

Gosport Borough Council

# Stage I: Baseline Study for Gosport Waterfront

Final



This document is an independent report commissioned by the Borough Council to inform future development in the Gosport Waterfront area.

Whilst it has informed the relevant policies in the emerging Gosport Borough Local Plan 2011-2029, this document does not represent the Borough Council's strategy on this site.

Gosport Borough Council

# Gosport Waterfront

March 2010

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Stage One: Baseline Study Report

TRANSPORT  
TRAFFIC  
DEVELOPMENT  
PLANNING  
URBAN DESIGN  
ECONOMICS  
MARKET RESEARCH

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# Gosport Waterfront

## Stage One: Baseline Study Report

Project No: 17285  
March 2010

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# 1 Executive Summary

- 1.1.1 Gosport Waterfront represents a significant opportunity to develop in a town centre related location, and to tap into the potential for better quality and more diverse commercial, leisure and employment space
- 1.1.2 The site has the potential to create a unique residential offer with world-class views over the marina, into the Solent and across to Portsmouth. Such residential opportunities are a rare find along the south-east coastline. This presents a live-work lifestyle that should easily compare with similar locations such as Sydney Harbour, Cape Town's Victoria and Alfred Waterfront, and The Bay of San Francisco
- 1.1.3 Due to the linear extent of the site, and the way it raps around the existing Town Centre core, it has the possibility to create a new retail and leisure destination that will develop the status of Gosport to serve a wider harbour related catchments and compete more effectively with nearby centres. More importantly, it has the ability to bring new investment into Gosport which, over time, will create a second round of investment within the Town Centre itself. The Bus Station site at the ferry terminal has the ability to become the new gateway and image of Gosport, linking the activity of Portsmouth Harbour back into the historic settlement of old Gosport
- 1.1.4 This report has identified overwhelming planning policy support for a change to Gosport, albeit that the growth targets set appear too low to sustain the level of change and growth that is actually required. Growth will however only be achievable if there is a shift in priority through the application of town centre related policies and possibly public sector investment to support and direct new interest into the waterfront area through a comprehensive public-private partnership approach.
- 1.1.5 This will require an appraisal of how Gosport interacts with the larger economic drivers in the sub-region, that of Portsmouth and Fareham. It will need to appraise the inherent conflict that growth along the M27 corridor and the North Fareham SDA will have on the ambitions for growth within Gosport. This is a mature and aggressive market and, rather than compete against such regional forces, Gosport should identify its unique offer that builds on the dynamic of such forces. Gosport should recognise that a "twinning" with Portsmouth, and what this city has to offer, will be the most sustained approach to growth, after all, the future changes that are anticipated by climate change and sea-level rise will need to be addressed collectively rather than as single parties.
- 1.1.6 The Council will need to consider the uses for a number of potential opportunities, such as the Council's existing offices, the Council's car parks, and naturally their land-holding with Gosport Waterfront, to focus on how these combined assets can facilitate investment and change to improve the long-term financial sustainability of Gosport Borough Council. Rather than selling off assets, this is an opportunity to create long-term revenue streams to support the Council in funding their social strategies. Furthermore, due to the existing situation of depressed land-value (Post-Recession) it may be worth the Council exploring options of land purchase to facilitate future long terms regeneration objectives
- 1.1.7 To achieve a change in perception that feeds through to a real impact on the market, Gosport will need to increase its appeal to visitors, businesses and the local catchment through improved quality and diversity. This will require a high-quality public transport access. This singularly is the most critical issue that will need to be addressed to improve Gosport as an investment destination. It is recognised by PPS1 that accessibility is a pre-requisite to maintain high and stable levels of economic growth and employment. The poor lack of accessibility to the Gosport market is well documented in

both the SE Plan, local policy. In order to address this issue, the BRT initiative (and potential initiation of the 1<sup>st</sup> phase of construction this year) represents a step change in the right direction. However, other innovative solutions will need to be explored in order to initiate growth and sustain growth in Gosport.

- 1.1.8 We believe that the combination of various factors, the relatively flat topography, the existing high usage of cycling and walking, the remnants of a Walled Town and the waterfront dynamic begin to make for an exciting new destination identity. This will need to be supported by a thriving night time economy providing a range of bars, restaurants and cultural attractions; and, a diversity of the retail offer. Any development action will need to encourage longer tourist visits, the retention of the higher quality spending power from within the catchment area such as that from Alverstoke, and increased local spend. These need to be supported by a more developed social and cultural infrastructure, higher quality visitor accommodation, possibly including business and visitor orientated modern hotel provision, and an events programme to attract tourist on a regular and returning basis.
- 1.1.9 Realistically, comprehensive development of Gosport Waterfront is unlikely to be forthcoming without significant public sector intervention, as ownerships are fragmented, the market is currently weak to the extent that the quality of development needed will only become commercially viable if the environment and infrastructure is improved and market confidence recovers. Reduced land values offer an immediate opportunity for public bodies to capitalise on the downturn in the property market to secure strategic acquisitions that will enable comprehensive development to proceed into an improving market in the future. Lower costs and the availability of construction related labour also offer an opportunity for investment in the infrastructure and public realm improvements required to create the quality environment that will attract visitors, end users and occupiers. This will provide increased economic activity and diversity that will ultimately act as the engine to drive change and attract private sector investment, and to improve the status and quality of the town centre as a whole.
- 1.1.10 Key to enabling development in marginal locations is the ability to identify, manage and minimise risk to potential investors and developers. This requires all potential threats to development to be addressed in the pre-development planning process, so the extent of potential development costs is as clear as possible from the outset.
- 1.1.11 Gosport needs to recognise that the “no-change” option is not only detrimental to its current socio-economic position, but will be disastrous for its future. Gosport needs growth of a sufficient scale to change existing poor market perceptions of it as an investment location; it needs to believe that with all its natural assets and opportunities the constraints can be overcome.
- 1.1.12 Gosport will need to create a brand identity that uniquely celebrates its historic marine relationship, our review gives us the confidence that Gosport Waterfront represents such an opportunity for change.

## **2 Introduction**

### **2.1 Purpose of the study**

- 2.1.1 Colin Buchanan has been commissioned by Gosport Borough Council to undertake a master planning exercise in relation to the redevelopment and regeneration of the Gosport Waterfront site in Gosport. The site is located to the east and north east of the town centre and faces directly towards Portsmouth Harbour. The site therefore has an immediate relationship with the town centre and consequently the study should consider how the regeneration of the Waterfront site can benefit the town centre and Portsmouth Harbour
- 2.1.2 The site is a relatively narrow piece of land extending from the Royal Clarence Yard in the north westwards through Coldharbour to the Gosport Bus Station to the east. The site is approximately eight hectares in size and is predominantly in private ownership with the Bus Station site, Falklands Gardens and the adjacent promenade, owned by Gosport Borough Council.
- 2.1.3 Historic coastal towns have always had a lot to offer as places to live and have acted as economic hubs for land to sea trade. Gosport has a fascinating naval history forged by its location at the entrance to Portsmouth Harbour and its role in supporting the Royal Navy. There is a continued naval presence in the Borough and the Portsmouth naval base remains the home of much of the British fleet. The harbour also accommodates intensive marine leisure activities and Gosport is one of the premier yachting centres within the Solent. The harbour is also the home of ferry services to Portsmouth, the Isle of Wight and France and some commercial shopping. The site itself has played no small part in the historic development of Gosport and represents an unique opportunity to create new investment, growth and employment within what was once the very core of this historic settlement
- 2.1.4 The Client's Brief provides a broad range of objectives for this study, but predominantly it is about the nature of growth, the scale of acceptable growth, the type of ambition the town sets for itself and the impact that such change will make on a strong local community.
- 2.1.5 It is recognised that any Masterplan for Gosport Waterfront will have a fundamental impact on Gosport and therefore it has the real ability to create a step-change in fortune for Gosport. In such a reserved financial climate, and possibly a very long-term recovery, Local Authorities will increasingly need to harness the combined strengths of public and private investment and community support to effect local change.

### **2.2 Our approach**

- 2.2.1 Our approach to this study draws on the combined strength of undertaking a robust baseline analysis of the existing socio-economic, physical, environmental, and transportation context which will allow us to establish a sound understanding of the issues, and with in-depth consultation, establish a solid basis for the Masterplan design development. This work will be reviewed as a Stage 1 Baseline Report.
- 2.2.2 In order to understand the complexities inherent in this project, Colin Buchanan have appointed two sub-consultants to assist in the baseline research and with the masterplanning process. BSP will give property market, viability and delivery advice while Wardell Armstrong have been appointed to give environmental and flood risk advice.

- 2.2.3 This collective research will allow us to prepare a series of Masterplan options for the site and then undertake viability testing against the current and aspiration future market. It is essential that the final Masterplan provides a locally focussed approach. We propose to investigate the shape and scale of growth through a three-step approach that starts from the growth targets set within current planning policy (a “Bottom-up” Scenario), a scenario that investigates the upper limit of development which will trigger a fundamental step-change in local or sub-regional infrastructure provision and change the nature and role of Gosport (a “Upper-limit” Scenario), and a combination that will provide the development range within which long-term, sustained growth can be factored (Recommended Scenario). This will be presented as a Stage 2 Masterplan Design Development Report
- 2.2.4 Following further consultation, the final Masterplan will be prepared and presented in a Stage 3 Report.
- 2.2.5 It is the intent of Gosport Borough Council that this Masterplan will then be used to form the basis of a Supplementary Planning Document (SPD) to guide development of the study area in terms of planning policy.

## **3 Planning policy**

### **3.1 Introduction**

3.1.1 This chapter identifies the relevant statutory components of the Development Plan as they relate to Gosport, Gosport Waterfront and Town Centre. In addition relevant non-statutory strategies are identified where they are considered to be relevant. It is not the purpose of this baseline assessment to provide an in-depth critical analysis, but a higher level overview which identifies policies and their implications for development and growth. The chapter focuses upon the social, economic and infrastructure related aspects, as well as those which are area / location specific (Refer to Fig. 1).

3.1.2 Telephone discussions were held with Mr Christopher Payne and Ms Lynda Dine of Gosport Borough Council, to inform the preparation of this chapter.

#### ***History and current position of the Gosport Development Plan***

3.1.3 The statutory Development Plan for Gosport includes: National Planning Statements, Planning Policy Statements, Planning Policy Guidance Notes; The South East Plan Regional Spatial Strategy; and, Saved policies in the Gosport Local Plan Review.

