

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
North of the High Street			
<i>Overall comment</i>			
12/18, 203/19, 219/21, 241/25, 260/16, 266/17, 294/75, 336/56, 342/28, 350/30	Local resident, Cllr Bateman, Gosport Society, Gosport Heritage Open Days	Agree with principles identified	Support welcomed.
225/5	Local resident	Weaknesses identified for North Cross Street include: <ul style="list-style-type: none"> • Businesses come and go • Backwater feel • Lack of events / market 	Noted. The proposals in the SPD aim to reinvigorate North Cross Street as it provides an important link between the Town Centre and the Waterfront.
70/25, 362/19	Local residents	Improvements required. Needs an overall clean up to allow better quality appearance (362/19)	
294/75	Gosport Society	Support the ambition to respect and protect the heritage assets and their settings in the vicinity when considering proposals of these streets and the Clarence Road car park.	Agree it is important that the setting of important heritage assets is safeguarded when considering any forthcoming proposals.
109/17,65/13, 216/10	Local residents	This area is good as it is/leave alone	The proposals aim to maintain the character of this area but include some small scale developments that can improve the townscape and add some potential beneficial uses (additional homes/ commercial units).
64/31	Local resident	More development in this area would need improved infrastructure	The policies in the GBLP include provisions for development to provide the necessary infrastructure to support the development. This can include specific on-site, other site-specific requirements and/or funding for wider infrastructure projects through the use of the Community Infrastructure Levy.
256/40	Local resident	Area already built up and would be more attractive for development than taking green areas like Trinity Green	Noted. There are some limited opportunities for additional development in the 'North of High Street' character area. See the Trinity Green section for issues relating specifically to this area.

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268/24	Local resident	New proposals should look to tackle the issues around the area not being pleasant to pass through.	The SPD includes a proposal to undertake an audit of possible public realm improvements.
258/27	Local resident	Another former planners' mess that will be sorted by new generation of planners also lacking aesthetic sensibilities	The SPD aim is to ensure the character of each part of the SPD area is enhanced with small scale developments and improvements to the public realm. The proposals will be limited in scale and will reflect the scale and height of existing buildings in the area. The quality of existing buildings will be considered as part of a public realm audit.
340/30	Local resident	Already taken away any of the original character and historical elements here. We don't want any more building work	
365/6	Local resident	Please do not raise the overall height of the buildings. Consider improvements to the existing buildings	
89/25, 304/19	Local resident	Sound very congested. The basic High Street skyline should be protected. Any new building should blend in	
336/56	Lee Residents Association	Residential development will need to be mindful of height and not creating windy canyons or blocking views of the harbour.	
<i>Proposed uses (other comments relating to uses included under the specific site where applicable)</i>			
<i>Retail</i>			
43/6	Local resident	More shops	A small number of commercial properties are proposed on the ground floor of the potential redevelopment of North Cross Street. This would restore an active frontage on this street.
349/17	Local resident	The function of the area is to service the retail units and further redevelopment opportunities are limited, the vacant space and off-street parking areas could be developed into retail units to provide further marine related hobby and leisure activities to enhance the environment amenity	Agree it is accepted further redevelopment opportunities is limited in this area. It is proposed to include some additional limited commercial units which could include retail.
50/1	Local resident	More shops are not needed as there are vacant units in the High Street and Stoke Road	The Council is proposing a small number of modern newly built commercial premises on North Cross Street to add an active frontage and improve the link between the Town Centre and the Waterfront. It is acknowledged that there are vacancies in the Town Centre although this is below the national average. As at April 2017 some 7.9% of units were vacant representing 3.8% of the floorspace.

