8, 305/8) on a prime waterfront site - Should only be bus stops at this location.(223/1, 292/19) single or double bus length lay-by is all that is required (223/1) - Only 12 departures per hour- not excessive- bus terminus facilities could be located elsewhere (223/1) - This is prime real estate and the terminus does not need to be on the Waterfront (currently used as a facility for bus driver tea breaks). Terminus could be located somewhere else (e.g. Brownfield land near ASDA) (292/19). - There should be drive-through bus stop area closer to South Street (along existing frontage) rather than a bus station (90/5,135/2). Space for at least three or four buses at a time is required (90/5) 	

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		<ul style="list-style-type: none"> - Current one has too much capacity (224/1) - Bus station should maintain its current size and not be made smaller (381/19) - Pull in for buses and coaches (382/3). Only one coach space is required. (138/7) <p>Pedestrian flow</p> <ul style="list-style-type: none"> - Each style of transportation should be kept separate so that users can safely gain access to their desired mode of transport (336/5) <p>All vehicular traffic could be concentrated in a redevelopment of the bus station area south of the pedestrian crossing while leaving the present taxi/pick up area as a well laid out pedestrian area (364/3)</p> <p>Suggest separation of pedestrians and vehicular traffic. At present it can be mayhem when the ferries arrive at busy times particularly around the taxi rank and pick up area. Taxis frequently have to queue up in Mumby Road which would indicate that present arrangements for them are insufficient. (363/2)</p> <p>Design of interchange</p> <ul style="list-style-type: none"> - Better quality design (73/5) needs updating. (96/3) - Should look similar to the new one at the Hard, Portsmouth (5/13, 20/18,41/16, 78/6, 98/3, 195/4, 195/21, 221/3, 223/1 293/9) - If bus terminal added it must be modern – as the new one at Portsmouth interchange but on a smaller scale (240/5) - Modern 21st -slimmer more inviting bus station (?) - The new building should be similar to the Richard Rogers designed statement; a single storey glass construction which provides a Tourist Information Centre(349/28-see also under visitor centre) 	

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		<ul style="list-style-type: none"> - Needs to attract visitors to stay in the town. (108/7) - The effect of the new buildings on the wind and how it is channelled in the area have to be considered. (124/7) - Move the bus station 6 metres forward and rebuild it this would then give you the space to build a decent hotel/restaurant. (254/2-see details below) <p>Comments on transport interchange specific facilities (toilets covered separately)</p> <ul style="list-style-type: none"> - Should provide seating, (20/17, 93/2, 255/17, 263/4, 274/5, 373/2, 375/2) - Properly undercover (274/5, 383/2), not just a pull in. (274/5) - Need a good indoor bus station with good facilities (255/5) - Travel information for buses, trains and ferries (373/2, 375/2). - Make it more welcoming, share the space safely & close it at midnight (286/6) - should have refreshments (286/6) - Incorporate ferry ticket office.(286/6) 	
299/9	HCC Transport	The new transport interchange must be in close association with the ferry terminal. The two sites must be closely connected.	Agree- these principles are set out in the SPD.
256/30	Local resident	More thought should be given to a larger transport interchange to accommodate increasing visitors/employees to the town.	The size of the transport interchange will be considered in liaison with HCC as the local transport authority.
70/8, 128/1, 129/8, 238/2, 238/17, 362/3, 376/3, 379/10	Local residents	<p>No bus station/interchange required</p> <p>Bus stops and signage only would be sufficient (128/1) Only need a bus stop – and show case Gosport (362/3) Bus station does not need development (376/3), (377/1) Bus station takes up a lot of room why not have just stops down South Street and Mumby Road (128/1) and time</p>	Most of these comment acknowledge that a bus station is not required just bus stop provision. These comments are similar to those made above which recognize the principle of an interchange but that the bus element could be much smaller. This is the Council's view and

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		waiting by Morrisons (i.e. Walpole Park) (379/10) No need for a bus station interchange just a lay-by long enough for two buses with descent bus shelters. (238/2) (238/17)	consequently this is identified in the SPD which enables the site to be redeveloped for a mix of uses.
29/14, 110/2, 132/7, 207/10	Local residents	Bus station should be relocated - car park behind Argos (29/14) - should be located 10 minutes further into the Town-not close to the front.(110/2) - To the area of South Street with the Precinct and Coates Road car park. The facility could be much smaller than now. (132/7)	The Council is working with HCC and the bus company to ensure that revised arrangements will maintain regular bus services from the Bus Station site without requiring the same amount of space, which the Council considers to be under-utilised. Any implications will need to be considered but it may not be necessary to find an alternative terminus point in this part of the Borough.
90/5, 201/16, 241/11	Local residents	Comments on bus services - Keeping a good bus service important (90/5, 201/16) including coaches (201/16) - Rarely use car as bus service is good. (241/11) -	Agree that this important and consequently the Council will continue to work with HCC and the relevant bus companies to ensure this provision is maintained and where possible improved. Ongoing discussions are considering the potential layout of future bus provision on the site.
14/14, 34/18, 97/7, 201/16, 209/9, 259/7, 282/4, 299/10, 357/6	Local residents, HCC Strategic Transport	Comments on cycling facilities - Improved cycle parking at the interchange required(14/14, 34/18, 97/7, 201/16, 357/6) • Include better cycle storage (201/16) • Cycle hub needs to be sighted in a prominent location, two tier racks are not attractive and cycle parking needs to avoid being located to the rear of development to prevent cyclists thinking that they aren't welcome. (357/6) • prominent and safe (14/14, 282/4) in instead of coming back to no bike or damaged bikes (282/4) • Serviced cycle hubs are a potential alternative option, this could be built on motivate8 success.	The SPD recognises that secure and well-designed cycle provision is required at the bus station and the potential for a secure cycle hub is suggested as a potential cycle parking idea in the 'Improving Accessibility Section'. Mention is also made in this section of the facilitation of a cycle hire/repair facility close to the new transport interchange. The use of shared space and dropped down kerbs will need to be considered at the detailed proposal stage with advice from HCC. Such proposals will need to accord with policies in the GBLP which aim to secure improved cycle

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		<p>Good examples are Newcastle Quay side, Leeds cycle hub, Brighton Railway Station, Manchester Cycle hubs (357/6)</p> <ul style="list-style-type: none"> • Cycles routes must be continuous and link the ferry terminal to other key destinations (299/10). • Research in Portsmouth suggests cyclists not willing to pay to Park their bikes (357/6). <ul style="list-style-type: none"> - Where would all the bikes go? (259/7) - Include bike hire (209/9, 357/6) - Shared space for cyclists and pedestrians has the potential to increase conflict (357/6). - Keep the drop kerb cycle on and off access and sign better (357/6). - Signs on the Ferry Pontoon for bikes on the right and pedestrians on the left (357/6). - There is mention of a potential 'cycle hub' at the ferry for cycle hire/maintenance with no noticeable mention of the current Community Cycle Centre run by Motiv8 at the bus station site who already offer wonderful community focused service. The group should be given every opportunity to continue their valuable work and service at a similar nearby location to supply the very services suggested in the SPD. (289/8) 	<p>access.</p> <p>It is proposed to amend the Bus Station section of the SPD to include emphasise many of these points.</p> <p>Further negotiations are required regarding the provision of the Community Cycle Centre.</p>
59/2, 94/2, 97/7, 107/25, 135/2, 219/16, 223/5, 234/7, 256/11, 285/9, 300/2, 357/63	Local residents, Cllr Bateman	<p>Comments relating to parking arrangements include:</p> <ul style="list-style-type: none"> - The following is required <ul style="list-style-type: none"> - Retain 20 minute parking (59/2, 94/2) and disabled parking (59/2). - Pull in parking area key for drop off and pick up is required (300/2) - Improved layout to pick up / drop off area. These areas are dangerous at busy times (357/63). - Move drop off point (and taxi rank) to the new bus 	<p>The drop-off/pick up facilities at the Harbour will be retained as well as a 20 minute parking area as part of the overall transport interchange. Its precise location will need to be determined as part of the Bus Station development. The SPD sets out the key principle that these facilities should remain close to the Ferry as part of the interchange function.</p>

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		<p>station development (to extend Falkland Gardens) (285/9) All vehicular traffic could be concentrated in a redevelopment of the bus station area south of the pedestrian crossing while leaving the present taxi/pick up area as a well laid out pedestrian area. (364/3)</p> <ul style="list-style-type: none"> - Important to retain visible car parking zone close to this location (219/16) - Shouldn't lose parking (234/7) - A large underground car park below the bus station will provide vital parking for users of new pubs, restaurants and hotels. (135/2, 223/5) - Must provide additional parking for the thousands of people being encouraged to visit the Town (256/11) - Long stay parking near the ferry (97/7) - Main problem would be parking (366/5) - There is insufficient parking spaces for residents and shoppers, let alone the alleged increases in both. (107/25) 	<p>The small public car park on the site (22 spaces) will be lost in its current form. The parking provision on the site will be determined by the scale, mix and form of development. Such provision will need to consider the parking standards set out in the Council's Car Parking SPD recognising that in accessible locations such as this the parking provision can be reduced. The SPD will be amended to reflect these additional points.</p> <p>It is not proposed to include long stay provision at this prominent site as there is a likelihood that parking would be used by those using the ferry to Portsmouth or catching the train rather than spending time and money in the Town Centre. This would reduce provision for those wishing to spend time in the Town Centre. Instead the long stay provision at Walpole Park (off Haslar Road) will be retained for long stay parking.</p> <p>Parking surveys have been carried out as part of the background evidence to the SPD. These show that there is sufficient parking if the proposals go ahead.</p>
33/7, 285/9, 357/13	Local residents	<ul style="list-style-type: none"> - If the transport interchange is to include a taxi rank –will the site be large enough given the amount of space the taxi rank occupies adjoin Ferry Gardens (33/7)- - Move taxi rank and drop off point to the new bus station development (to extend Falkland Gardens) (285/9) - The taxi rank and drop off car park are strengths but need to be made more useable (357/13). 	The taxi rank will be retained as part of the overall transport interchange. Its precise location will need to be determined as part of the Bus Station development. The SPD sets out the key principle that these facilities should remain close to the Ferry as part of the interchange function.