3.1.4 The Council adopted the Local Plan Review in May 2006, this sets out the Council's policies for the development and use of land from 2001 to 2016. In accordance with the Planning and Compulsory Purchase Act 2004, this is to be replaced by a Local Development Framework (LDF), which is currently in preparation. The Secretary of State issued a direction with effect from 17th May 2009, saving the majority of the policies in the Local Plan as an interim measure until the LDF Core Strategy is adopted.

3.1.5 The Council published for consultation the Issues and Options draft of its Core Strategy in December 2006. At present the Core Strategy is at Preferred Options Stage, which underwent consultation in September 2009. It is currently programmed in the Local Development Scheme (LDS) 2nd Review, that the Core Strategy will be adopted in March / April 2011.

3.1.6 The Site Allocations and Delivery DPD will follow the production of the Core Strategy, and allocates land for housing, retail, economic development, recreation and community uses. This DPD will also contain a series of Development Management policies which will provide more detailed guidance to assess planning applications. This is programmed for adoption by August 2012.

3.1.7 It has been identified that the LDF programme is subject to further slippage and the Council is currently updating its LDS.

### **3.2 National policy**

#### ***Planning policy statement 1***

3.2.2 The PPS1 sets general principles for development which should be understood as a broad context to potential development at Gosport Waterfront. In reviewing regional and local plans, consideration should be given to the extent to which the relevant objectives below have been met: "In preparing development plans, planning authorities should seek to:

- Promote national, regional, sub-regional and local economies by providing, in support of the Regional Economic Strategy, a positive planning framework for sustainable economic growth to support efficient, competitive and innovative business, commercial and industrial sectors;
- Promote urban and rural regeneration to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Policies should promote mixed use developments for locations that allow the creation of linkages between different uses and can thereby create more vibrant places;
- Bring forward sufficient land of a suitable quality in appropriate locations to meet the expected needs for housing, for industrial development, for the exploitation of raw materials such as minerals, for retail and commercial development, and for leisure and recreation – taking into account issues such as accessibility and sustainable transport needs, the provision of essential infrastructure, including for sustainable waste management, and the need to avoid flood risk and other natural hazards; and,
- Provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car, while recognising that this may be more difficult in more rural areas” (PPS1, paragraph 27)

### 3.3 Regional Policy

#### *South East Plan Regional Spatial Strategy*

- 3.3.2 The South East Plan includes a sub-regional policy section for South Hampshire. It identifies that the aim for the sub-region is to improve economic performance up to 2026, the provision of 80,000 net additional dwellings, addressing social deprivation, and protecting and enhancing the natural environment. It is expected that the sub-region will meet its housing targets with the creation of two Special Development Areas (SDAs): North Fareham (10,000 units) and North of Hedge End (6,000 units). The plan also proposes the provision of around 2,000,000sqm of addition business floorspace that will result in the creation of 59,000 new jobs between 2006 and 2026
- 3.3.3 Gosport is allocated with the provision of 2,500 units over the Plan period (It should be noted that Gosport have already delivered close on 1,000 units as of 2009)
- 3.3.4 **CORE POLICY SH1:** “Development in South Hampshire will be led by sustainable economic growth and urban regeneration. Portsmouth and Southampton will be dual focuses for investment and development as employment, retail, entertainment, higher education and cultural centres for the sub-region. The other towns will play a complementary role serving their more local areas. These urban areas will be enhanced so that they are increasingly locations where people wish to live, work and spend their leisure time. Investment and improvements in transport will reflect this, as will the location of sites for development. High density development will be encouraged in the city and town centres, around public transport hubs and at other sustainable locations” (Part of Policy SH1)
- 3.3.5 We note here that the policy has adopted a tiered approach to growth and investment. The Strategy aims to focus investment in the first tier towns (Portsmouth and Southampton) for the first ten years, before looking at investment potential in Eastleigh, Fareham and Havant. It is therefore very unclear where Gosport sits in this hierarchy and when investment from the sub-region will address issues within Gosport. Within a shrinking local market, and no clear investment at sub-regional level to address

infrastructure capacity issues that are restricting growth within Gosport, this Strategy gives rise to grave concern regarding initiating development and investment in Gosport

- 3.3.6 **POLICY SH2 - STRATEGIC DEVELOPMENT AREAS:** The policy identifies that strategic development areas (SDAs) will be allocated in close proximity to the two regional cities. The SDA's are to be planned as large new towns tasked with delivering integrated employment, transport and housing development, together with supporting social and community infrastructure.
- 3.3.7 Of relevance is the North Fareham SDA which will have a direct impact on growth within Gosport. This will create local competition to attract inward investment and development interest. Developing a critical mass / sufficient development potential, is vital to ensure that Gosport becomes an increasingly attractive location.
- 3.3.8 **POLICY SH3 - SCALE, LOCATION AND TYPE OF EMPLOYMENT DEVELOPMENT:** The policy identifies that South Hampshire should accommodate two million square metres of new business (employment) floorspace, with priority given to sites which support urban renaissance. This policy then divides the South Hampshire region into two areas of which the following quantum is identified for the South East area (including Gosport): Class B1 Offices - 535,000m<sup>2</sup> (10% flexibility allowance); Class B2 Manufacturing - 123,000m<sup>2</sup>; and, Class B8 Warehousing - 240,000m<sup>2</sup>
- 3.3.9 The policy identifies that this growth should occur within key strategic locations, namely, city and town centres, the two SDA's, and the 130ha South Hampshire Strategic Employment Area in Eastleigh. It states that "particular attention needs to be given to the provision of new business floorspace in Gosport where job density at 0.57% is the lowest in the South East region, and the volume of out-commuting seriously exceeds the transport capacity of the Gosport peninsula" (paragraph 16.13).
- 3.3.10 The above serves further to outline the extent of sub-regional competition, which exists in attracting investment to deliver growth in business floorspace in Gosport. This is a significant challenge in the most economically disadvantaged Borough.
- 3.3.11 **POLICY SH4 - Development Strategy for Main Centres:** "The strategy for the main centres of South Hampshire is to develop their individual character and complementary roles through: a proactive programme of high quality mixed-use development; improvements to the public realm and conservation initiatives within town centres; and, improved access from central areas to parks, open spaces and waterfront destinations for business and leisure. Accessibility of the main centres will be improved through implementation of the sub-regional transport strategy" (Part of Policy SH3)
- 3.3.12 The policy identifies that in Havant and Gosport, developing opportunity sites to provide for appropriate retail, leisure growth and substantial growth in office employment should be developed through a relevant Development Plan Document. This gives a very clear mandate for the role and purpose for the Gosport Waterfront masterplan, appreciating Gosport's low position in the urban hierarchy. Paragraph 16.18 identifies Gosport as a local town centre subordinate to sub-regional town centres such as Fareham and regional centres such as Portsmouth
- 3.3.13 **POLICY SH5 - SCALE AND LOCATION OF HOUSING DEVELOPMENT:** The policy identifies that 80,000 net additional dwellings are required in South Hampshire between 2006 and 2026. In managing the supply of land for housing and in determining planning applications, it is suggested that local planning authorities work collaboratively to facilitate delivery. The housing target identified are: Gosport 2,500; Fareham (including SDA) 13,720; Portsmouth 14,700; and Southampton 16,300. This demonstrates a dominance of growth focused around the cities.

3.3.14 These neighbouring areas pose a substantial threat to Gosport due to their substantial quantum. Gosport will need to set itself apart through its strategic planning activities, offering desirable and deliverable development opportunities to investors. Experience has shown that substantial forced markets such as those in Fareham and Portsmouth often fail to deliver the high targets which are set. It should be noted that policy SH5 does allow flexibility in accordance with PPS3 that where delivery falls short of targets, these may be redistributed within the respective housing market area. This is of critical significance for Gosport Waterfront

3.3.15 **POLICY SH6 - AFFORDABLE HOUSING:** The policy identifies that between 30-40% of housing on new sites should be affordable, however this is to be set within local development documents. It is anticipated, given the brownfield status of the masterplan site, combined with the likely substantial burden of strategic infrastructure requirements, that the Borough Council should consider setting the affordable housing threshold on a site specific basis, having appreciation for its strategic priorities and actual market viability of bringing a highly constrained site to market. A potential to reduce such standards may be required

#### ***South East Plan Implementation Plan***

3.3.16 The Implementation Plan was produced alongside the South East Plan in 2008, and identifies at a regional level what infrastructure is required to support growth, when it needs to happen, and who needs to take the action in order to facilitate delivery. It is currently not known if the South East Partnership Board is updating this plan which was submitted in 2008 with the Draft South East Plan. PUSH has no further information on this matter

#### ***Regional Economic Strategy***

3.3.17 This strategy sets out a vision for the South East to be a world class region achieving sustainable prosperity. The strategy seeks to define London and the South East into spatial sub-areas (economic contours). Gosport can be identified with the Coastal South East, which is characterised by unique environmental assets yet also experiences economic and social decline. In these areas investment is identified as necessary to lift underperformance by promoting skills, innovation and economic regeneration if vitality is to be secured

3.3.18 The Coastal South East strategy focuses upon maximising the potential of the following:

- Skills-led growth – removing persistent pockets of low skills attainment, providing an escalator of skills and increasing access to higher education.
- Delivering employment-ready skills for increased productivity and excellence for global competitiveness.
- Innovation and creativity-driven growth – maximising the potential of existing creative and technology clusters and recognising the importance of high value manufacturing and knowledge-based supply chains.
- Economic upgrading as the basis for growth – enabling cities and major urban areas to reach their potential by investing in key infrastructure to enable housing development that supports economic prosperity.
- Connectivity as the basis for growth – addressing the remaining transport bottlenecks on the South Coast, ensuring efficient connections to major ports and maximising the potential of next generation Broadband.
- Culture and leisure-based growth – harnessing the power of place and quality of life to stimulate wider economic transformation.