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<i>Open space</i>			
40/21, 45/9, 57/30, 271/16	Local resident	There should be open space provision <ul style="list-style-type: none"> - Provision of a children's play area (40/21, 271/16) 	Some public realm improvements have been identified at the north end of North cross Street. Details of what would work there would need further consideration at a later date. Include suggestion in the Ideas Compendium
<i>Residential</i>			
135/14	Local resident	Senior citizens accommodation should be located in this area due to ease of access to facilities.	There may be an opportunity for this type of accommodation on the sites identified. At this early stage this level of detail is not yet known.
4/23, 22/16, 23/17, 48/12, 102/18, 201/18	Local residents	Disagree with more housing. <ul style="list-style-type: none"> - No regard has been made for parking (22/16) - Area too small (23/17) - Proposal has no concern for others (23/17) - Prefer not to see any housing development, current infrastructure cannot cope (201/18) - There is already stress on the A32 and Stubbington (4/23) 	<p>The Council has identified a limited number of sites for potential housing in this area. These would need to be small scale to be accommodated in the street and respect local residential amenity. Parking provision would need to be considered for each potential scheme in accordance with the Council's policies in the GBLP and the Parking SPD.</p> <p>The SPD does not promote any additional housing than that set out in the GBLP nor specifically Policy LP4 which relates to the Town Centre and Waterfront area. Infrastructure was considered as part of the Examination of the Local Plan and found to be sound by the Planning Inspector. The GBLP makes provisions for individual developments to secure additional infrastructure. This can include specific on-site, other site-specific requirements and/or funding for wider infrastructure projects through the use of the Community Infrastructure Levy.</p>
<i>Other uses</i>			
271/16	Local resident	Needs schools	There are no proposals for a school in this area by HCC, as the education authority.

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<i>Car parks: overall</i>			
123/15	Local resident	Concern over parking provision.	<p>The Council has conducted numerous surveys and these surveys have consistently shown that the Town Centre has a significant surplus of car parking spaces even at peak times. The SPD is proposing to reorganise its car parking provision and this document highlights some potential sites that could be redeveloped in way which would provide a mix of uses and improve the townscape.</p> <p>To inform the process of releasing car parks for development a car parking strategy will be undertaken to consider both on-street and off-street parking provision.</p>
112/25	Local resident	<p>Only concern with proposals is the loss of car parking close to Waterside Surgery. No parking on the road and little space at the surgery.</p>	<p>It is recognised that this may be an issue. Consequently the SPD will be amended to ensure further consideration is given to the parking provision at the Waterside Medical Centre before either the Clarence Road Public Car Park and the Mumby Road Car Park/Lorry Park is released. It will be necessary to liaise with the Waterside Medical centre to fully understand the demand for space and how much should be used for disabled parking and whether there needs to be some form of parking management in place. Amend SPD in relevant sections to specifically mention this point regarding these two car parks. It is however considered that at least one of these car parks should be redeveloped and if appropriate subject to the findings of provision regarding the Waterside Medical centre, both of them have the potential to be redeveloped.</p>

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355/24	Local Resident	Parking provision close to the High Street should be retained for blue badge holders.	Agree there needs to be sufficient provision for blue badge holders close to the town centre. It is proposed that this provision will not be retained in close proximity to the town centre. As part of the forthcoming car parking strategy it may mean this provision is relocated in an equally convenient location. Amend the 'Improving Accessibility' section to specifically mention this issue.
107/4	Local resident	Car parking spaces will be increased to allow for the additional traffic in a revitalised Gosport.	It is considered that the scale of the current surplus will enable a number of car parks to be redeveloped and there still being sufficient space to accommodate any additional demand arising from new commercial development. As the changes will happen over time this situation can be kept under review as individual proposals come forward/
<i>North Cross Street</i>			
64/11, 248/23	Local resident	Redevelopment of North Cross Street long overdue and to be welcomed.	Support welcomed
57/29	Local resident	Make the other side (i.e. car park site) more attractive.	Any proposed development 'will mirror the scale of buildings on the opposite side of the road,' as stated in the SPD.
112/12, ,132/20, 225/5, 358/23	Local residents	Support residential on the car park site <ul style="list-style-type: none"> - not retail. Disagree with provision of commercial at the ground floor as there are already a lot of vacant units in the area such as at Clarence Yard. The planning permission at Brockhurst Gate will likely exacerbate this (132/20). - Agree with housing proposal on North Cross Street- Not too high though (112/12, 225/5) - North Cross Street proposals fine as long as there are retail units at ground floor level and it is not taller than building opposite. (358/23) 	Support for residential is noted. Whilst it is recognised that there are numerous vacant units at Royal Clarence Yard separate work as outlined in the SPD is being proposed to assist. The limited amount of ground floor commercial units is proposed to provide an active frontage and restore the previous frontage at this location in a similar form as the opposite side of the road. An active frontage will assist in provide a stronger link between the Town Centre and the Waterfront along North Cross Street.