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
357/41	Local Resident	Make sure to retain motorcycle parking .	Motorcycle parking will need to be considered as part of any parking provision on the site in line with the Council's parking standards. This is covered by the revised principle which relates specifically to on-site parking arrangements. Amend SPD to mention the need for a limited area of motorcycle parking associated with the cycling provision.
10/15, 12/14, 14/6, 17/2, 27/1, 35/4, 36/3, 38/8, 93/3, 94/10, 97/3, 107/29, 127/1, 132/7, 173/2p, 195/21, 206/12, 219/17, 239/5, 255/17 260/22, 266/14, 270/10, 293/19, 300/3, 304/7, 359/16, 365/1, 286/6, 369/2, 373/2, 375/2, 379/11, 382/3	local café business, local residents, Councillor Bateman & Councillor Mrs June Cully	Toilet facilities should be retained and improved <ul style="list-style-type: none"> - Well-designed and quality facilities (10/15, 12/14, 173/2p, 195/21, 293/19) - Properly serviced facilities (293/19) - Sufficient toilet facilities for all visitors/travellers (unlike Portsmouth Harbour terminal)(219/17, 300/3) - Discreetly tucked away (10/15) - Free to use (12/14) - With attendants (35/4, 36/3) even if you have to pay (27/1, 38/8) - Toilet facilities are urgently needed (60/5) - Loos with proper doors - There could be daytime toilets with good quality facilities and a basic 24/7 toilet with vandal proof fittings (132/7) - Male baby changing (239/5) - How are cafes to thrive if toilets are closed from anti-social behaviour (260/22) - Plenty of toilets are needed (365/1) - Council builds them and then closes them for work on health and safety are they open yet? (379/11) - More toilets in the SPD area. (359/16) - high spec, clean ,security guards (255/17) - Council need to demonstrate they can manage new toilets successfully. (107/29) 	<p>It is proposed to incorporate the Changing Places toilet standard as part of the toilet provision of the new development.</p> <p>The management of the toilet will be subject to detailed discussions as proposals are progressed.</p>
<i>Open Space</i>			

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
10/14, 31/3, 34/3, 37/10, 39/2, 79/6, 65/12, 132/5, 216/7, 248/15	local café business, local residents	<p>Bus station site should be used as an open space</p> <ul style="list-style-type: none"> - Family themed parkland that enhances and compliments Falkland Gardens (10/14) - Suggesting include: <ul style="list-style-type: none"> • Should be natural space (39/3), (248/15) • to enjoy the view (39/3,79/4, 132/5) • Gravel paths, separating grassed areas (10/4) • picnic tables (10/14, 31/3, 34/3, 132/5), • trees, (10/14) shrubs and plants (34/3) • lit at night, (10/14) • children's play area(10/14, 31/3, 34/3, 132/5), • paddling pool, (10/14, 132/5) • old fashioned roundabout, (10/14) • water features, (10/14) • open air performance area, (10/14) • band stand (216/7) • refreshments, (10/14) • toilets (10/14) • area sufficient and pretty (65/12) • small scale amphitheatre for events (132/5) 	<p>It is not proposed that the Bus Station itself would be used for open space as there is still need to provide some form of interchange at this site. The site also represents an opportunity to provide a range of other uses which will bring new investment, provide new jobs and potentially new homes.</p> <p>The site will complement Falkland Gardens and the Millennium Promenade which will be protected and include some improvements where necessary.</p> <p>The Town Centre already includes some large open spaces including Bastion No.1, Walpole Park, Walpole Park North and Arden Park/St George's Field.</p>
Retail/leisure			
29/15, 35/6p, 59/3, 67/10, 68/51, 84/15 124/24, 133/14, 135/6, 195/21, 202/5, 209/1 242/24, 252/2, 271/2, 271/13, 280/2, 292/18, 349/14, 357/55, 366/4, 379/6	Local residents, Gosport Marine Scene	<p>Support a retail element</p> <ul style="list-style-type: none"> - On the ground floor (67/10) - To develop as a retail/leisure complex to encourage visitors from Gunwharf (29/15) - good quality food shops (84/15) - Any retail element needs to be more attainable to reflect the distinct useful workaday character of the High Street. The site should not try and compete with Gunwharf Quays and brands (68/51, 124/24). - Smaller Gunwharf style retail instead of residential (209/1) - a small shop overlooking the harbour (59/3) - Quality shops (252/2) 	<p>Retail uses are a possibility and these uses are included in the SPD. The market will determine the occupiers although the Council as landowner will be discussing the type and form of market offer with its development partner.</p> <p>It is recognised that the retail element will be at a scale which suits Gosport and complements the Town Centre and can assist the wider area by improving the retail provision and attract increased footfall. It is not considered that the proposal of this scale will harm the Town Centre instead it will benefit it from encouraging linked</p>

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
		<ul style="list-style-type: none"> - Improvements a good thing as long as they cater for all the people of the town (271/2) - Convenience store e.g. similar to Sainsbury's Local. (357/33) 	trips.
219/18	Cllr Bateman	Need to ensure redevelopment avoids sucking the remaining life out of the High Street/town centre.	The Council is keeping existing occupiers informed of its re- development proposals. Leases on existing businesses will be ended as the site will need to be redeveloped. As with all such negotiations the developer will only be able to accommodate existing businesses if they are able to pay market rents or the Council is prepared to support their continued operation.
344/2	Local resident	Strengths are the designs of the new Bus Station are good as long as it allows existing businesses to continue to trade and not at higher business rates (344/2)	
Bars/restaurants/Café's			
12/15, 19/4, 24/25, 35/6p, 47/17, 54/1, 59/3, 63/44p, 67/10 68/52, 90/3, 104/2, 135/6, 138/10, 195/21, 202/5, 203/16, 214/3. 215/2, 223/4, 238/28p, 240/2, 240/22p, 252/2, 253/3, 254/2 255/17, 260/12, 271/13, 274/5, 276/5, 278/4, 280/2, 292/18. 301/5, 306/4p, 307/3p, 311/4p, 312/4p, 315/4p, 316/4p, 318/4p, 319/4p, 320/4p, 321/4p, 324/4p, 325/4p, 327/4p, 328/4p, 329/4p, 332/4p, 334/4p, 335/4p, 343/12, 349/14, 351/2, 357/53, 358/9, 366/4, 373/2, 375/2, 379/6, 383/4, 383/5	Local residents, Gosport Marine Scene, Councillor Earle	<p>Support restaurants and cafes and/or bars offer in some form</p> <ul style="list-style-type: none"> - Would need to be low rise- which would fit with existing environment and usage(68/52) - To appreciate the views of the harbour (19/4, 357/53) - -middle floor –income generator (24/25) - decent restaurants (outside dining areas overlooking the harbour) (67/10) - Steakhouse (12/15) - Quality cafes/restaurants (252/2), (253/3) - A wine bar and English Restaurant would be good on the site (54/1) - A restaurant / café (59/3, 195/21) would be good on the waterside edge of the bus station.(90/3) - Café making the most of harbour views and bringing in income (343/12) - Café/restaurant above the Bus Station or a lookout area (47/17) - an al-fresco eating zone (349/14) - Mixed with arts/cultural facility (215/2) - coffee bar (207/12) - A good cocktail bar in the Gosport side of the water would be a good idea it is very expensive to do this 	<p>Restaurants, cafes and /or bars are a possibility and these uses are included in the SPD. Such uses would encourage people to spend additional time the Waterfront.</p> <p>Care will be required to ensure that such facilities do not impinge on the qualities of Falkland Gardens and the SPD has been amended to further emphasise this.</p> <p>Ultimately the market will decide which combination of facilities will want to occupy spaces available although the Council as landowner will be discussing the type and form of market offer with its development partner.</p>