3.3.19 Local to Gosport, Portsmouth is identified as a Regional Hub, a centre of economic activity and transport services. The strategy also identifies the PUSH sub-region as one

of eight "Diamonds for Investment and Growth", an area which comprises of a network of urban settlements, which together can act as a catalyst to stimulate prosperity across the wider area. It is the intention of the strategy to support South Hampshire in implementing local plans to unlock the potential for sustainable development and targeted infrastructure investment

### **3.4 Sub-Regional Policy**

#### ***Partnership for Urban South Hampshire (PUSH)***

- 3.4.2 The Partnership for Urban South Hampshire (PUSH) comprises the eleven Local Authorities in South Hampshire and key external partners, including Hampshire County Council.
- 3.4.3 The Partnership came together to work collaboratively to tackle the economic and delivery challenges faced in South Hampshire. PUSH has the responsibility and necessary powers to implement the sub-regional component of the South East Plan. The Partnership has identified its objectives, which are:
- promoting economic success by seeking to create a diverse economy where business, enterprise and individuals can flourish, underpinned by modern skills;
  - providing the homes we need in sustainable communities;
  - building more cohesive communities and reducing inequalities, closing the gap between deprived areas and the economic performance of PUSH sub-region;
  - investing in infrastructure and sustainable solutions; and
  - promoting a better quality of life by safeguarding our environment and investing in our urban areas.
- 3.4.4 Their aspiration is for managed, sustainable growth, where housing and economic development move in step, underpinned by the requisite infrastructure
- 3.4.5 The Partnership has produced policy and strategy documents to inform the delivery of the South East Plan, as well as the ongoing work of Local Authorities in delivering local plans and strategies. The documents do not form part of the statutory Development Plan
- 3.4.6 In 2006 PUSH was selected by the Department for Communities and Local Government to be a New Growth Point. This is a long-term partnership with Government which in principle means continued support and funding from Government to enable growth. However, at the present time with imminent cuts in public spending, the Government announced in December 2009 that there will be a 44% cut in PUSH's capital grant, meaning that it will not be able to support key projects in 2010-11. Most of the PUSH growth fund is currently allocated to housing renewal and transport infrastructure

#### ***Programme of Development for South Hampshire***

- 3.4.7 PUSH produced in 2008 a Programme of Development (POD funding proposal) to secure Growth Area funding for a range of strategic infrastructure, necessary to support growth and development. Only one project is identified in the POD which has direct implications for Gosport, this being the Bus Rapid Transport link for Portsmouth, Gosport and Fareham. The first phase of the project is being delivered with £20m of committed funding, the full cost of the scheme is estimated to be £200m. It is not known if any further funding has been secured to deliver the BRT network
- 3.4.8 The POD identifies Gosport Waterfront as a strategic housing and employment site, with the potential to deliver 437 (estimated net) new dwellings. It is recognised that PUSH's figure is a crude estimate but is substantially higher than that set in the SHLAA of 50 units

## 3.5 Local Policy

### ***Sustainable Community Strategy***

- 3.5.2 The Sustainable Community Strategy (SCS) sets out a vision for Gosport's future, providing a common goal to work towards: "Gosport's local economy will be thriving and diverse with increased investment. There will be a good choice of jobs on the peninsula and people will have the opportunity to work close to home. The economy will build on its strengths in the tourism and marine sectors whilst maximising its high-tech manufacturing base. Business start-ups will have increased and released Ministry of Defence land will provide opportunity for maximising business development and growth" (SCS, page 8) (Refer to Fig. 2).

*"The town's waterfront will be re-developed, taking advantage of the fantastic harbour location. There will be a mix of shops, pubs, restaurants, homes and leisure facilities. Priddy's Hard will be linked to the Town Centre by the popular Millennium Promenade. Gosport will be a place that tourists want to visit. Heritage facilities will be celebrated with historical sites providing unique and popular attractions"(SCS, page 8).*

- 3.5.3 The SCS does not set any spatial objectives for Gosport Waterfront. It is intended that there be a clear link between the SCS and the policies contained in the LDF Core Strategy, which will be a delivery mechanism for implementing the SCS.

### ***Core Strategy***

- 3.5.4 Public consultation on the Preferred Options of the Core Strategy took place in October 2009. This identifies a vision which is broadly comparable to that set out in the SCS: "Gosport will take advantage of the regeneration opportunities presented by its attractive and accessible coastal location". "The opportunities provided by the Waterfront locations along Portsmouth Harbour and at Lee-on-the-Solent will provide a mix of employment, homes, shops, leisure and community facilities. Gosport Town Centre will be revitalised by enhancing the range of quality services and facilities (including retail, financial and professional services, and leisure facilities) that will meet the needs of the local community. The appearance of the Town Centre will be enhanced with strong linkages to the Waterfront. Gosport's maritime heritage will be highly valued and will reinforce the Borough's distinct identity" ... "residents and visitors will be able to enjoy the Borough's coastline and Waterfront".
- 3.5.5 Many of the spatial objectives are generic, those which apply to the study site include: SO8: To ensure economic regeneration achieves a more sustainable employment base enabling the growth of key business sectors as well taking opportunities to develop Gosport's tourism industry; SO11: To create a high quality Waterfront environment; and, SO12: To maintain and improve the vitality and viability of Gosport Town Centre maximising the economic regeneration opportunities at the Waterfront.
- 3.5.6 The spatial strategy identifies Gosport Waterfront and Town Centre as a strategic area for regeneration with mixed use development. This is supported by draft policy CS3 which identifies that provision will be made for the following quantum of development in Gosport Borough:
- Employment: a minimum of 81,500m<sup>2</sup> net additional floor space;
  - Housing: a minimum of 2,500 net additional dwellings; and,
  - Retail: up to 11,000m<sup>2</sup> net additional floor space.
- 3.5.7 The table below provides a breakdown of the relevant employment, housing and retail targets as identified in background documents to the Core Strategy. It can be seen that there is limited data available at the site specific level. Sites identified as Bus Station,

Coldharbour and Retained Area Royal Clarence Yard collectively make-up the Gosport Waterfront.

**Table 3.1: Development Targets**

	Gosport Waterfront					TOTAL Gosport Waterfront
	Gosport Borough	Town Centre	Bus Station Site	Coldharbour	Retained Area Royal Clarence Yard	
<b>Housing</b>	2,500 net additional dwellings	Not identified in SHLAA	Not identified in SHLAA	Not identified in SHLAA	Not identified in SHLAA	50 Local Plan Target 437 (est) PUSH
<b>Retail</b>	11,000m <sup>2</sup> (GVA target)	Not identified	Not identified	Not identified	Not identified	28,000m <sup>2</sup> employment floorspace (target in draft policy CS6)
<b>Office (B1a)</b>	39,000m <sup>2</sup> (PUSH target)	Not identified	5,000m <sup>2</sup> (ELR)	Not identified	Not identified	
<b>Manufacturing (B1b, B1c &amp; B2)</b>	12,500m <sup>2</sup> (PUSH target)	Not identified	Not identified	Not identified	Not identified	
<b>Warehousing and Distribution (B8)</b>	30,000m <sup>2</sup> (PUSH target)	Not identified	Not identified	Not identified	Not identified	

3.5.8 The draft Core Strategy identifies several strategic areas, these include Gosport Waterfront and Town Centre, which comprise Strategic Area 1. This designation is supported by draft policies CS6 and CS7 as follows:

3.5.9 CS6 - The Gosport Waterfront:

- The Gosport Waterfront is a prime location for regeneration within the South Hampshire sub-region
- It will be a mixed-use site and together with the existing Town Centre will be the focus for new retail development in the Borough. It will also include associated food and drink, and leisure uses
- The site will include a minimum of 28,000 sq m of employment floorspace: Marine employment will be a high priority for the site ensuring access to deep water facilities is safeguarded; An element of high quality office development along the Waterfront will be encouraged to make use of this prestigious setting and good connections via the ferry to the national rail network
- A new high quality public transport interchange will be created ensuring that bus and ferry connections are available to the public in a user-friendly, safe environment
- Gosport Waterfront will have a range of leisure and cultural facilities attractive to people of all ages creating a vibrant waterfront location during the day and evening
- The site will include an element of residential development to support a viable mixed-use scheme (actual unit numbers not specified)

- Buildings will be of a high quality design to reflect its superb setting overlooking Portsmouth Harbour.
- The remaining section of the Millennium Promenade will be completed and the public will have access to the waterfront. Quality public open space will be protected and enhanced throughout the site.
- The distinctive built heritage of the area will be preserved and enhanced. Opportunities will be taken to improve the public's awareness and interpretation of the historic significance of Portsmouth Harbour particularly relating to the 'Defence of the Realm'.
- Safe and attractive links with Gosport Town Centre will be enhanced ensuring that there is significant connectivity between the two parts of this strategic area.
- Development at the Gosport Waterfront will need to accord with the principles set out in PPS25 Flooding including the requirements of a Flood Risk Assessment with the appropriate flood defences and mitigation measures.
- The biodiversity of the Harbour will be protected and opportunities taken to enhance it.
- The site will need to be served by sufficient infrastructure as required by other policies in the Core Strategy.

3.5.10 Supporting text to the policy identifies infrastructure requirements which will be necessary to support the site. These include:

- "Provision of new high quality bus and ferry interchange incorporating taxi rank and cycle parking. Provision of the Millennium Promenade through the site. Improved pedestrian access to and from existing town centre.
- Appropriate road access improvements will be required including any identified as part of the site Flood Risk Assessment.
- In addition to these specific site requirements the Borough Council will seek developer contributions for wider strategic transport improvements in the Borough. This will be in accordance with the current Hampshire County Council tariff approach and reflect that the site will generate additional pressure on the Borough's limited road network.
- Affordable Housing to Core Strategy requirements. Normally on-site.
- Developer contributions for improved education facilities in accordance with current Hampshire County Council system as outlined in saved Policy R/CF6 of the Gosport Local Plan Review (to be reviewed as part of the forthcoming Site Allocations and Delivery DPD).
- Developer contributions may be required for leisure and cultural facilities. This will be investigated in the forthcoming Site Allocations and Delivery DPD.
- Requirement for high quality on-site civic space to make the best use of waterside views and historic features.
- Developer contributions for off-site improvements for play and outdoor sports facilities (current GBC tariff based approach). A revised approach for collecting developer contributions for green infrastructure including a wider range of open spaces (such as allotments, parks, nature conservation areas, amenity areas and off-road cycleways) will be included in the forthcoming Site Allocations and Delivery DPD.
- The water companies advise that the Borough has sufficient water supply and disposal facilities to accommodate development on this site. The developer will need to make the necessary on-site provision and connections for water, electricity and gas supplies.
- Renewable energy: The potential for renewable energy will need to be investigated.
- Flood defences built to appropriate standards will be required to safeguard the site as well as other measures that are highlighted from the site flood risk assessment including appropriate evacuation measures."