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			Any proposed development 'will mirror the scale of buildings on the opposite side of the road,' as stated in the SPD.
57//30	Local resident	Provide a small park instead of car park at the entrance of the Fox Tavern which is very distinctive.	<p>It is considered that restoring the built form on this part of North Cross Street would improve the street and provide an active frontage of commercial uses. The SPD makes it clear that the setting of the Fox tavern which is a listed building needs to be fully considered as part of the design of any development.</p> <p>Any proposed development 'will mirror the scale of buildings on the opposite side of the road,' as stated in the SPD and consequently will be limited in height.</p>
132/19	Local resident	Agree with the proposed development of car park on North Cross Street but equivalent should be provided at similar distance from the High Street. This is a very useful amenity particularly for less mobile people who do not qualify for a blue badge. Reference should be made to Traffic Advisory Leaflet 5/95 (April 1995 and to the section on the location of parking bays and table 1[included with representation]	<p>Further details will be set out in the forthcoming car parking strategy. The SPD proposes that short stay provision should be relocated to the Walpole Park Car park adjacent to South Street which is also in close proximity to the High Street. The High Street Short Stay provision will also be retained.</p> <p>The Car Parking Strategy will consider this issue in more detail.</p>
67/20	Town centre business	North Cross Street Car Parks – 25 dwellings nowhere to park – really bright idea that.	<p>The SPD itself does not set out the potential number of dwellings for this site only the key development principles.</p> <p>25 dwellings were considered the maximum for North Cross Street in the capacity study included in the Background Report. These are indicative figures based on density assumptions which have been achieved elsewhere in the town</p>

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			centre. 15 dwellings may be more a realistic figure. The Car Parking SPD allows lower levels of car parking in accessible locations such as the Town Centre where justification can be made. Any forthcoming scheme will need to be considered in accordance with the policies of the GBLP including issues relating to parking and residential amenity.
376/8	Local resident	No flats above shops in North Cross	The SPD proposes creating desirable residential development which reflects the historic form of the town centre, this will help to ensure that residential properties are of a decent quality. Flats above shops is one potential way to make more of currently underused space.
67/22,	Town centre business	North Cross Street car park site should only be developed if all other retail units surrounding area are occupied.(67/22)	The units could also be for other commercial uses and be attractive as they would be built to modern standards.
132/23, 225/5	Local resident	Agree with the proposed open space <ul style="list-style-type: none"> - Recreation of the open spaces such as at the corner of Mumby Road necessary. (225/5) - if alternative parking provision is made (132/23). 	Public realm improvements are suggested at the entrance of this road which will help visitors recognise that this is the approach to the town centre.
357/95	Local resident	North Cross Street would be a great location for street art (357/95).	The potential for such improvements need to be included as part of the work to be undertaken relating to a public realm audit.
57/29	Local resident	Potential to pedestrianise if possible	This would need to be considered as part of the audit of public realm improvements. This will be included in the Ideas Compendium.
132/21	Local resident	Agree with the end of road focal building if it is the style of Old North Cross Street and the current residents' car parking is replaced at an equally convenient position.	Agree- Residents' car parking will need to be taken into consideration.
57/28	Local resident	Look after the older shop fronts in North Cross Street.	Agree. The SPD includes provision to undertake an audit of public realm improvements and this also includes the frontages of buildings.
<i>North Loading Area</i>			