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
		<ul style="list-style-type: none"> in Gunwharf (383/4) - Good café (383/5) - Any new cafes should be contained within the bus station (260/12) - High class restaurants to compliment the gardens (301/5) - Buildings with restaurants similar to Gunwharf, to make the most of harbour views. (351/2) - first class quality restaurant (and/or hotel) with panoramic views of Portsmouth Harbour and the Spinnaker Tower (240/2) - Public restaurants top floor (366/4, 379/6) –linked with hotel development (254/2) - Café on top floor. (138/10) 	
<p>Hotel</p> <p>27/2, 67/10, 90/5, 98/7, 124/22 135/6, 205/5, 207/12, 240/2 252/2, 253/2, 254/2 256/12, 270/7, 296/4, 298/3, 357/57, 366/4, 379/6</p>	Local residents	<p>Support a hotel</p> <ul style="list-style-type: none"> - Harbour views (254/2) - Hotel is needed - there is very little hotel accommodation in this area (296/4, 298/3) - 1-2 upper floors as a hotel (67/10) - Good hotel (252/2), (253/2) - First class hotel and/or quality restaurant with panoramic views of Portsmouth Harbour and the Spinnaker Tower (240/2) - A hotel on the site would attract lots of visitors due to the views over the harbour and easy access to trains (270/7) - Preferable to residential (296/4, 298/3) - Would encourage employment opportunities - Low budget hotel or hostel (357/57) - Bottom 4 floors –public car parking (hotel guests receive parking permit for duration of stay/ public would pay parking charges) (254/2) - Top floor restaurants (254/2) - With conferencing facilities. (366/4, 379/6) 	<p>A hotel is certainly a possibility for this site and will bring new investment and visitors to Gosport. Amend SPD to specifically mention this potential; previously it mentioned ‘commercial uses’ which could have included a hotel.</p>

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Leisure			
24/26, 272/14, 292/18, 357/59	Local residents	Support leisure uses <ul style="list-style-type: none"> - Gym complex (24/26) - Cycling and active lifestyle hub including: community cycle centre, health based social enterprise, personal trainers, gym, healthy café (357/59). - Auditorium (commercial hire /public screening) (24/26) - Pool room (207/12) - Theatre, art gallery, venue / exhibition space, to encourage residents to pursue their talents (272/14) - Include a winter garden on the top (24/26) - Public view galley at the top. (24/26) 	<p>Some of the uses could form part of the mix if attractive to investors. Amend SPD to specifically mention the possibility of leisure uses as part of the mix of uses.</p> <p>Some cycle facilities are mentioned in the SPD (hire/repair).</p>
382/3	Councillor Mrs June Cully	Two storey building with a roof garden terrace and top floor versatile space for weddings, large occasions, conferences, exhibitions etc.	
289/11	Local resident	Suggest a ground floor central venue hub as part of the scheme with potential for being a conference venue and host local events, gigs etc.	It is unlikely that a ground floor area would be large enough to accommodate such a venue given the ongoing needs of the site to operate as a transport interchange. However the uses suggested may be appropriate for upper floors. Amend SPD to specifically mention the possibility of leisure uses as part of the mix of uses.
379/14	Local resident	A big wheel rather than a pop-up café next to the bus station.	This is a very specific type of proposal which is too detailed at this early stage to consider and whilst it may not be appropriate in this particular location it could be considered further on other sites. Include in the 'Ideas Compendium'.
Cultural/community facilities			
215/1	Local resident	<p>There is nothing in the Bus Station proposal about arts, culture, charity and kids</p> <ul style="list-style-type: none"> - Recent development at the Hot Walls in Old Portsmouth is really successful and vibrant which supports local artists giving an outlet for creativity. 	Some of these types of uses could form part of the mix. It is envisaged that the proposed visitor centre could offer some facilities for arts, culture and children. Amend the SPD to mention that both leisure and cultural facilities may be

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		<ul style="list-style-type: none"> - Could be mixed with cafes - Should be community-focused where children in the Towers could go. 	appropriate uses as part of the mixed development.
357/58	Local resident	Social enterprise hub such as Aspex Gallery or Canvas Coffee shop in Portsmouth.	There are also other locations cited in the SPD which may be more appropriate for some of these uses.
137/2, 373/2, 375/2	Local resident	Should include Community services <ul style="list-style-type: none"> - Not residential (137/2) 	It is envisaged that the proposed Visitor centre will provide some community service although it is considered that there are other sites, such as the Waterside Centre which may offer the potential to provide a hub of community services. Issues relating to residential uses are addressed later in this document.
14/5, 373/2, 375/2	Local residents	Harbour Cancer Support Group should continue to have a presence at the Bus Station site	The Group has now moved to new premises on Stoke Road/Spring Garden Lane.
373/2, 375/2	Local residents	Retain Shopmobility	This matter will need further negotiation between the Council and Shopmobility on whether this use is retained on this particular site or alternative arrangements are agreed.
355/5	Local resident	Retain community bicycle recycling shop (355/5)	The consultation draft of the SPD highlighted in the Accessibility section the need for facilitating the provision of a cycle hire/repair facility close to the new transport interchange. The latest version of the SPD will be amended to make this specific point within the Bus Station section of the document.
Tourist information centre/visitor centre			
11/1, 14/4, 24/27, 126/4, 195/21,201/16, 214/4, 219/4, 242/24, 243/8, 255/17, 262/4, 285/7, 286/6, 288/11, 294/13, 297/4 342/3, 349/28,	Local residents, Cllrs Bateman & June Cully	Tourist information centre/visitor centre / ticket office should be included within the development <ul style="list-style-type: none"> - It is a real asset to Gosport.- staff are knowledgeable (11/1, 294/13, 342/3) - promoting attractions of Gosport, the ferry ticket office and space for the RN to display a taster of the 	Agree- an enhanced tourist information centre/visitor centre at the Bus Station development in a prominent location would be a real asset for the Borough. This principle will be retained in the SPD and the

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355/19, 357/56 368/7, 382/3		<p>Explosion and Submarine Museums. Digital information displays, seating and toilets. The project to be funded by a joint GBC Solent LEP contract (349/28)</p> <ul style="list-style-type: none"> - Welcome proposal to retain the centre in a more prominent location.(294/13, 342/3) - Should incorporate bus information shop and ticket office. (195/21) - -should incorporate a tourist information to book shows, coaches etc. and provide information (297/4) - Need to improve the location of the tourist office, currently it is very well hidden to the casual observer (219/4, 288/11). - The centre needs to promote the Gosport brand/offer and accessibility (219/4) - People need to be made aware that Gosport has a lot to offer (243/8) - It could house showcases from Explosion Museum and Submarine Museum (242/24) - It could include a shop for takeaway snacks and drinks (242/24) - Include ticket office (263/4) - Include tourist information area, seating, ferry ticket office, refreshments area and toilets (to close when the last bus departs) (285/7, 368/7) - The support the TIC staff gives the GHODs provides throughout the year particularly in the run up to and including the four Heritage Open Days in September is vitally important to our organisation. The TIC has played a very large part in the success of GHODs and through their efforts have contributed to the recognition of Gosport as one of the Top 10 places in England of heritage interest as shown in the RSA 2016 Heritage Index. It would be extremely difficult for GHODs to manage the huge number of heritage 	<p>Council will need to produce a more detailed brief of its requirements and work with the eventual developer to deliver a quality facility.</p> <p>Key attributes include:</p> <ul style="list-style-type: none"> - Prominent location for bus and ferry users; - Tourist and visitor information services - Advice and displays to explain what is on offer in Gosport and an overall narrative regarding the story of Gosport - Gift shop - Small display area to showcase current attractions around the Harbour which is refreshed on a regular basis. - Area to showcase events in the Gosport area - Could incorporate ferry ticket office facilities - Incorporate toilet facilities - Investigate strengthening links with cycle activities (e.g. cycle hire) - Consider potential for café/refreshment area including space to display information, artefacts and art. - Consider potential for community meeting space - Consider the relationship with Ferry ticket office and new toilet facility - investigate the potential to sell refreshments - Investigate strengthening links with cycling activities.

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		<p>events without the active support of the TIC (342/3)</p> <ul style="list-style-type: none"> - Could be part of cycle hub ,to include places to visit and where to do activities (357/56) - An attractive prominent facility is needed to encourage visitors to go further into the town and visit areas such as Royal Clarence Yard and Stokes Bay. (355/19) 	<p>Re-phase SPD to include the attributes cited above</p>
<p>135/6, 203/16, 258/24, 284/2, 361/4, 379/6</p>	<p>Local residents</p>	<p>Accept residential</p> <ul style="list-style-type: none"> - apartments over bus station and cafes / restaurants (203/16) - as part of combined development above bars, shops and hotel (135/6) - Flats above the bus station should be no more than 4 storeys high (284/2) - Flats as part of a low-rise mixed use development shops (building modelled on Clarence Wharf)- see https://www.youtube.com/watch?v=fG9nP-FrUjic (361/4) - Here is an opportunity for starter home flats instead of developing near Trinity Green (258/24) - Include housing but not social (379/6) 	<p>Support for residential is welcomed.</p> <p>The Council acknowledges that to accommodate residential on this site it will be necessary to consider a number of issues to ensure: that the design of the building is appropriate for this prominent gateway site; that it does not have a detrimental impact on Falkland Gardens; that the Council's aspirations and principles identified in the SPD can be met including the delivery of a transport interchange and a mixed use development; that the amenities of local residents are not significantly harmed; that there is sufficient and safe access and parking; and that the site can be serviced without detracting from the appearance of the area. It is proposed to amend the SPD to reinforce these matters and support the GBLP policies.</p> <p>Residential can have a number of benefits in this location. As this is one of the most accessible locations in the Borough it is possible to include quality high density homes which can help meet the Council's housing needs as set out in the GBLP. It will bring new investment and footfall to the town centre area.</p> <p>A taller building may be able to be</p>