- 3.5.11 It is not known if the above list of infrastructure requirements has been subject to viability analysis. For the purposes of the masterplan design development stage the statement that there is sufficient capacity will be taken as factual. The Council may however wish to confirm this position. It is understood that the Council currently negotiates infrastructure priorities on a site-by-site basis.
- 3.5.12 The masterplan site does not include the policy area designated as Gosport Town Centre, which is supported by draft policy CS7. However, in the supporting policy text the Council has identified that it is important to encourage new retail and leisure investment, to support the economy of the Town Centre. In addition to enhance the Town Centre environment and public realm, develop the tourist economy and address issues relating to poor transport and accessibility. Based upon a Retail, Leisure and Office Study which was undertaken in 2007, it is identified that a minimum of 4,000 sq.m of floorspace is required in the Borough to meet the additional demand created by the additional 2,500 new homes. If the Council takes a proactive approach as seeks to increase the market shares for comparison and convenience retailing respectively at 8% and 18%, then the Council can demonstrate that 11,000sq.m floorspace will be required.
- 3.5.13 It is identified that there is a limited number of sites within the Town Centre to accommodate an aspirational level of retail development. Therefore the Council proposes that redevelopment of the Waterfront site should include a retail component, with according redefinition of the Town Centre boundary. Redevelopment will need to compliment the Town Centre with safe and attractive linkages between the two areas.
- 3.5.14 A Gosport Waterfront SPD will be produced in due course, to provide a development framework for the town centre waterfront area. Provisional date of adoption is currently October 2012.

#### ***'Saved' Gosport Borough Local Plan Review***

- 3.5.15 Until the Core Strategy is adopted the 'saved' Local Plan policies remain a material consideration. They are generally dated and do not conform to current sub-regional and local aspirations. Relevant policies include some of the following:
- Gosport Bus Station / Ferry Interchange Policy R/T7: Development proposals for the existing public transport interchange located at the eastern end of the High Street in Gosport Town Centre will be permitted provided that they retain and enhance the function of the interchange. Development is sought of a high standard reflecting the prominent and strategic location of the site.
  - Affordable Housing Policy R/H5: The policy seeks the provision of 40% affordable housing on suitable sites where proposals for residential development are either 0.5 hectare or more in area or 15 dwellings or more in total. The Council has delivered this policy successfully achieving 40% affordable provision on most sites.
  - Land Allocated for Employment Use as part of Mixed-Use Development Policy R/EMP2: The policy identifies Gosport Bus Station as a site for mixed use redevelopment; this is part of the masterplan site. Supporting text encourages rationalisation of the site with potential to include business development within the site for office use.
  - Demolition of a (Locally) Listed Building Policy R/BH4: The policy outlines that proposals to demolish listed buildings will not be permitted unless it can be demonstrated that there is no viable use. The Council accepts that in some cases buildings have no viable future, and is therefore likely to be supportive of demolition in light of a favourable redevelopment programme. The Council will need to be satisfied that the listed buildings currently on the Waterfront site (Clarence Square School Building, Camper & Nicholson building and the Castle Tavern) can not be included within redevelopment options.

### ***LDF Evidence Base Studies***

- 3.5.16 Relevant aspects of the Borough Council's technical evidence base, which has been produced to support the delivery of its Core Strategy and other DPDs are interpreted below.
- 3.5.17 **DRAFT EMPLOYMENT LAND REVIEW** – The purpose of the ELR is to assess the supply and demand for employment floorspace and land in Gosport Borough. It also identifies the potential future supply of sites for employment. The document reiterates the ambitions for employment led growth and the need for new innovative sectors to provide jobs over the medium to long term.
- 3.5.18 The document states that there is a continued need to move away from declining sectors (defence and manufacturing) in a Borough which has seen a 4% decrease in locally based jobs over the past decade. The Borough has the lowest job density in the South East and currently relies on the public sector to provide 36% of local employment. With low levels of employment it is understandable that the GVA per capita is the lowest in Hampshire. Gosport also has the lowest business registration rate in the South East.
- 3.5.19 PUSH have set targets for minimum net employment floorspace in the sub-region from 2006-2026. Of the total requirement 81,500sq.m, 48% of this is intended for office development, 27% for warehousing and logistics and 15% for manufacturing. Notwithstanding these targets it is identified that it is important for the Borough to provide sufficient floorspace for high-tech manufacturing and the marine sectors which are identified local clusters. The ELR does not identify a ceiling of employment floorspace supply, acknowledging the PUSH target is a minimum.
- 3.5.20 In terms of high-tech manufacturing it is not currently known which types of manufacturing exist in the Borough and which the Council is seeking to develop further beyond marine, aeronautical and environmental technologies.
- 3.5.21 The ELR includes a caveat that it was prepared prior to the onset of the current recession, and is therefore seen as being ambitious. It identifies that in the short term there are implications for local employment and the amount of land that is being developed for employment purposes.
- 3.5.22 **STRATEGIC HOUSING LAND AVAILABILITY ASSESSMENT** – The primary role of the SHLAA is to identify sufficient specific sites, to deliver housing over the coming 5 year period. The document outlines the Council's position in terms of housing supply, as of September 2009. It identifies the following potential sources of supply:
- Non-housing allocations – 13 units (net)
  - Existing housing allocations including Priddy's Hard Heritage Area, Daedalus and Gosport Waterfront – 300 units (net) with no identified quantum of housing for Gosport Waterfront
  - Unimplemented and outstanding planning permissions – 263 units (net).
  - Planning permissions currently under construction – 466 units (net)
  - Vacant and derelict land and buildings – 32 units (net).
  - Additional housing opportunities in residential areas – 106 units (net).
  - Large scale redevelopment (Rowner) – 199 units (net)
  - Total housing supply 1,379
- 3.5.23 The SHLAA states that Gosport Waterfront is considered to be suitable for housing as part of a mixed-use scheme. Whilst at present the Local Plan review allocates 50 dwellings for the site under policy R/H3, it is considered that the site is capable of delivering a far greater number of dwellings. It is expected that the masterplan process will inform the number of dwellings to be included on the site.

- 3.5.24 As of September 2009 the SHLAA identifies that of the 2,500 home delivery target over the period from 2006-2026, 963 homes were delivered over the period from 2006-2008. This leaves a residual requirement from 2008-2026 of 1,537 additional homes. The residual number of homes to be delivered is likely to be further reduced due to delivery over the 2008-2009 monitoring period. With the current 5 year delivery target being 427 homes before 2013, in theory this could be met purely by supply from existing permissions. This current supply position demonstrates that Gosport should be seeking to deliver over and above its regional housing target, if it is to facilitate sufficient development value and attract investment to support infrastructure delivery and growth.
- 3.5.25 The Council has previously tested for the delivery of 4,000 dwellings over the plan period. Furthermore, the Gosport housing topic paper identifies that Gosport Town Centre and Waterfront are highly accessible, and capable of accommodating housing at a density of 60 dwellings per hectare or greater. These differing development targets for the study site create great opportunity to realise the true potential of this site.

### **3.6 Demographic and Economic Profile**

- 3.6.1 In order to try understand the growth dynamic for the site, one has to place this in context of the broader socio-economic dynamic that Gosport will face over the plan period upto 2026.
- 3.6.2 Key demographics obtained from the Office of National Statistics, Hampshire County Council's Spatial Strategy and Research Group are discussed below.
- 3.6.3 Gosport has had a consistent population figure of about 77,000 for the last twenty-nine years reaching a maximum of 80,000 with a projected decrease over the plan period of 3% (approx 1,800).
- 3.6.4 The population aged over 65 was 13,856, this is set to increase to 15,903 by 2026 – nearly a 15% increase in this age cohort. Those aged 20-44 whom are likely to be amongst the most economically active, are projected to decline from 27,369 to 26,323, a 4% decrease (2009-2026).
- 3.6.5 Gosport is therefore projected to have a declining and aging population. Of particular concern is the loss of economically active residents who could contribute to a new skill and employment base in the Borough. Furthermore, this decline could have an impact on retail spend and further impact on the retail viability of the existing shops. Growth and regeneration in the Borough is critical to reverse the trend of outward migration and economic leakage which is currently 65%. Such decline is not sustainable.
- 3.6.6 In the age group 16 to 74, 46.7% were in full time employment (2001 census). This compares favourably to the rest of the South East which has a comparable figure of 43.2%. However, Gosport had a significant lower level of those who are self employed at 6.1% compared to 9.6% for the rest of the South East. These figures indicate a low level of local business activity and entrepreneurship.
- 3.6.7 Based upon the 2001 census, Gosport has a comparably low number of students (aged 16-74) at 2.5% compared to 4.2% for the rest of the South East, this reflects the level of local skills attainment in the Borough. Comparing higher level skills (levels 4 and 5), 13.6% of Gosport's population had higher level qualifications; in comparison the South East was 21.8%. The prevalence of higher skill levels can be directly related to higher level jobs and incomes.
- 3.6.8 Of the 37 million tourism day trips which were made in and around Hampshire County in 2008, Gosport received 4%. By comparison neighbouring Portsmouth received 10% and

Fareham 10%. Portsmouth has amongst the largest proportion of tourism related employment in Hampshire at 14%, in Gosport this is 4%.

### 3.7 Planning Overview

- 3.7.1 **HOUSING:** The review has identified various housing targets suggested in policy both for Gosport and for Gosport Waterfront. At a sub-regional level real concern needs to be expressed that the housing allocation for Gosport will do little to change the economic profile within the Borough, especially in light of such substantial allocations for Fareham and Portsmouth. Of the target allocation of 2,500 houses, 963 have already been delivered requiring only 85 units to be built per year over the remainder of the Plan period. With a declining population, possibly an increase in one-person families, housing supply and demand appears to be a static. Yet it has been recognised throughout the country that the supply of new housing is an enormous regeneration driver creating new local employment opportunities, new skills training, bringing in new people to compliment existing communities; it has been in the last ten-years the precursor for further mixed-use development investment.
- 3.7.2 **EMPLOYMENT:** The policies identify the urgent need to create a strong, more diverse employment offer. To support employment there needs to be significant investment in skills training to ensure that there is a ready supply of labour to satisfy the needs of (new) business. At present there are no tertiary educational facilities or satellite campuses in Gosport. Furthermore, PUSH has identified a fundamental shift for Gosport, increasing the provision of office employment space from 7% to 48%. While the Employment Land Review identified Gosport Waterfront as a significant site for employment floorspace (office and marine-related industries), this will require a concerted effort from both the public and the private sector to rebrand the site as an office location in light of regional policy encouraging office campus locations along the M27 corridor. The public sector may need to recognise that they may need to initiate this local action.
- 3.7.3 **RETAIL and LEISURE:** Our review has highlight a modest projection of growth in retail across the Borough with no target figures for Gosport Waterfront. Policy recognises the inherent commercial and tourist attraction value of the site. From studies undertaken by Colin Buchanan, it is now recognised that retail needs a critical mass in order to survive, drawing in the seasonal tourist trade but at the same time surviving on local loyalty and spend. Tourism is recognised world-wide as being the biggest economic generator within local economies. Gosport's tourist capture is insignificant and consequently Gosport will need to create a brand identity to improve its profile; creating a series of event spaces along the waterfront and linking back into the town centre, to extend visitor staying time and drawing spend through-out the town.
- 3.7.4 **INFRASTRUCTURE:** PPS1 Delivering Sustainable Development recognises the crucial relationship between "sufficient land", "suitable quality" and "accessibility". While our review of policy notes that there appears to be sufficient infrastructure capacity with regards to services, all policy documents note that the biggest constraint to growth in Gosport is the current congestion on the A32 and that no funding mechanisms have been identified to address this issue. Of further concern is that the BRT funding appears to be in jeopardy. If strategic infrastructure delivery cannot be secured, then there is a real risk to any future private investment. The resolution of these sub-regional issues are not in the gift of Gosport Borough Council. Gosport should therefore build its future growth on the back of a stronger link with Portsmouth, using cycling, walking and the ferry to enhance its accessibility to the sub-regional market, and quite fortuitously through the link at Portsmouth Harbour Station, with the London market.