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132/24	Local resident	<p>Disagree with a vehicle connection between North Cross Street and the North Loading Area- It should only be a pedestrian connection.</p> <ul style="list-style-type: none"> - What would be gained with vehicle access? - North Cross Street being too narrow and is just about satisfactory as a cul-de-sac as it is self-limiting in terms of traffic flow - Both North Cross Street and the North loading Area currently both have good independent access - Linking North Cross Street and the north loading Area would tempt cars, delivery vans and lorries largely articulated to enter one end and exist the other, creating very undesirable traffic flow in the narrow North Cross Street - The route of the proposed link would require the demolition of the storage facility for market stores. This would need to be relocated at an equally convenient position. - There may be ownership issues - It would create a traffic hazard in the North loading area with additional traffic driving through where cars are trying to park and lorries carrying out deliveries. 	<p>Upon reflection it is considered that a through road would not be as beneficial as first appeared for many of the reasons set out by the respondent. Amend SPD accordingly whilst creating an enhance pedestrian link.</p>
225/6	Local resident	The North loading area is problematic, a through road might help.	
<i>Clarence Road Car Park</i>			
33/11, 99/16	Local resident	<p>Clarence Road Public Car Parking: Where will the displaced cars park. This car park is well-used. Loss of this car park could affect the waterside medical centre.</p>	<p>From the numerous surveys undertaken this car park is under-used. It is envisaged that short stay parking will be relocated as part of Walpole Park Car park adjacent South Street. The SPD has been amended that the forthcoming parking strategy will consider the issue of this car park together with the loss of the Mumby Road Car Park when taken together and how this will impact on the Waterside Medical Centre.</p>

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67/20	Town centre business	Clarence Road Public Car Park - where are the residents supposed to park?	The adjacent residents' car park will be retained. Residents of any new properties will be accommodated on the survey. This could include some undercroft parking/
358/24	Local resident	Not sure if new building on Clarence Road would fit with Masonic hall frontage and St Georges Barracks.	It is considered that the building can be designed to take into account other buildings in the area, particularly St George Barracks South and the Conservation Area.
<i>Masonic Hall</i>			
132/18	Local resident	Agree with the proposed development at the Masonic Hall as long as in respects the Conservation Area and Design SPD.	It is considered that the building can be designed to take into account other buildings in the area, particularly St George Barracks South and the Conservation Area.
225/7	Local resident	The proposals for the Masonic Hall need further detail, is the hall to be demolished as it is as useful events space.	Further details will be considered by the landowner/developer. These would be subject to public consultation as part of any forthcoming planning application.
<i>Other parking provision</i>			
33/10	Local resident	Arrow on plan 15 shows link to supermarket car park- a link would reduce capacity of this car park	The plan included a schematic arrow however for the avoidance of doubt the arrow will be re-positioned. It is not proposed to lose any parking spaces in the Aldi Car park.
<i>Other sites: St George Barracks South</i>			
218/1	Pavilions (Gosport) Management Company Limited	The Pavilions (formerly known as St George Barracks South) is an entirely private development <ul style="list-style-type: none"> - Originally proposed that roads would be adopted as public highway but need not meet the standards for such adoption. - Planning consents which originally required the vehicle gates at the north and south ends of the site to be opened, were amended to allow them to be permanently closed - In addition the pedestrian gates are accessible only to residents and are fob-controlled security gates. 	Amend Plan 23 to remove the 'publicly accessible open space' notation from Cockleshell Square as requested and use 'Existing Open Space' instead.

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		<p>There is no public or other right of way over the development</p> <ul style="list-style-type: none"> - Agree with term in GBLP 'Existing Open Space' and the protection afforded to it by Policies LP3, LP35 and LP41. However in Plan 23 in the SPD Cockleshell Square within the site is shown as 'publicly accessible open space' 	