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			<p>accommodated on the site if it can be designed in such a way to meet the above requirements. Mention is already mentioned for the potential of taller buildings in Theme A of the SPD. Further guidance is proposed to be added to the SPD regarding protecting the qualities of Falkland Gardens.</p> <p>Policy LP24 of the GBLP sets out the Council's requirement for affordable housing on sites of 10 or more.</p>
Uses not supported			
<i>Residential</i>			
<p>9/11, 10/6, 12/3, 22/3, 26/2, 30/2, 35/3, 35/3p, 35/4p, 36/6, 37/11, 41/6, 47/6, 48/9, 59/1,60/2, 63/42p 67,20 70/7, , 79/5, 82/1, 89/5, 102/15, 107/26, 108/15, 118/10, 137/2, 152/5p, 169/6p, 202/5, 209/1, 234/8, 238/26p, 240/20p, 242/8, 261/14, 262/4, 267/1*93 270/3, 273/3, 276/5, 278/12, 294/46 301/5, 306/2p, 307/2p, 308/2p, 309/2p, 310/2p, 311/2p, 312/2p, 313/2p, 314/2p, 315/2p, 316/2p, 317/2p, 318/2p, 319/2p, 320/2p, 321/2p, 322/2p, 323/2p, 324/2p, 325/2p, 326/2p, 327/2p, 328/2p, 329/2p,</p>	<p>Local café business, local resident, Cllr Earle</p>	<p>Residential use inappropriate</p> <p><i>Principle of additional housing</i></p> <ul style="list-style-type: none"> - Not needed (41/6) (35/3p) - No more flats on sea front – no more building in Gosport (infrastructure issues) (118/10) - Building further housing in Gosport without addressing the huge traffic problems we have leaving and returning is ludicrous (60/2) - Bus station needs a revamp but not a block of flats (343/11) - Additional luxury homes would not enhance Gosport (89/5, 107/26) - Regarding the Bus station please do not lose this prime spot to developers. Do Not wish to see another block of flats on our waterfront. (301/5) - Putting residential dwellings on the bus station is a waste of prime land. Land belongs to the public not the Council. Needs to have proper consultation with effective marketing (238/7) <p><i>Numbers proposed</i></p>	<p>Evidence demonstrates that there is a housing need in Gosport and this has been considered as part of the GBLP. The SPD does not propose any additional residential to that set out in the GBLP for the overall Borough or specifically for the town centre and waterfront. The issues relating to infrastructure to support the overall housing requirement for the Borough were considered at the Examination in Public and the Planning Inspector found that the GBLP to be sound. The GBLP includes specific policies which aim to secure specific localised infrastructure issues and includes a number of policies which seek to mitigate impacts relating to traffic, access, design and amenity issues.</p> <p>Consequently any forthcoming proposals will need to demonstrate that these policies of the GBLP have been met. It is proposed to amend the SPD to reinforce these matters and support the GBLP policies.</p>

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330/2p, 331/2p, 332/2p, 334/2p, 335/2p, 238/1, 343/11, 355/5, 356/10		<ul style="list-style-type: none"> - 95 flats inappropriate (152/5p,35/4p,63/42p, 169/6p, 267/1*93 306/2p, 307/2p, 308/2p, 309/2p, 310/2p, 311/2p, 312/2p, 313/2p 314/2p, 315/2p, 316/2p, 317/2p, 318/2p, 319/2p, 320/2p, 321/2p, 322/2p, 324/2p, 325/2p, 327/2p, 328/2p, 329/2p, 330/2p 331/2p, 332/2p,334/2p, 335/2p, 238/1, 238/25p) - Site 1: Bus Station 95 dwellings – what size? <p><i>Residential would be instead of other uses</i></p> <ul style="list-style-type: none"> - Developers would only be interested in residential as alternative uses would remain empty for the following reasons: - Small units - rents would be too high for independent retailers - Medium size units – would still be too small to attract brand names who need other bands around them to draw footfall - Offices- No office market - Therefore most appropriate to be used as an open space (see comment 10/4)(10/6) <p><i>Types of dwellings</i></p> <ul style="list-style-type: none"> - Concern that the Council is proposing a block of luxury apartments for the bus station site(10/6) - Flats will be placed beyond the reach of local people (26/2, 41/6) <p><i>Design</i></p> <ul style="list-style-type: none"> - Spoil the look of the waterfront (47/6, 108/15) - The bus station should not be redeveloped solely for expensive apartments. - How tall will the building be (108/15) - Removes the key asset which is the view over the waterfront, restricting it to potential wealthy residents. (270/3) 	<p>The Council acknowledges that to accommodate residential on this site it will be necessary to consider a number of issues to ensure: that the design of the building is appropriate for this prominent gateway site; that it does not have a detrimental impact on Falkland Gardens; that the Council's aspirations and principles identified in the SPD can be met including the delivery of a transport interchange and a mixed use development; that the amenities of local residents are not significantly harmed (noise, air quality); that there is sufficient and safe access and parking; and that the site can be serviced without detracting from the appearance of the area.</p> <p>Residential can have a number of benefits in this location. As this is one of the most accessible locations in the Borough it is possible to include quality high density homes which can help meet the Council's housing needs as set out in the GBLP. It will bring new investment and footfall to the town centre area.</p> <p>The figure of '95 dwellings' was mentioned in the companion Background Report which accompanied the consultation draft SPD. This was based on the Council's earlier marketing report. Further work is required to ascertain the numbers that maybe appropriate for the site taking into consideration the points included above which are included as key principles in the SPD.</p>

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		<ul style="list-style-type: none"> - Rumour of a high rise 'vanity project' at the Bus station. Can find no reference in the draft SPD. The size of structures along the waterfront needs to be defined for the local electorate to be informed and take a rational view on its suitability. We don't want Falkland Gardens to be plunged into shade between 11.00 and 14.00 hours every day - There are existing commercial and residential properties that will have their lovely views (and values) significantly diminished by such a building (107/26) <p><i>Parking and local traffic issue</i></p> <ul style="list-style-type: none"> - Will cause parking issues (108/15) - Will cause congestion issues in this area (355/5) - <p><i>Amenities</i></p> <ul style="list-style-type: none"> - Will be noisy (261/14) 	<p>A taller building may be able to be accommodated on the site if it can be designed in such a way to meet the above requirements. The potential of taller buildings on the bus section was included in the consultation draft of the SPD. Further guidance is proposed to be added to the SPD regarding protecting the qualities of Falkland Gardens</p> <p>Policy LP24 of the GBLP sets out the Council's requirement for affordable housing on sites of 10 or more.</p>
219/17	Cllr Bateman	Development needs to avoid high price housing on the coastal frontage.	The Council, as landowner will have some control of how this element could be delivered.
68/53	Gosport Marine Scene	Exploiting the location by creating more upmarket residential/retail is desirable, but it would be a mistake to line the WF with upscale homes that Gosport's residents could not afford. There is already a risk of creating the sort of parallel economy seen throughout the Caribbean islands, where the wealthy live by the beach and the poor who serve them can only afford to live inland.	Policy LP24 of the GBLP sets out the Council's requirement for affordable housing on sites of 10 or more.
<i>Commercial uses not supported at the bus station site</i>			
22/3, 38/9, 47/7, 169/5p, 221/3, 234/8, 262/4, 263/4, 285/6, 286/5, 308/4p, 309/4p,	Local residents,	<p>Bus Station development <u>should not include cafes/restaurants</u></p> <ul style="list-style-type: none"> - Including pop-up food outlets (286/5) - Cafes and bars would lead to other pubs, cafes and 	The Council considers that a redesigned transport interchange will provide an ideal opportunity for a mixed use development which will increase investment, provide jobs and

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310/4p,314/4p, 317/4p, 322/4p, 326/4p, 330/4p, 331/4p, 355/4		bars close (38/9, 221/3)	increase footfall and retain local expenditure to both the waterfront and town centre. It is therefore considered it has the potential to enhance local businesses rather than detract from them. The eventual mix is still to be determined so it is important that the SPD sets out key principles to guide future development and ensure that it is well-designed, protects local amenities and mitigates any adverse impacts in accordance with the policies of the GBLP.
38/9, 263/4 336/47, 355/4	Local residents, Lee Residents Association	Bus Station development <u>should not include bars</u> (38/9, 263/4 336/47, 355/4) and licensed premises (336/47)	
57/24, 244/5, 248/9 349/14	Local residents	Bus Station development <u>should not include hotel</u> - Needed but not putting a hotel along the Waterfront - blocking views from High Street to Gunwharf (248/9)	
262/4, 285/6, 286/5, 355/4	Local residents	Bus Station development <u>should not include shops</u>	
262/4, 285/6, 286/5	Local residents	Bus Station development <u>should not include offices</u>	
37/11, 116/11	Local residents	Bus Station development <u>should not include other commercial uses</u> - nightclubs and late night noisy establishments (116/11) - large business (37/11)	
<i>Design of bus station development</i>			
<i>Suggestions regarding the design</i>			
24/33	Local resident	Architectural designs should be tendered internationally- not just local practices in order to be a building of true architectural merit.	The Council has undertaken anational, open and competitive marketing exercise for the site and has chosen a preferred development partner which has had significant experience on high profile well-designed sites. Public consultation will take place on the design and function of the proposed redevelopment. Agree and the SPD includes principles which aim to do this. Agree- the SPD aims to protect the view along the High Street to the Harbour and it will be necessary to ensure any building contributes to improving the quality of the eastern end of the
107/35, 238/12	Local resident	Why not hold a public contest to generate a range of ideas and get the public to vote. Use this as an opportunity to show how Gosport can be managed differently.	
68/49, 141/4	Local residents, Gosport Marine Scene	Design needs to be appropriate to the character and scale of the town. - Make the most of the location and gardens	
100/15	Local resident / Cllr Raffaelli	The proposal will need to be attractive looking down the High Street and from the Harbour.	
100/17	Local resident / Cllr Raffaelli	Need to ensure the design is good, and if the architectural proposals are good then proposals should not be too	