## 4 Transportation Issues

### 4.1 Introduction

- 4.1.1 This chapter addresses transportation issues related to the Borough and the impact that these issues will have on the regeneration of the Waterfront site. It reviews relevant transport policy and provides a summary of initial discussions held with officers at Hampshire County Council and Gosport Borough Council (Refer to Fig. 3).
- 4.1.2 This review focuses on strategic access issues, as these are fundamental to delivering a step change in the perception of Gosport in general, and of the Waterfront site in particular.
- 4.1.3 Specific access and transportation issues relating to the development of Gosport Waterfront will be dealt with as part of the Stage 2 Masterplan Design Development when a picture will begin to emerge regarding possible land-use, massing and layout, and consequently, related transport implications

#### ***Vehicular Access***

- 4.1.4 Gosport is located on a peninsula. As a result, it can only be accessed by land from the north or west through Fareham Borough or from across the harbour by ferry.
- 4.1.5 Three routes link Gosport to the strategic road network, all passing through Fareham:
- The A32 is the main strategic route crossing from north-west to south-east across the peninsula between Gosport and Fareham connecting the A27 at the Quay Street Roundabout;
  - The B3334 runs to the east to north-west across the peninsula between Gosport and the north-west of Fareham, and meets the A27 at the Titchfield Gyratory; and;
  - The B3385 runs roughly east to west from Gosport Town Centre to Lee-on-the-Solent before connecting on with Fareham, connecting with the A32 to the north at the Salterns Lane Gyratory. This route also meets the B3334 at the Peel Common roundabout outside the Lee-on-the-Solent air base
- 4.1.6 The A27 is a strategic east-west route across Fareham that provides access to Portsmouth to the east, Southampton to the west and the M27 motorway at junctions 9 and 11. The M27 connects with the national motorway network via the M3 north of Southampton
- 4.1.7 The three routes out of Gosport are known to be congested, in particular at peak times. The A32 includes a number of key junctions that are generally considered as bottlenecks, including: Tichborne Way; Wych Lane and the Quay Street roundabout. Other key junctions under pressure include: the Peel Common roundabout on B3385, Newgate Lane, and the Titchfield Gyratory and, Stubbington roundabouts on B3334
- 4.1.8 This congestion on the road network is believed to be mainly due to the high levels of out-commuting traffic from Gosport meeting the high traffic flows through Fareham on the A27. Congestion occurs on many parts of the key routes out of Gosport. We will refer to this issue again in our Overview.
- 4.1.9 Travel to Work census data (2001) suggests that approx 48% of Gosport residents work outside the Borough (i.e. Southampton 5%, Eastleigh 4%, Fareham 18%, Portsmouth 14%, Havant 5%). It is noted that out-commuting has increased between 1991 and 2001 which is of considerable concern.

- 4.1.10 For residents commuting outside the borough, the mode share of the private car (driver and passenger) is 73%. For residents working within Gosport the car mode share is 47%. However, during the census period car ownership of one or more cars increased from 70% to 75% showing a very high reliance on private mobility.
- 4.1.11 Gosport Town Centre is well served by parking sites both publically and privately owned and operated. Additional parking is provided along Mumby Road and South Street. All these parking areas are highly accessible to the pedestrianised High Street. Discussions with shop keepers did note that parking charges were highly price sensitive with slight cost increases reflected in lost income. While this is unsubstantiated it should be recognised that the economic review undertaken would support this sensitivity.

### **Public transport**

- 4.1.12 Gosport is known for being the largest town in the country without a rail link. As an important port town, Gosport developed around its rail and port facilities but this has been in steady decline with passenger trains ending in 1953 and freight in 1969. The historic railway alignment and servitude are still very evident today, part of the alignment entering and crossing the study site to give access to the Royal Clarence Yard, and the raised gantry enclosing the marina. The former railway station was located just outside the "Double Gates" (1832) in walking distance from the Town Centre. In-direct railway services to and from Gosport are now from Portsmouth Harbour Station which needs to be reached via the ferry services; and Fareham Station located 800m west of Fareham Town Centre and bus station. The disused railway line between Fareham and Gosport has been identified as a route for a Bus Rapid Transit system between Salterns Lane and Military Road.
- 4.1.13 Around 10 bus services criss-cross the peninsula using the three key routes (A32, B3334 and B3385). Lack of bus priority facilities on these routes leads to delay and unreliability of service. While these services connect Gosport to Fareham, none of these services link directly to major employment and retail destinations in Fareham and Portsmouth. The bus network hubs are focused at the Gosport bus station located next to the ferry terminal, and Fareham's bus station. From Fareham additional services are then available to the wider sub-region (Portsmouth, Southampton, QA Hospital).
- 4.1.14 The Travel to Work census data (2001) suggests that overall bus mode share for Gosport is 7%. This increases to around 11%-12% for destinations such as Portsmouth and Fareham.
- 4.1.15 For residents employed in Gosport, the bus mode share is only 5%. This fairly low figure could be partially explained by the higher walking and cycling figures. This implies that the bus has to compete with walking and cycling for these shorter journeys (Walking mode share is 20% and cycling 13%).
- 4.1.16 A privately operated ferry, linked to a Watermans Right, runs between Gosport and Portsmouth. This is highly reliable with a continual service making it popular and well used. The Travel to Work data suggests that a high proportion of Gosport residents work in Portsmouth (14%). Of these about 30% travel to work using the bus (11%), cycling (14%) or walking (5%) which, considering the distance involved by land, suggests a short trip across on the ferry as part of a journey to work. On average there has been an increase in usage with 3.6 million people using the ferry in 2006; 15% of ferry passengers take a cycle. This is clearly a strength that Gosport needs to build its business case on.
- 4.1.17 As part of the Royal Clarence Yard development, a ferry service was provided giving access between the RCY and Portsmouth but this was discontinued late last year due to

lack of viability This may be partly explained due to the existing isolation of this development and its low resident population

### ***Walking and Cycling***

- 4.1.18 Gosport benefits from a local network of cycle ways that from observation are well used, especially by school children The Travel to Work data suggests that for Gosport residents working in Gosport, the cycle mode share is 13%. It is understood that the cycling network was initially built largely through LTP capital funding and safety budgets and in more recent years improved through developer contributions.
- 4.1.19 Walking also represents a good share of trips made in Gosport, with the Travel to Work data suggesting a mode share of 20% for residents working in Gosport
- 4.1.20 The flat topography of the peninsula contributes to making walking and cycling realistic alternatives to the private car and other motorised modes.

## **4.2 Transportation: The South East Plan**

- 4.2.1 The South East Plan recognises the importance of a transport strategy to unlock development potential. It acknowledges that this growth is severely impeded by congestion on most of the major routes throughout the South Hampshire area. The strategy is based on the principles of:
- Reduce: reduce the need to travel and/or encourage non-car based transport through the implementation of Travel Plans;
  - Manage: deliver schemes that allow a better management of existing road infrastructure (e.g. traffic signal, bus priority); and,
  - Invest: if all else fails, then invest in new infrastructure.
- 4.2.2 The policy for Fareham mentions a quality public transport connection with Portsmouth, including the development of an attractive bus-based service linking Fareham, and its associated SDA, with Gosport and Portsmouth.
- 4.2.3 The SE Plan details a number of projects that are programmed to be delivered in order to allow development in the region. It refers to schemes included within the Local Transport Plan as scheme to be initiated by 2013/14 Under the current recessionary climate, it is uncertain if funding is still available for such projects

## **4.3 Solent Transport Strategy**

- 4.3.1 The Solent Transport Strategy forms the Local Transport Plan 2006-2011 of relevance to the Gosport area. It sets out a strategy for managing the transport challenges and opportunities faced by the South Hampshire area in the next 20 years
- 4.3.2 It recognises that significant investment in transport infrastructure will be required if the planned development suggested by the SE Plan is to be accommodated
- 4.3.3 The Solent Transport Strategy notes that:
- The M27 is the main spine of the sub-region and provides access to the two main routes north to London (M3 and A3). It serves mainly local trips from the region to these two links or within the region (only 30% of trips on M23 are through the entire region).
  - The A27 runs parallel to the M27 and provides local access to many settlements. It is not adequate for long east-west journeys.
  - There is a phenomenon of "junction-jumping" on M27 that creates congestion.

- Gosport's growth is severely restrained by the lack of additional strategic access routes, restricted to only one route: the A32

4.3.4 The Strategy has been tested in the Integrated Transport and Land Use Model for the Solent, and identifies a number of interventions totalling an investment of £1.67 billion upto 2026. These investments are classified following an incremental strategy of Reduce, Manage, Invest (see Table 4.1).

**Table 4.1: Transportation schemes relating to Gosport (Ref. Solent Transport Strategy)**

Scheme	2006-2011	2011-2026	Tackles Congestion	Access Development	Access Port/Airport
Sustainable communities – land use policies	Y	Y	Y	Y	
Travel Plans	Y	Y	Y		
Demand management	Y	Y	Y		
Personalised travel plans	Y	Y			
VMS on motorway		£30m	Y		
Car park management	Y	Y	Y		
Premium interchange (one in Gosport out of 13 planned; £330m for all 13)	Y	Approx £2.3m	Y		
A27 Bus priority and traffic management		£20m	Y		
Western Access to Gosport including Stubbington Bypass		£100m	Y		
M27 J11-12 climbing lane	£28m		Y		
M27 J9 improvements		£25m	Y		
M27 J9a-11 extra lane		£80m	Y	Y	Y
Key Fastway corridors (Fareham-Gosport BRT)	£?m		Y		

4.3.5 The Strategy, as part of the Hampshire Local Transport Plan 2 (LTP2), advocates:

- Focus development around Portsmouth and Southampton to encourage shorter journeys;
- Promote travel planning;
- Improve the management of motorways and trunk road networks;
- Create cost-effective bus priority measures and park-and-ride facilities;
- Improvements to town centres (congestion and air quality); and,
- Strategies to tackle accessibility issues due to geography - especially the Gosport peninsula

4.3.6 The Strategy lists the following schemes as necessary to unlock development in Gosport: Western Access to Gosport (inc Stubbington bypass); M27 J11-12 climbing lanes (now completed); M27 J9 improvements; A27 bus priority and traffic management; additional high quality buses; new ferry services (between Portsmouth and Southampton and community in between); Travel Planning; VMS on motorway; management of car parking capacity and charging regimes; and, improved strategic transport interchanges including Portsmouth Hard.

4.3.7 The Strategy also lists additional local Hampshire transport schemes including Fareham A32/B3385 corridor improvements and Quality Bus Partnership Gosport – Fareham.

4.3.8 It should be noted that all the above major schemes are subject to the DaSTS review process that will inform the governments spending review and assist in identifying the priority schemes for investment post 2014

## **4.4 LDF – Draft Core Strategy**

4.4.1 This section is a review of the Local Development Framework –Transport (Chp. 10).

### ***Local accessibility***

4.4.2 As mentioned in the other policies reviewed, the LDF notes the issue of Gosport being structured around three strategic routes with heavy congestion. It notes that part of this problem is due to a high level of out-commuting caused by a high population density, a decline of traditional employment and a lack of new employment or retail offer to compensate within Gosport.

4.4.3 It is noted that this congestion impacts on the bus services' ability to provide a reliable service as key routes have no priority measures for busses meaning that buses are caught in traffic. In addition buses from the peninsula do not directly serve key sub-regional centres of employment. This reduces the attractiveness of the bus services.

4.4.4 Overall, the key issue identified in the document is a systematic lack of investment in transport, with the failure from central government to financially back the South Hampshire Rapid Transit (a light rail based system covering the whole of South Hampshire) given as an example. This project was therefore reconsidered and was reborn as a bus rapid transit scheme, including a section between Fareham and Gosport using the historic railway servitude.

### ***The Hampshire Local Transport Plan***

4.4.5 The Local Transport Plan 2 (LTP2) highlights a number of policies aimed at improving accessibility to Gosport through: a range of highway improvements; promotion of bus travel; integration of bus with the Gosport Ferry; travel planning, car sharing, car club initiatives; and, addressing issues of severance for pedestrians and cyclists.

4.4.6 A number of schemes are identified: 2006/07: Lee-on-the-Solent sustainable suburbs; 2007/08: Gosport/Fareham Quality Bus Partnership; and, Access to Gosport A32; and, 2008/09 – 2010/11: Access to Gosport – localised schemes: Quay Street, Fareham AQMA; A32 Salterns Lane junction; Newgate Lane junctions with Longfield Avenue and Speedfield; and, Peel Common.

4.4.7 However, as of Sept 2009, the only scheme delivered was the Lee-on-the-Solent scheme. Money allocated was delayed and some allocated to supporting the development of the BRT.

4.4.8 Telephone conversation with the transport policy officer at Hampshire County Council confirmed a number of key elements of the local transport strategy:

- There is a view that congestion on access routes to Gosport is due to high levels of traffic on the A27. Traffic management improvements along the A27 should therefore be seen as a priority to tackling current congestion problems on the access routes to Gosport.
- The Reduce, Manage, Invest approach is borne out of the recognition that it would be financially and environmentally difficult to provide a significant level of additional road capacity to and from Gosport. As a result, any transport strategy should consider how to reduce the need for travel, especially by car, in the first instance. This implies that adopted an integrated strategy between land-use planning and transport is crucial. Managing the existing road capacity to favour sustainable travel patterns but also provide an equitable share of the capacity available to each traffic movement forms the second key aspect of a transport strategy for the peninsula.

- The BRT scheme's viability is in jeopardy. Funds allocated to the scheme can only be released if the scheme is implemented before March 2011. Having gained planning permission, the BRT Phase 1 scheme is being legally challenged, delaying the implementation of the scheme and threatening the provision of the funds allocated to it. This is a major issue as it is considered essential that the BRT be delivered in order to create a step change in public transport access to Gosport. We understand that alternative means of financing the first phase may have been secured to enable construction to start this year.

### ***Transport for South Hampshire***

- 4.4.9 Transport for South Hampshire (TfSH) consists of local transport authorities (Portsmouth, Southampton and Hampshire), local transport operator, government bodies and local business interests. TfSH's role is to deliver strategic transport schemes in South Hampshire by securing funding and implementation.
- 4.4.10 TfSH has submitted bids to the relevant funding bodies including the following schemes of relevance to Gosport (Package C): Bus Rapid Transit; Premium Bus Network; Traffic management; Gosport, Fareham and Portsmouth Interchanges; and, Smarter Choices. Schemes to improve the A32 corridor and the Western Access to Gosport have been put forward but are considered by TfSH to be less likely to receive funding.

### ***Sub-regional Implementation Plan***

- 4.4.11 Through the Implementation Plan, Gosport is promoting various schemes for government funding as being essential to the delivery of the SE Plan growth projections. These include: Western Access to Gosport; BRT further phases; and, Access to Fareham SDA. However, it is recognised that there is a gap in funding and that these schemes would be difficult to deliver.

### ***Emerging Strategic Access to Gosport Peninsula Study (STAG Study)***

- 4.4.12 The Partnership for Urban South Hampshire (PUSH) has commissioned the STAG study, which is currently in the drafting stage. This study aims at consolidating all strategies and schemes and identify the schemes that will be required in order to deliver the projected levels of growth in Gosport.

### ***Peter Brett Associates's Impact Assessment Study***

- 4.4.13 Fareham BC, Gosport BC, Havant BC, Portsmouth CC and Hampshire CC have commissioned PBA to undertake a Traffic Impact Assessment of the four authorities' core strategies on the strategic road network. This study provided an initial impact analysis ignoring any of the potential improvement schemes identified in other strategies. This exercise was therefore purely an impact analysis without the benefit of recommending potential solutions.

### ***Core Strategy – Summary***

- 4.4.14 The Core Strategy adopts the principles of Reduce, Manage, Invest. It accepts that investment in new infrastructure will be necessary to deliver the growth. It acknowledges that when it comes to delivery of transport schemes, Gosport's powers are limited and consequently, collaborative working with the County and neighbouring authorities and delivery bodies is essential.

- 4.4.15 It promotes the location of residential development in close proximity to employment opportunities to reduce the need to travel.
- 4.4.16 It requires that development sites be accessed by all modes of transport
- 4.4.17 It aims to change travel habits by promoting sustainable modes of transport such as walking and cycling
- 4.4.18 It aims at increasing bus mode share by: provision of the BRT link between Fareham and Gosport, plus further phases linking to key employment such as Queen Alexandra Hospital; bus priority and dedicated bus links; integrated ticketing; improved transport interchanges; new transport interchange at Fareham Railway Station, to improve link to rail from Gosport; and, premium bus routes and bus priority (as part of traffic signalisation of key routes out).
- 4.4.19 It supports alternative means of transport such as water borne transport
- 4.4.20 It promotes better management of parking capacity

#### **4.5 Topic Paper: Transport and Accessibility**

- 4.5.1 This topic paper provides the basis for the Transport section of the LDF Draft Core Strategy (reviewed in the section above) and reiterates most of the Core Strategy issues. To avoid repetition, only relevant additional pieces of information are summarised in this section.
- 4.5.2 The topic paper quotes the Solent Transport Strategy and indicates that about 1,200 commuters use the ferry to access Portsmouth but about 2.5 times more people drive to Portsmouth contributing to the 6,600 peak period vehicles on the A32 to Fareham with a further 3,200 trips using the B3334 to destinations in the north-west.
- 4.5.3 Congestion is accepted as the key issue that Gosport needs to address to improve its accessibility. However, we noted that congestion on the A32 occurs predominantly at Fareham rather than necessarily along the route through Gosport.
- 4.5.4 The congestion experienced on the A32 seems to be a peak hour issue judging from the travel time survey results provided. Off-peak travelling between M27 J11 and Gosport (Brockhurst junction) on the A32 takes about 10min in both directions. In the morning peak travel time northbound rises to more than 22 minutes between 07.00 and 08.00 and then remains high (about 20min) between 08.00 and 09.00. In the evening travel time southbound increases to 17min between 17.00 and 18.00. However if traffic flows are considered, then traffic on the A32 remains consistently high across the day between 09.00 and 18.00, with 950 and 1,100 vehicles per hour between 06.00-18.00.
- 4.5.5 The MVA study on Commuting, Congestion and Employment in Gosport identified peak spreading as a result of congestion. The extended peak periods commence earlier than is normal, with commuters leaving home predominantly between 06:00 and 09:00 and returning between 16:00 and 19:00
- 4.5.6 The Topic paper notes a number of key characteristics of travel to work: "Gosport has:
  - One of the lowest use rates of car usage to work in the South East;
  - One of the lowest car ownership in Hampshire;
  - One of the highest cycle rates to work;
  - Higher than average walking to work; and,
  - One of the highest take-up of local jobs in Hampshire "

4.5.7 It concludes that this provides a strong basis for promoting sustainable travel to work patterns backed up by integrated land-use planning (see Table 4.2). However, one can wonder if there are no other socio-economic reasons for this travel patterns

**Table 4.2: Travel to Work mode split comparison (Topic Paper)**

2001 TTW	At Home	Train	Bus	Motorcycle	Car Or Van - Driver	Car Or Van - Passenger	Bicycle	Walking	Other
Gosport	6.8%	1.3%	6.6%	2.3%	52.4%	6.2%	10.7%	11.8%	1.9%
Hampshire	9.7%	3.2%	3.2%	1.3%	63.5%	5.9%	3.5%	8.7%	1%
England	9.2%	4.2%	7.5%	1.1%	54.9%	6.1%	2.8%	10%	4.2%

4.5.8 The TTW mode share analysis presented above shows that Gosport shows relatively more sustainable travel patterns than the rest of Hampshire, with a lower proportion of car use and a much higher proportion of cycling and walking. Train use is low reflecting the poor accessibility to train services from Gosport, but this is compensated by a higher bus usage than for the rest of Hampshire. When compared to national figures, car use in Gosport is within the national average, with a slightly higher walking mode share and a significantly higher cycling mode share. Compared to national figures, train and bus usage is lower in Gosport reflecting the lack of access to rail and the relatively inefficient bus network.