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		constrained at this point.	High Street.
219/14	Cllr Bateman	Great care is needed to ensure that the nature of the building along the coastal frontage line does not prejudice the town centre which needs to attract business and custom into the High Street and wider part of the town centre.	The building needs to help facilitate access between the waterfront and the High Street and encourage people to use the Town centre. Consequently the uses need to be complementary.
123/13	Local resident	Concern about architecture of chosen scheme. The proposal will need to be exciting and distinct enough to appeal to the affluent without excluding those with little or no money. Aspirational but also functional in design.	Agree the final designs need to be of a high quality and functional.
28/24, 38/3, 67/10, 74/2, 83/12 214/5, 294/46, 296/3 273/3, 304/16, 349/14, 351/4 361/5, 365/2, 371/26, 89/20, 107/34	Local residents, Gosport Society	<p>Low/Limited height development would be the best option,</p> <ul style="list-style-type: none"> - low visual impact (28/24) - providing an open feel and pleasant waterfront walk (38/3) - would permit harbour views (74/2) - Bus station should be redeveloped as a 2/3 storey building only- no more than three storeys (67/10, 365/2) - Build an attractive and useable bus station but no higher than existing buildings(83/12) - Needs to be tastefully done and not be too dominant in the setting (214/5) - Low rise development modelled on Clarence Wharf maintaining tradition with a Semaphore Tower and Clock https://www.youtube.com/watch?v=fG9nP-FrUic (361/5, 351/4) - three storey buildings with garaging underneath potentially reflecting Georgian style of historic buildings in the town. (304/16,) - <i>Any development should be low-rise and in keeping with the height of the buildings in the Town core (294/46)</i> - similar to the single storey glass building at the Hard 	<p>It is clear that certain elements of the site need to be relatively low in height (3/5 storeys-with the 5th storey steeped back) in order not to:</p> <ul style="list-style-type: none"> * overshadow Falkland Gardens; * have an overbearing impact on the through-route between the High Street and Ferry pontoon, Falkland Gardens and Millennium Promenade; and affect the amenities of residents in Harbour Tower. <p>However there may be scope for a taller building on part of the site which will not have these impacts and can be designed to be an attractive addition to the Gosport Waterfront.</p> <p>Further details relating to principles have been included in the SPD following public consultation and further consideration of the issues arising.</p> <p>The styling of the development will develop through the pre - application process with the developer and their appointed professional team. The site offers the opportunity for a number of architectural solutions.</p>

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		<p>to enable visitors and local residents to share the space safely (349/14)</p> <ul style="list-style-type: none"> - Tall buildings do not merely block views they also block out light and sunshine (365/2) - No tall building at the bus station. A future building must be limited to ground floor/first floor/ second floor but no higher. The building could have a flat roof for public viewing of the Harbour and Falkland Gardens (371/26) - Any development must be built around iconic view of the Harbour – no replication of Gunwharf – needs a low level landmark complex of high quality – no tower block – national competition to find the best solution (257/7) - three storey buildings with garaging underneath potentially reflecting Georgian style of historic buildings in the town. (304/16), (89/21) - no more high rise buildings we do not have the fire service to accommodate any more high rise buildings (89/22) - Would not object to a building that was no more than 4 storeys tall including parking on the site of the bus shelter (107/34) 	
24/5, 132/6, 210/4, 237/8 358/20	Local residents	<p>Can be bolder and broad-minded about design</p> <ul style="list-style-type: none"> - Could be bolder and bigger (201/4) - Could be taller (210/4); Consider going-up several storeys to make full uses of views to Portsmouth(24/5) - Build a twin tower to match the Spinnaker Tower, a few inches higher perhaps. (237/8) - It is located next door to a 15 storey tower block so its potential height should not restrict potential uses, given the floor footprint. (24/5) - Could be architecturally stunning (24/5) - Needs to incorporate 21st century architecture and 	<p>The Council has undertaken a national, open and competitive marketing exercise for the site and has chosen a preferred development partner which has had significant experience on high profile well-designed sites.</p> <p>The` design will need to take into account the principles set out in the SPD which has partly been informed by public comment which have been considered above.</p> <p>The Council will consider the development</p>

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		<p>technology (24/5)</p> <ul style="list-style-type: none"> - - Could incorporate the wider area to the Sun Dial and the Pontoon.-larger cohesive architectural scheme. (210/4) - A flat roofed mirrored design should be used to reflect the wider area rather than stand out and provide a platform for civic events such as concerts or video projections (132/6). - Delighted to see a new striking building in place of the bus station, no objection to it being tall as long as Falkland Gardens is not overshadowed. (358/20) 	<p>partner's designs and these will be made available for further public comment.</p> <p>There are currently no plans to incorporate a wider site than the bus station itself as part of this development, though clearly the development may act as a catalyst for improvements in adjacent areas.</p>
221/3		Include Trimast Structure advertising the town (221/3)	The development partner and their architects will be able to view comments made to the SPD including those relating to architectural details and features.
260/10	Local resident	Views to Trinity Church should be maintained and enhanced.	The SPD recognises the importance of the setting of Trinity Green and therefore forthcoming proposals must respect the setting of the Church Proposed elevations and views will be a requirement of any planning application of this scale.
Design elements not supported			
26/1, 28/4, 29/1, 31/2, 34/2,36/2, 37/3, 38/4, 39/1, 40/1, 51/3, 52/1, 64/9, 67/10 68/50 72/8, 73/4, 74/1, 89/16, 107/23, 121/11, 122/3, 132/3, 138/6,, 143/2, 145/3p, 190/2p, 197/5, 198/2, 200/3, 215/3, 221/3, 235/4, 238/8, 261/23, 262/4, 263/4, 264/1, 267/2 *93, 268/6, 273/2,	Local residents, business owners, Gosport Marine Scene, Lee Residents Association, Gosport Society, Gosport Heritage Open Days,	<p>Object/Significant concerns to a tower on the Bus Station site</p> <p><i>Not in keeping with character of the area</i></p> <ul style="list-style-type: none"> - Any development on the bus station site should be strictly non-residential, endeavouring to maximize unbroken harbour vision from all points, streets and approaches, the proposed building of circa 95 apartments or similar is therefore unacceptable - An additional tower would be detrimental to the townscape (355/8). A landmark building should not necessarily be high and should reflect the distinct 	<p>The Council is acutely aware that the design of the buildings is such a significant issue. The buildings will be in a sensitive location on the waterfront and at a major gateway to the Borough.</p> <p>Function, form, height, orientation, massing, materials and detailing will all be key considerations that will need to be fully assessed as detailed designs are prepared. It is the role of the SPD to set out some key principles relating to design to supplement the policies of the GBLP.</p>

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276/5, 278/6, 281/13, 285/6, 288/4, 291/8, 294/46, 296/3, 304/8, 305/8, 336/21, 342/24, 350/25, 351/3, 355/8, 356/10, 357/87, 362/12, 371/10		<p>maritime heritage of the area. (278/6)</p> <ul style="list-style-type: none"> - A simple, stylish, efficient, attractive and welcoming entrance to Gosport could easily be created if the development brief was changed and did not include 90+ residential properties. Council must listen to public feedback and make this change to demonstrate they understand their voters and residents (107/23) - Please do not build anything High rise of the waterfront. (273/2) - Damage the character of the Waterfront and Town – (342/24) - <i>Any development should be low-rise and in keeping with the height of the buildings in the Town core (294/46)</i> - <i>Opposed to the construction of more than 4 stories in height and a maximum of 25% of the floor area/volume. Any tower block is going to cast shadows over the Falkland Gardens (238/8), (238/18)</i> - no more than three storeys (67/10) - No iconic tower (28/4, 31/2)-monstrosity(28/4)monstrous (40/1) madness (26/1) would be ugly on the townscape (371/10) - Would detract from the character of the surrounding buildings and area (29/1, 36/2,37/3, 40/1,68/50, 73/4, 74/1, 138/6, 190/2p, 291/8) would be a ludicrous landmark (371/10) - Landmark buildings do not have to be high, how about a pavilion (357/87) - Would look out of place and just generate tax for the Council not benefit locals (264/1) - Gosport should not look to replicate the Spinnaker Tower, nor create something which could be regarded as an expensive folly. 	<p>The concerns regarding height are duly noted and further amendments to the SPD have been made to provide some further clarity on this issue. The Council, as the local planning authority needs to be convinced that the design will be an attractive building for years to come. There may be scope for a taller building on a particular part of the site. This would need further consideration by an architect to ensure the concerns raised can be addressed.</p> <p>Detailed proposals will be subject for public consultation and this would include elevations and an artist's impression.</p>