4.5.9 Although these headline figures are encouraging, it would need to be considered against socio-economic parameters and how Gosport compares to the rest of Hampshire and the country in terms of wealth. Irrespectively, one positive point remains that cycle usage is high in the peninsula, probably connected to the use of the ferry, and should be a strength to be built upon.

4.5.10 The ferry is highlighted as an important transport links. The ferry operates a regular service between 05.30 and 00.00, seven days a week, 364 days a year with frequencies of between 7.5min and 15min. It offers an easy interchange between ferry and train (Portsmouth Harbour Station), and bus (direct proximity to Gosport bus station and Portsmouth Hard).

4.5.11 The PBA Impact Assessment identifies that overall planned growth in Gosport would have a limited impact on the strategic road network, with most of the predicted congestion occurring as a result of accumulated development in the South Hampshire sub-region. The Topic Paper indicates that this is particularly the case of the Supplementary Development Area - North Fareham's impact on the road network north of Gosport.

## 4.6 Gosport Waterfront

### Vehicles

4.6.1 In light of our review, it is apparent that Gosport suffers from a perception that congestion is effecting growth within the Borough. In reality, there is a heavy out-commute that creates congestion throughout the three strategic access routes and encounters delays at key junctions along A27. Inward traffic movements do not suffer the same level of delay. It should be recognised that congestion is both a local and a sub-regional issue that will need to be addressed which development probably sites cannot individually resolve. Part of any strategy must be to make Gosport a stronger destination in order to reverse the out commute pattern and encourage new travel patterns towards Gosport.

- 4.6.2 The A27 is an heavily congested corridor and this congestion delays traffic originating in Gosport in accessing the wider sub-regional road network, which contributes to delays and queuing on the three approaches from Gosport. The A32 leads from Fareham through Gosport to give direct access to the Gosport Waterfront site at the southern end of the A32 Mumby Road via a number of site roads. All access junction are priority controlled, except for the junction with Weevil Lane at the northern end of the site which is signal controlled with pedestrian facilities.
- 4.6.3 Mumby Road, adjacent to the length of the site, is a wide single carriageway road with parallel parking and cycle lanes in both directions. Mumby Road serves the industrial units of Clarence Wharf, the various boat building and repair activity of Gosport Marina and light general traffic. Actual traffic activity on Mumby Road is low.
- 4.6.4 A public slip to the water is accessed off Harbour Road. It is presumed that any re-development of the site will need to reinstate this public right-of-way. Land Registry records of the site stating legal conditions or covenants have not yet been received from the Client to ascertain this.
- 4.6.5 At present there appears to be an adequate amount of car parking achieved through on-street and on-site provisions, but the site will need to provide for both land-based re-development options and for the boating activity associated with the marina. This may need to include for winter storage of boats, although alternative locations should also be explored.
- 4.6.6 There may also be potential for parking provision to be shared between land uses because demands peak at different times (marina use peaks in summer and retail peaks at Christmas for example). This would allow an efficient use of land and limit the impact of parking provision on the quality of the public realm.
- 4.6.7 The local parking standards are detailed in Hampshire Parking Strategy and Standards (2002, adopted by Gosport Borough Council in May 2006). This document provides a set of maximum parking standards that can be discounted depending on the relative accessibility of the site considered. In the case of the Gosport Waterfront, as a major development area, it is expected to benefit from improved accessibility by non-car modes and therefore, it is possible that reductions would be applied to parking provision. The standards refer to an accessibility map of Hampshire as a guide to the level of accessibility of a particular location. It considers that Gosport town centre benefits from a high level of accessibility in peak times and on Saturdays, which would confirm the use of reduced maximum standards. However, criteria including self-containment, need for regeneration, environmental sensitivity and accessibility by cycle are also to be considered.

### **Buses**

- 4.6.8 In terms of public accessibility, there are no bus services running along Mumby Road. However, the site includes Gosport's bus station and ferry terminal that are located at the southern end of the site. It should be noted that about half the site is located further than 400m away from the bus station and ferry terminal. (Deemed an acceptable walking distance away from a public transport stop.)
- 4.6.9 A reorganisation of bus services and routes around Gosport Town Centre, and within the vicinity of the Waterfront, should be considered as this would improve accessibility by public transport. This could possibly be undertaken within the context of a remodelling of the streetscape along Mumby Road.
- 4.6.10 The current location of the bus station needs to be questioned in terms of the overall redevelopment of the site. Whilst a stopover facility and convenient interchange between

the bus and ferry services should be maintained to ensure the overall vitality of Gosport Town Centre, it is questionable that such a facility should dominate such a strategic waterfront site. A rationalisation of the bus station (current peak of 20 buses per hour), where bus stop and bus stand should be located, the provision of taxi ranks, and general drop-off should all be considered as part of the Stage 2 study.

### ***Bus Rapid Transport***

- 4.6.11 While a key features of the public transport network in Gosport is the lack of convenient rail access this will in future (pending funding) be improved with a Bus Rapid Transport (BRT) connecting Gosport Bus Station to Fareham. There is as yet no certainty regarding the extension of the BRT into Gosport beyond the proposed first stage between Military Road and Salterns Lane. A possible future route runs along South Street, South and North Cross Street, Mumby Road (adjacent to the study area), Forton Road and then along the old railway line. The extension of the proposed busway north of Redlands Lane to Fareham Station is also to be considered by Transport for South Hampshire. While no stops have been identified along this provisional route adjacent to the site, it could have a positive impact on the accessibility of the site in future. The possibility of introducing a BRT stop, as a gateway stop into Gosport, at the square in front of Rope Quay, would be highly beneficial to Gosport Town Centre, Royal Clarence Yard and Gosport Waterfront.
- 4.6.12 The Bus Rapid Transit scheme has been identified as a potential contribution to Gosport's accessibility issues and forms the best opportunity for a step change in public transport delivery. A first phase of the BRT scheme has received planning permission and would benefit from central government funding if delivered within a specific timescale. This first phase of a BRT system is essential to the future growth and viability of Gosport. Although it is evident that this initial phase would need to be expanded to connect with Fareham town centre and transport interchanges (bus station and rail station) and to penetrate deeper into Gosport, it forms an essential starting point from which to grow a meaningful network. It must be noted that there are plans to consolidate public transport networks in Fareham to provide easy interchange between rail, BRT and bus railway station
- 4.6.13 Some form of joint ticketing, such as the London Oyster card, between different modal options would greatly assist the public transport offer in the peninsular

### ***Ferry***

- 4.6.14 Gosport benefits from a successful ferry service across the harbour to Portsmouth. This service is regular and reliable and used by numerous commuters. It must be borne in mind however, that the use of the ferry can only be in conjunction with other modes at the Gosport and Portsmouth ends and therefore requires at least two interchanges. This may discourage the use of buses at both ends, although through ticketing is available. This would be less likely to be an issue for people walking and cycling. Therefore the potential to use the extensive waterfront edge of the site for additional ferry/water borne services will need very careful consideration as both ease of access and critical commuter numbers will be prerequisites in terms of operating viability

### ***Pedestrians and cyclists***

- 4.6.15 In order to promote its waterfront, the Borough has constructed the Millennium (Waterfront) Promenade which runs from the Haslar Hospital up to the Falkland Gardens. At this point the walk is somewhat fragmented as it passes the marina and adjacent sites. The walk then continues past Rope Quay with the intent that this will in future extend upto

the Royal Clarence Yard and on to Priddy's Yard. The Gosport Waterfront therefore plays a key part in delivering this strategy.

- 4.6.16 The Waterfront site is severed from the rest of the town centre by Mumby Road. Although relatively lightly trafficked, crossing opportunities for pedestrians and cyclists would have to be improved to fully integrate the site with the town centre. A transport strategy considering a potential redesign of Mumby Road and the integration of the Waterfront site within an expanded town centre circuit/experience should be given some weight.

## **4.7 Transportation Overview**

### ***Strengths***

- 4.7.2 Gosport is a flat geography and self-contained area making it conducive to walking and cycling.
- 4.7.3 Commuting via walking and cycling is well established.
- 4.7.4 Gosport ferry is a well used service link to Portsmouth.
- 4.7.5 Parts of the disused rail corridor have been identified as a dedicated bus and cycle route into Gosport.
- 4.7.6 Gosport Waterfront is in easy walking distance of the town centre, Millennium Walk and the Haslar Hospital site. Gosport is a "walkable" town.
- 4.7.7 The study site includes the Gosport bus station which provides a range of intermodal connections.

### ***Weaknesses***

- 4.7.8 The peninsular location limits access, with all existing and future access needing to go through the congestion on routes Fareham and on the A27.
- 4.7.9 There is a limited road infrastructure (3 routes branching out from the town centre) with limited ability to expand this network without incurring prohibitive costs.
- 4.7.10 There are no rail stations in Gosport. Commuters need to use an alternative mode (bus or/and ferry) to access the rail services in neighbouring Fareham and at Fareham and at Portsmouth Harbour. (One could however argue that Venice and San Francisco have the same issue).
- 4.7.11 There is a high level of out-commuting and a high level of car ownership. This will require a social attitude change plus a range of punitive and enhancement measures to encourage people to change to public transport.
- 4.7.12 The bus service is limited and unreliable. This would need to be addressed to make it a more attractive.

### ***Opportunities***

- 4.7.13 Traffic management measures are being pursued on the A27 and M27.
- 4.7.14 The BRT has planning approval and funding, albeit that both are at risk.
- 4.7.15 To create an integrated public transport offer through e.g. Oyster Card ticketing, Travel Zone mapping, free travel for school children, linking access to Gosport attractions with

public transport. In the 1930 London Underground had a series of posters saying "see Brighton by train". This idea encourages commuters to see public transport as part of the attraction of the outing.