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		<ul style="list-style-type: none"> - Strong objection to tall buildings along the waterfront as they are seldom landmark (see seaward and harbour and Harbour Road. (336/22) - Landmark building pointless already lots of distinctive tall buildings on the waterfront (350/25) - Proposals for the bus station will not create an attractive townscape-complete eyesore. - does not have to be tall indeed with Harbour and Seaward Towers and the Spinnaker Tower there is no point in competing upwards (288/4) <p><i>Impact of building by overshadowing, overbearing, wind tunnel effect</i></p> <ul style="list-style-type: none"> - Block the sun from Falkland Gardens and the surrounding area (26/1, 36/2,38/4, 40/1, 51/3, 52/1,89/16, 107/23 221/3, 351/3, 362/12, 371/10) - Overbearing impact on Falkland Gardens in style and scale(281/13) - Wind effect around a tower block (72/8, 355/8,355/8 357/87) - Blocking view at the end of the High Street (40/1) - Restrict public views of the Harbour (342/24) - Would detract from the view of the Harbour/waterfront (29/1, 36/2, 64/10, 68/50 72/8,73/4, 221/3) - Block harbour view of existing residents (371/10) - Affect the micro-climate (355/8) - Noise from ground level is magnified (355/8) <p><i>Design considerations</i></p> <ul style="list-style-type: none"> - Particular attention should be paid to materials, height, scale and proportions of any new development. (268/6) - Concern about any new iconic building on the bus station following the same design errors as the 	

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		<p>'Viewpoint' development at Harbour Road (281/13)</p> <ul style="list-style-type: none"> - Filling the site to edges and to a maximum height for the developer's benefit would equal the worst of the development crimes to date (281/13) <p>If the sight line eastward from the High Street to the Harbour is to be maintained any proposals for public comment must include accurate 3D views in order to assess and confirm these requirements are maintained. It is not clear what the viewing angle of this sight line is and from what point on the High Street. Small changes will produce a significant variance (107/23)</p> <ul style="list-style-type: none"> - The two tower blocks on the front are icons and should be left. (273/2) - There are local listed buildings that will be impacted by designs that are out of character (107/28) <p><i>Impact on heritage features</i></p> <ul style="list-style-type: none"> - Tall buildings would need to have special regard to setting of adjacent Conservation Area, Trinity Church and Vicarage (Grade II) (215/3) <p><i>Access to the waterfront/restrictions on public enjoyment</i></p> <ul style="list-style-type: none"> - Waterfront should be open to all not restricted by new building (36/2) - Prevent normal residents from being able to enjoy what's left (40/1) <p><i>Concern a tower would only benefit occupants</i></p> <ul style="list-style-type: none"> - -would only benefit occupants and owners (36/2) - Only available to the wealthy (52/1) - Creating a "landmark" building on the bus station should not mean multi-storey flats to sell to wealthy 	

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		people who will resent the locals and price them out (64/9)	
Amenity issues associated with mixed use development			
116/11	Local resident	Careful consideration is required over development particularly due to the proximity of residential areas-potential increased noise disturbance uses (such as nightclubs etc.)	Agree it will be important to ensure that developments do not unduly affect the amenities of local residents. These issues are set out in the SPD and policies in the GBLP.
224/6	Local resident	Would need to be safe and well-lit at night.	Agree and these would be considered as part of LP10 of GBLP.
200/3	Local resident	Will need emergency vehicle access	Agree and any proposals will include consultation with the emergency services and will need to be subject to building regulations approval.
Waterfront access in association with the Bus Station site			
133/7, 202/5	Local resident	Would need to maintain waterfront access - Continue waterfront walkway through the site (133/7)	Agree- maintaining waterfront access is a key element of the SPD.
223/5	Local resident	Cover along the waterfront (223/5)	It is proposed to keep the waterfront area open but there will be elements undercover associated with the Ferry and Bus stops and potentially areas immediately adjacent the new development. Such details will need to be considered as proposals are devised.
Flood risk			
107/27	Local resident	There are major flood risks that must be mitigated before any plans are considered. - Extensive undercroft parking in a Flood zone 3 area is not sensible and major flood defences will be required to be in place before any development plans are even considered	The issue of flood risk and appropriate mitigation will need to be considered in detail before any proposal is forthcoming. Undercroft parking is not considered a particularly vulnerable use and therefore could be considered an option in a tidal flood risk 3 area with the suitable flood alert and evacuation procedures. Commercial units on the ground floor are also less vulnerable than residential and would need to be designed accordingly.
Use of renewable energy			

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93/9	Local resident	The bus station should include renewable energy to power itself and a fleet of electric vehicles.	<p>It is proposed to amend the SPD to incorporate electric charging points as part of any vehicular parking proposed.</p> <p>Any charging points for future electric bus fleets will need to be serviced elsewhere (such as the Hoeford Depot) as it is not proposed that buses will be able to spend a significant time laying-over at the future bus station site.</p> <p>Proposals for the building itself will need to meet the requirements set out in Policy LP38 on energy resources which aim to meet current Government standards. As land owner we will be seeking a high quality design which will address the varying uses proposed.</p>
<i>Bus station public consultation and marketing exercise</i>			
137/1	Local resident	I am concerned about how GBC is going about its business in connection to the sale and development of the bus station. The JLL marketing information which was previously on display has been removed and appears to be being hidden from the public. The residents of Gosport have not been consulted on a precise scheme for the Bus Station site.	The Consultation Draft of the SPD specifically stated, 'The Council has recently marketed the land with a view of finding a development partner and discussion with a preferred partner are at an early stage.'
107/21	Local resident	It was clear that the Council had marketed the Bus Station development as a priority with JLL in 2016. They have announced the selection of a single developer Co-plan Estates. I would like to know if this was under a competitive tender and if not how will the residents be assured they are getting value for the money and not another disaster	During the consultation on the SPD it was brought to the Council's attention that the marketing documents were still on the website even though the marketing had been completed. Consequently the Council asked the property agents to remove the marketing document as the marketing had been completed.
107/22	Local resident	It is not clear why the specific details of the JLL marketing exercise were excluded from the SPD. Of all the proposals discussed publicly so far this is the most contentious. The Council appears to be working behind closed doors to create a large iconic tower block, on the basis that this is the only	The SPD sets out the key planning principles for the development in order to shape future development at the bus station. Residents have

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		option. Had they shown these ideas to the public (even in draft) the reaction would have been predictable.	<p>not been consulted on a precise scheme as no such scheme exists and indeed proposals will be informed by the final version of the SPD which has been informed by public consultation.</p> <p>The development partner will have access to comments received.</p> <p>The eventual proposals will be subject to a pre-application public consultation and then statutory consultation as part of any forthcoming planning application. This commitment has been included in the revised SPD.</p> <p>The Council has undertaken a national open and competitive marketing exercise for the site. Following a selection process the Council has chosen a preferred development partner which has had significant experience on high profile well-designed sites.</p> <p>Public consultation will take place on the design and function of the proposed redevelopment.</p>
281/14	Local resident	Asserting the character of this small but never-defeated town in a special building alongside its many other attractions is possible. But it is a shame the Council has so far not invited comment on the proposal for the Bus Station site which is currently negotiating with its preferred developer. The trickle of information that has oozed out is not encouraging; it suggests that the worst possible solution could happen	
381/14	Local resident	When it comes to designing a new interchange will the public be consulted before any work commences?	
238/22	Local resident	Why were we not allowed to see the plans for the bus station	
107/2	Local resident	<p>On the assumption that a professional approach was indeed taken can you please provide a copy of the analysis and conclusion documents that underpin the selection process including the criteria scoring and any weighting or prioritisation used? If such documents do not exist can you please explain how the selection decisions were made?</p> <p>I am formally requesting this information at this stage because if the residents, tax payers and voters are to be able to make properly informed decisions, and develop rational and educated questions for the Council on the document, it is critically important that the underlying decision making criteria and selection process used to create a SPD. This will also enable those that decide to comment to evaluate even more alternative proposals that would be aligned with the Council's stated objectives and success criteria.</p>	
362/6	Local resident	Why only one developer? Why not put out to multiple developers? It is a world class waterfront	
67/18	Town centre business	The Council's marketing document produced by JLL suggested c 1,405 m ² retail and 550m ² ancillary – What is ancillary?	

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			to be determined.
Ownership			
37/3, 68/50, 107/36, 267/1 *93, 268/21, 293/20, 349/14	Local residents, business owners	<p>The land must remain in the control of GBC</p> <ul style="list-style-type: none"> - Land is owned by the people of Gosport, not for residential house building companies to make a profit(37/3) - The freehold of the land belongs to Gosport and must not be sold off to a developer that has by definition only one objective-to maximise profits for shareholders (107/36) - Bus station is not for the Council to sell (268/21) - GBC owns this land and therefore is in a position to be assertive about the sort of development it wishes to see (68/50) - It is essential that this unique and valuable site is not sold off (293/20, 349/14) - The site should only ever be leased as an income stream (293/20). - If sold the asset will be lost forever (293/20). - The Council must only allow a new interchange for the benefit of the whole Gosport community (349/14) - only be used to provide amenities for the public (267/1 *93) 	<p>The future ownership arrangements of the Bus Station site is beyond the scope of the SPD itself which instead aims to highlight key development and design principles in order to inform a future developer.</p> <p>The eventual decision regarding ownership will be determined by the Councillors in negotiation with the developer. Public comments relating to ownership will be made known to them.</p> <p>The Council as landowner will be seeking to retain a legal interest that permits the development to be constructed and delivered in accordance with an agreed scheme.</p>
107/39	Local resident	<p>The Council has not indicated what the actual financial benefit to residents is in the type of development they are proposing. This can be done without breaching confidentiality if the terms are set out professionally. By not being open and transparent they risk further alienating the public. There is a risk that they are being pushed into an unwanted solution by developers. Let's see some alternatives and get them debated publicly.</p>	<p>The aim of the SPD has been to set out some broad principles rather than include detailed designs of the bus station which have not yet been devised. These will need to be worked up by the Council and the developer and would need to take into account comments received from the public. Detailed proposals will be subject to further public consultation. The viability of options will need to be assessed by the Council and its developer partner.</p>

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107/32	Local resident	- Focusing the Council's attention on this location will distract effort on other areas that could be developed first to bring life back to the Town Centre (107/32)	The Bus Station is considered by the Council as a key gateway site which can act as a catalyst for further improvements to the town centre.
292/18	Local resident	When seeking development partners (for example at the Bus Station site) make it a condition of the contract that they bring serious operators with them to open and operate restaurant and leisure facilities. Don't end up with another Royal Clarence Yard where most of the retail units are empty.	The Council, as landowner will have some control of how this element could be delivered.
Other issues relating to Bus Station			
<i>Maintenance and management issues</i>			
22/1, 23/15	Local resident	Bus station needs to be kept pigeon/gull free	These issues will need to be considered when there is more understanding relating to the detailed design of the development and when the various functions of the mixed use development are known.
262/4	Local resident	New bus station should close at night to avoid anti-social behaviour	
Falklands Gardens			
13/2, 14/3, 16/2, 21/4, 22/12, 24/2 28/4, 30/1, 35/8p, 36/7, 37/2, 40/2 50/4, 68/44 71/5, 78/7, 79/3, 96/4, 114/9, 116/9, 129/8, 63/20, 132/1, 138/9, 141/7, 143/10, 144/1p, 145/1p, 146/1p, 147/1p, 155/1p, 175/1p, 185/1p, 207/9, 223/7, 118/7, 247/4, 248/19 264/1, 268/16, 278/4, 280/3 281/18, 284/1, 288/13, 300/1, 357/83, 367/22, 369/3, 372/1, ,	Local residents, Gosport Marine Scene	The Falklands Gardens are a great asset for a number of identified reasons <ul style="list-style-type: none"> - Gosport should be proud of these gardens –a joy to residents and visitors - Gardens are a great entrance to the town (13/2, 116/9). - it is a feature which differentiates Gosport from other towns (280/3) - The gardens always give people a good first impression of Gosport (155/1p) - It is a lovely place (40/2) to sit to watch the Harbour (13/2, 79/3, 89/16 274/8) and enjoy the view (37/2,71/5,79/3, 116/9, 145/1p, 175/1p, 185/1p), (118/7),(118/9) - Agreeable, retro character worth preserving even emphasising (68/44) 	Agree and the site's qualities have been highlighted in the SPD.

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		<ul style="list-style-type: none"> - This retro area is a tranquil welcome for visitors and a haven for many residents who use it for reflection and recollection (281/11) - To view naval ships arriving and leaving (22/12) - Place to rest, read, contemplate and remember (21/4, 36/7) - Beautiful gardens (114/9, 116/9). It is kept amazing by Council gardeners (14/3) - people like to see the flowers and sit on the wooden benches (367/22) - should remain as it is and in "Bloom". A much used popular place with exceptional Harbour views (369/3) - It is a place to lay poppy wreaths and others acts of memorial (14/3, 16/2, 36/7,78/7) - Good place to picnic and watch seasonal change through GBC's planting. (50/4) - Beautiful peaceful place which must be retained (96/4, 247/4, 284/1) - Falkland Gardens looks good and a pleasant place to visit you would be building more homes nearby so there goes the character of the area (63/20) - The council has spent significant sums of money on the gardens in the past; they should remain as they are. (146/1p) - Gardens are pleasant to sit and walk etc. plus not long since new sea wall & the commemorative tiles in the promenade – an original idea plus unique views of the Dockyard & Portsmouth (118/9) - The open views are key and should be maintained (300/1) - The gardens remain one of the very few places where residents/families can enjoy the harbour from a green area (288/13) - The Gardens are an assembly point for events of 	

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		<p>local significance most recently the arrival of HMS Queen Elizabeth and previously the return of the Vendee Globe of Alex Thomson (281/11)</p> <ul style="list-style-type: none"> - people like to see the flowers and sit on the wooden benches (367/22) 	
<p>2/4, 4/18, 5/13, 11/2, 13/1, 14/2, 16/3, 20/17, 21/3, 28/4, 29/13, 35/2, 36/8, 37/1, 38/1, 39/17, 40/18, 41/2, 47/5, 50/5, 51/1, 53/3, 54/2, 57/25, 59/3, 60/1, 63/45p, 68/45, 70/22, 71/5, 73/6, 76/9, 78/7, 79/3, 82/5, 83/13, 89/16, 90/2, 93/10, 96/4, 97/3, 98/7, 99/10, 108/10, 113/3, 116/9, 119/11, 121/11, 144/1p, 145/1p, 146/1p, 147/1p, 148/1p, 149/1p, 150/1p, 151/1p, 152/1p, 153/1p, 154/1p, 155/1p, 156/1p, 157/1p, 158/1p, 159/1p, 160/1p, 161/1p, 170/1p, 163/1p, 164/1p, 165/1p, 166/1p, 167/1p, 168/1p, 169/1p, 170/1p, 171/1p, 174/1p, 175/1p, 176/1p, 177/1p, 178/1p, 179/1p, 180/1p, 181/1p, 182/1p, 183/1p, 185/1p, 186/1p, 187/1p, 188/1p, 190/1p, 191/1p, 198/2, 200/7, 203/16, 205/1, 206/12, 209/3, 216/6, 221/3, 229/1,</p>	<p>Local residents, Gosport Marine Scene, Cllr Earle</p>	<p>Falklands Garden should remain as it is.</p> <ul style="list-style-type: none"> - Glad that Falkland Gardens are not to be altered (241/14), (372/7), (89/20) - Preservation of the Falkland Gardens as a memorial to those who never returned home (93/10) - Falkland Gardens could make a bold statement that Gosport is a maritime town (ancient & modern). Minor changes would emphasise its character i.e. marine planting, architectural items – including recently dredged from the Harbour (Haslar Marina provides a fine example of this)(281/9) - Open up the area to compliment the Ferry Gardens with high class restaurants etc. Use the open space for entertainment and special events. Entice the people of Portsmouth to come over to us for a change. Leave them alone (301/5) - <p>Minor alterations suggested:</p> <p><i>Principle of changes</i></p> <ul style="list-style-type: none"> - Can add and complement them not annihilate them (41/2) - Improvements could be made but maintain their intent (36/8) - Keep and improve Falkland Gardens – a wonderful part of the seafront that must be kept in- tact and not eaten away by the development (240/12) - It deserves to have its retro character reinforced rather than swept away as envisaged in the trendy 	<p>The Falkland Gardens will be retained and this was highlighted in the consultation draft of the SPD and will continue to be the case in the final version. It is mentioned that there is the potential for some enhancements to the quality of Falkland Gardens without detracting from its current qualities.</p> <p>There was an overwhelming response from the public to retain Falklands Gardens in its current location and maintaining its character.</p> <p>Numerous suggestions were also highlighted by the public, some of them contrary to each other. Careful consideration would need to be given to those as part of any proposals for the site. As mentioned in the SPD the Council does not envisage any major changes to the Gardens themselves. The key principles will be retained in the SPD and the suggestions by the public will be included in the Ideas Compendium for future consideration when detailed proposals are devised.</p> <p>It is recognised that there may be further opportunities for interpretation of the area's history in addition to the proposal to interpret the view across the Harbour. Amend the SPD accordingly.</p>

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238/28p,238/30p, 239/10, 240/23p, 240/24p,240/12, 241/14, 242/2, 243/6, 244/2, 247/4, 252/1, 253/1, 255/3, 256/36, 257/2, 259/5 260/8, 261/14, 262/4, 263/4, 265/4, 267/4 *93 268/16, 270/10 271/13, 280/3, 281/8, 284/1, 285/8, 286/7, 288/13, 289/10, 290/2, 291/18, 292/14, 296/2, 298/2, 301/5, 303/4, 304/12, 308/5p, 309/5p, 310/4p, , 311/5p, 312/5p, 313/4p, 314/5p, 315/5p, 316/5p, 317/5p, 318/5p, 319/5p, 320/5p, 321/5p, 322/5p, 323/5p, 324/5p, 325/5p, 326/5p, 327/5p, 328/5p, 329/5p, 330/5p, 331/5p, 332/5p, 334/5p, 335/5p, 340/27, 341/7, 343/10, 356/10, 359/17, 360/3, 362/12, 363/3, 367/22, 368/13, 369/3, 372/7, 373/1, 381/18, 383/1,		<p>and needless 2016 proposals for redevelopment (281/8)</p> <ul style="list-style-type: none"> - If there are proposals to enhance the Falkland Gardens then the Falkland Veterans and their families should be consulted first out of respect. <p><i>Planting</i></p> <ul style="list-style-type: none"> - Scope for some more exotic plants (2/4) - Shrubs and bulbs for all year interest (57/25) - Marine planting (68/45) - More trees for shade(4/18)small trees (57/25) <p><i>Street furniture</i></p> <ul style="list-style-type: none"> - Plenty of seating (11/2, 93/10, 97/3) - Marine street furniture (such as ancient anchors, buoys and so forth)(68/45) - plenty of seating and litter bins (373/1) - Make the seating area by the taxis more eye catching (255/3) <p><i>Reduce clutter</i></p> <ul style="list-style-type: none"> - Reduce the clutter than has accreted over the years- superfluous street furniture and signage (292/14) - Review and remove unnecessary signage including the large number of prohibition signs which are unwelcoming and overbearing sense of civic bossiness (292/14) <p><i>Interpretation and heritage</i></p> <ul style="list-style-type: none"> - Falkland connection to be emphasised (68/45) - History of the gardens should be appreciated. (82/5) - Nautical theme on paving, lamp posts and flowerbeds(93/10) - Historical sign boards (e.g. history of the ferry)(93/10) 	<p>The consultation draft recognised the importance of improving the northern edge of the site. As a result of the consultation further ideas of how this frontage can be improved can be included in the SPD and added to the Ideas Compendium.</p> <p>As part of any design proposals the issue of clutter will also be considered</p> <p>No residential development is proposed on this site.</p> <p>Costs will be considered as part of any detailed proposal.</p>

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		<p><i>Fountain</i></p> <ul style="list-style-type: none"> - Potential to reconsider the future of the fountain (16/3, 21/3) - Whilst fountain is attractive idea it is prone to vandalism (296/2) and litter (298/2) - Keep fountain (93/10) - Reinstate the fountain (89/16,304/12) - The Fountain is a health hazard, used as a loo (270/10). - Use the space for dancing fountains and give pleasure to children and their families (270/10) <p><i>Expand Falkland Gardens</i></p> <ul style="list-style-type: none"> - Potential to expand along Mumby Road (262/4), (285/8), (286/7) <p><i>Taxi rank</i></p> <ul style="list-style-type: none"> - Move taxi rank (129/8,221/3, 286/8) - to bus station site (221/3, 286/8) <p><i>Northern edge of the site</i></p> <ul style="list-style-type: none"> - The north side of Falkland Gardens could be improved (288/13). - here the end of the gardens meet the boatyard suggest that a mosaic depicting the history of boat building in Gosport up to the present day naval carriers should be constructed (242/2, 243/6, 255/5, 257/2), - Northern end of the gardens should have trees etc. (247/4) <p><i>Green flag</i></p> <ul style="list-style-type: none"> - Green flag for Falkland Gardens is potentially a good thing – but need more details. (268/16) 	

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		<p><i>Shared usage</i></p> <ul style="list-style-type: none"> - Encourage greater use of share urban space to create a sense of vitality (such as on London's South bank) (292/14) <p>Other comments</p> <p><i>Views</i></p> <ul style="list-style-type: none"> - Maintain the views of the Harbour (99/10, 229/1) <p><i>Memorials</i></p> <ul style="list-style-type: none"> - Falkland Gardens should remain untouched as the memorial they were supposed to be (244/2, 256/36, 259/5) - This is a memorial to all those who gave their live. This must be maintained as a memorial to all those who served and not a playground. (152/11p,363/3, 368/13) - Wall or remembrance with associated seating (90/2) - All bench seats with remembrance plaques should remain where they are (14/2) - The association with the Falklands War and the armed forces generally is of profound importance to many residents in Gosport and further afield. This should be emphasised without needless disruption of the memorials (281/8). (also see comments above that highlight their importance) <p>It is a memorial garden and a lot of friends and families of those who fought in the Falklands war the garden is used to remember and reflect. They don't want children running around screaming. There is a very good play area in Walpole Park</p> <p><i>No residential</i></p>	

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		<ul style="list-style-type: none"> - no residential (280/3) <p><i>Maintenance</i></p> <ul style="list-style-type: none"> - better maintained(289/10) Needs to be kept tidy (21/3) Tidying up required (291/18) <p><i>Cost</i></p> <ul style="list-style-type: none"> - Should be left alone especially as Council has no money (383/1) - they are not broken and do not need any costly fixing (267/4 *93) 	
<i>Play area issues</i>			
13/2, 16/4, 27/3, 50/5, 53/3, 54/2,76/10, 116/10, 142/3, 250/4, 251/4, 278/6, 363/3, 368/13, 369/8	Local residents	<p>There should be no play area</p> <ul style="list-style-type: none"> - Area should be remain a peaceful garden (16/4, 142/3) - Totally inappropriate (116/10) - Idea of children's' play area in the Falkland Gardens is awful as it is a Memorial Area for people to sit quietly and enjoy the gardens in peace (250/4) - Falkland Gardens is peaceful enjoyable place to sit and reflect. There are facilities for children all around Gosport - there are plenty of local well equipped areas for children in excellent situations (369/8) - There is ample space in Walpole Park (363/3, 368/13) 	No play areas are proposed in the SPD for Falkland Gardens as it is recognised that there are other play spaces around the Town Centre and that Falkland Gardens character is more suited to the features currently located there for people to enjoy the view.
31/8, 34/20	Local residents	Falkland Gardens could be enhanced with an adventure playground or picnic area	
<i>Other suggested improvements</i>			
306/5p, 307/5p, 309/5p	Local residents	Support enhanced Falkland Gardens plans.	Noted
382/4	Councillor Mrs June Cully	Falkland Gardens fence border to Campers site install wall with mosaic depicting the marine industries of the past sail making, lifeboats, J class yachts, naval ships and chain ferry	The consultation draft recognised the importance of improving the northern edge of the site. As a result of the consultation further ideas of how this

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371/34	Local resident	At the northern end of Falkland Gardens and subject to the landowner's agreement. GBC could commission a large mural of the Town's badge (the Viking ship and motto) to cover the rough brick wall. To be made of stainless steel, stained glass and tiles and made by the apprentices at Defence Munitions, Vector and HMS Sultan. This could be floodlit. This could be an exam piece for the apprentices. This could be the landmark structure.	frontage can be improved can be included in the SPD and added to the Ideas Compendium.
357/6	Local resident	Protect cycle spaces by the ferry, potentially reorder or a cross-harbour Boris bike style scheme with neighbouring authorities.	The principle for cycle parking as part of the interchange is included in the SPD. It is proposed to amend the SPD to be more explicit about cycle facilities in this area.
68/46, 96/4, 209/3, 268/12, 281/12, 301/5, 362/12	Gosport Marine Scene, local residents	<p>Potential for events:</p> <ul style="list-style-type: none"> - The potential for a small performance space has been demonstrated during occasional events over recent years and would add period character (68/46) - An outside area for events / markets would be perfect. (96/4) - It lends itself well to occasional performances by local bands and troupes which enhance the Waterfront (281/12) - small food/craft markets (362/12) - Potential for pop up Christmas market(96/4, 209/3) - Support the harbourside market proposals (268/12) 	Mention the overall idea of being used as an events space explicitly in the Falkland Gardens section of the document.
234/9	Local resident	Police need to deal with anti-social behaviour; waterfront can feel intimidating at night.	Increased footfall in this area as part of the development of the bus station may assist with this.
<i>Future development issues associated with Bus Station</i>			
367/5	Local resident	Until the Council publishes its plans for the Falkland Gardens the public cannot comment. Explain by what means you intend taking a walkway across the boatyard without disturbing them (Falkland Gardens)	The SPD sets out key principles relating to Falkland Gardens which is very clear in that their character and key features should be retained in the current location. There may improvements to enhance the northern edge of the site with a long aspiration to extend the Millennium Promenade

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			through Endeavour Quay. This very much depends on the willingness of the operator and whether this can be managed safely without unduly affecting the operation of the boatyard. The SPD is the type of document where long term aspirations can be flagged-up as circumstances change over time.
68/47	Gosport Marine Scene	When the Bus Station is reshaped there is an opportunity to enhance the gardens and their surroundings without losing the appeal -needs to embody the Gosport brand.	Agree
79/4	Local resident	Residents should be clear plans of what the Council wish to do with Falkland Gardens and let the residents decide.	The SPD sets out the planning principles which aim to protect the characteristics of the site. It is acknowledged that some improvements could be made. There are no detailed proposals at this stage. Proposals for the Bus Station development will be subject to pre-application consultation together with the statutory consultation as part of any forthcoming planning application. Any proposals for the Falkland Gardens will be considered as part of this process.
107/49	Local resident	It is completely inappropriate that plans appear to be underway as articulated by Council members in the media to develop Falkland Gardens to 'complement' the Bus Terminal when no specific proposals have been shown to the public on that area. The Council also stated in the public meetings that they had not seen proposals so it is surely impossible to define how the Falkland Gardens will be changed	
<i>Links with adjacent areas</i>			
4/19, 6/7, 240/3, 260/11, 278/4	Local resident, Meon Ramblers	Support a link between Falklands Gardens and Gosport Marina	The SPD includes this as a long-term aspiration recognising that there are practical difficulties of securing access through a working boatyard. However the Council considers that this could be achieved with suitable management, sufficient will by all parties, and available funding.
225/1	Local resident	Extending the Walkway through Endeavour Quay is impractical.	