- 4.7.16 Review the possibilities of creating an expanded water transport offer with multiple links to Portsmouth and other key harbour areas, both as a commuter and tourist network.
- 4.7.17 Integrated land-uses that allow to internalise more commuting trips, i.e. going towards a self-contained "society" with people living and working in Gosport.
- 4.7.18 Actively set far lower parking standards for new development to encourage greater public transport use. This needs to be a measured policy to ensure that as the town centre grows it has the ability to absorb additional retail and event car parking.
- 4.7.19 Improved walking and cycling accessibility throughout the peninsula
- 4.7.20 Travel planning to promote non-car modes of transport to a larger number of people working and living in Gosport (Sustainable transport aspect of the self-contained "society")
- 4.7.21 Attract a campus-style employer or educational satellite campus that encourages growth but without the related increase in private commuting.

### ***Threats***

- 4.7.22 The perceived threat that congestion on A27 "strangles" Gosport making it an unattractive destination or investment opportunity. Access onto the peninsula is, however, far easier than egress and congestion is therefore overstated as an obstacle to business.
- 4.7.23 The impact the North Fareham SDA may/will have on the A27 and M27, compounding an existing problem.
- 4.7.24 Inadequate skill base jeopardising the idea of a self-contained "society" model with increased out commuting of people seeking higher paid employment.
- 4.7.25 Critically, the sheer lack of identifiable funding or secured funding to drive forward any of the sub-regional transportation policies or projects will have a direct impact on the growth projections for Gosport. The lack of public funding will deter back-to-back private sector funding, and therefore carrying on the history of underinvestment in Gosport.
- 4.7.26 The biggest threat to the development of Gosport Waterfront is that, in order to realise development potential, these sites are expected to contribute a far higher sum towards addressing the transport issues than is their actual impact on the transportation network.

## 5 Environmental Review

### 5.1 Introduction

- 5.1.1 Wardell Armstrong LLP was commissioned by Colin Buchanan as Sub-consultants to consider flood risk and ecology issues in support of the preparation of a Masterplan for Gosport Waterfront. This chapter of the baseline report considers the issues, potential impacts, opportunities and risks associated with ecology
- 5.1.2 Ecology issues have been identified and explored through a comprehensive desk based review of existing background information and through consultation with key stakeholders. The list of the documents reviewed are noted in Appendix C. Details of consultations undertaken are provided where relevant throughout this chapter of the report

### 5.2 Current Policy

- 5.2.1 While every endeavour has been taken to review current policy and reports relating to both Gosport and the wider study area, the following information was not available for review at the time of writing: Detailed protected species data; detailed citations for locally designated sites; and, the Environment Agency shoreline management plan which went on line 20th January 2010. At this stage of the project no site visit was undertaken to assess ecological issues. This will be undertaken as part of Stage 2 Masterplan Design Development.
- 5.2.2 The EA report is a hefty document and will require detail review, however, in brief unless the site's sea (or Solent) defences are expanded outwards or along the coast then there will be no requirement to provide compensatory payments.

#### *International and National Designated Sites*

- 5.2.3 A desktop search was conducted looking at a 10km radius area around Gosport Waterfront to identify nature conservation sites in accordance with the guidelines set out within the Habitat Regulations Assessment (2009) which states that "all European sites within the area of a plan ..... and those within a 10km buffer zone should be considered..." All sites within 10km radius of Gosport Waterfront are listed in the Appendix. The site of greatest relevance to Gosport Waterfront, by virtue of its proximity, is Portsmouth Harbour Site of Special Scientific Interest (SSSI), the Special Protection Area (SPA) and the Ramsar site (Refer to Fig. 4-7)
- 5.2.4 Gosport Borough Council Local Plan Review (LPR) (2006) – Policy R/OS11 - Protection of Areas of National Nature Conservation Importance 'Identified areas of national nature conservation importance (e.g. SSSI) within the borough will be protected from any direct and indirect impacts of development'
- 5.2.5 Gosport Borough Council Draft Core Strategy – Preferred Options Suggested Policy - CS21 - Biodiversity and Geological Conservation 'Internationally and nationally protected sites will afford the greatest protection from development impacts'
- 5.2.6 Impact/opportunity: Portsmouth Harbour SSSI/SPA/Ramsar are located north and south of Gosport Waterfront outside the study area and hence no direct effects are anticipated. However, the potential for indirect effects will need to be taken into account in the masterplanning stage and future development planning submissions. Indirect effects to be considered are disturbance to birds (particularly Brent goose), changes to

geomorphological processes which may affect habitats used by birds, water abstraction and water pollution.

- 5.2.7 Risk: The Habitat Regulations Assessment (UE Associates, 2009) of the Gosport Borough Council Core Strategy identifies that the Gosport Waterfront redevelopment would require an 'appropriate assessment' with respect to Portsmouth Harbour SPA. The potential effects identified by UE 2009 study are noted as climate change, flood risk, coastal squeeze, disturbance from recreation, water abstraction and consumption, and waste water pollution.
- 5.2.8 Risk: Under regulation 85 (b) of the Habitat Regulations, an appropriate assessment must determine whether or not a plan will have any effect on the integrity of the European site(s) concerned. Where negative effects are identified, the process should consider alternatives to the proposed actions and explore mitigation opportunities. Appropriate assessment can be conducted at any stage of the design process but for a development scheme would usually be undertaken at detailed design stage, typically in conjunction with Environmental Impact Assessment.
- 5.2.9 Risk: The costs and timescales for appropriate assessment should be considered in the overall programme of any project for the re-development of the site. In general, environmental monitoring can take up to a year to collate sufficient robust data about habitat cycles. Cost for such research and monitoring could be substantial.

#### ***Locally Designated Sites***

- 5.2.10 There are two locally designated sites namely St George's Barracks Playing Field Site of Importance for Nature Conservation (SINC) and Priddy's Hard SINC located within a broad swathe of existing open space which encloses Gosport Town Centre to the west. There are no designated nature conservation sites within Gosport Waterfront.
- 5.2.11 Falkland Gardens, located at the ferry terminal and gateway into Gosport, is an area of public open space recognised by local plan policy.
- 5.2.12 Gosport Borough Council Local Plan Review (2006) - R/OS12 - Locally Designated Areas of Nature Conservation Importance states that 'the borough will object adversely to effects of development to locally designated sites'.
- 5.2.13 Gosport Borough Council Draft Core Strategy – Preferred Options Suggested Policy - CS21 - Biodiversity and Geological Conservation – 'LNRs and SINCs will be protected and where possible enhanced; Protected and target species included in the UK and Hampshire Biodiversity Action Plans will be protected; Developments should result in an increase in biodiversity; Local wildlife sites and corridors should be maintained and enhanced'
- 5.2.14 Impact/Opportunity: No direct effects on these Locally Designated Sites are anticipated. However, they represent an opportunity for Gosport Waterfront to contribute to the green infrastructure network within the peninsula, creating links between these sites, the water's edge, the Millennium Promenade and the Town Centre.
- 5.2.15 Impact/Opportunity: Falkland Gardens represents a significant opportunity to create a valued public open space within the Town Centre, however, due to its largely urban character it is unlikely to support significant biodiversity. There is an opportunity to introduce smaller scale enhancements such as native coastal species within the water interface.
- 5.2.16 Risk: No risks have been identified with regard to locally designated sites.

### **UK, Local Biodiversity Action Plan and Priority Habitats**

- 5.2.17 A study of the UK and local habitat biodiversity action plans below highlighted the following habitats and species associated with Gosport Waterfront and wider area and for which opportunities exist to maintain, create or enhance habitats: coast, open standing water, mudflats, saline lagoons, seagrass beds, dark-bellied brent goose and shorebirds. Those of particular relevance to Gosport Waterfront are an area of mudflats adjacent to the Coldharbour area, and potentially shorebirds which may feed on these mudflats.
- 5.2.18 Government Office of the South East The South East Plan NRM5 - Conservation and Improvement of Biodiversity – ‘Loss of biodiversity within the region should be avoided’.
- 5.2.19 Gosport Borough Council Local Plan Review (2006) R/OS13 – Protection of Habitats Supporting Species – ‘Habitats supporting protected species will be protected’.
- 5.2.20 Gosport Borough Council Local Plan Review (2006) R/OS14 – Biodiversity Action Plans – ‘The Local Planning Authority will refer to the UK and Hampshire Biodiversity Action Plan’.
- 5.2.21 Gosport Borough Council Draft Core Strategy – Preferred Options Suggested Policy - CS21 - Biodiversity and Geological Conservation – ‘Protected and target species included in the UK and Hampshire Biodiversity Action Plans will be protected; Developments should result in an increase in biodiversity’.
- 5.2.22 Impact/Opportunity: The area of mudflat represents a potential constraint to possible expansion of the study site into the intertidal area as this action would result in the loss of the mudflat habitat, and potential disturbance to shorebirds. Site survey would be required to determine the value of the mudflat habitat for birds in the context of the wider harbour environment. This would need to be undertaken as part of an appropriate assessment within an EIA.
- 5.2.23 Risk: Should site survey and appropriate assessment identify that the area of mudflat is of ecological significance, and if the Masterplan development results in its loss or modification, compensatory habitat creation would be required to comply with biodiversity policy. This assessment and possible identified remedial actions would have a direct financial cost and programme implication on the development of Gosport Waterfront.

### **Coastal Squeeze**

- 5.2.24 Coastal squeeze is the process by which intertidal habitats including mudflats and saltmarsh are lost as sea levels rise and coastal defences prevent these habitats moving landward. The North Solent Shoreline Management Plan identifies that the Gosport shoreline is subject to the process of coastal squeeze along the North Solent coastline and that the strategy for management of the shoreline is to ‘hold the line’.
- 5.2.25 Gosport Borough Council Draft Core Strategy – Preferred Options Suggested Policy - CS21 - Biodiversity and Geological Conservation – ‘The borough will support initiatives that will provide habitat replacement to areas lost through coastal squeeze’.
- 5.2.26 Impact/Opportunity: Consultation with the Shoreline Management Plan Project Manager (Andrew Colenutt) and the Environment Agency (Rebecca Reynolds) identified that the Environment Agency has developed a Regional Habitat Creation Programme (RHCP) to address the issue of coastal squeeze on a region wide basis. Through this programme, the Environment Agency has identified locations for compensatory habitat creation to offset losses anticipated due to maintenance of current sea defences (ie ‘hold the line’ approach). For new developments which include an element of extension of existing defences either laterally along the coastline, or outward into the harbour, and which are

identified through detailed assessment as accelerating coastal squeeze, the developer would be required to provide compensatory habitat creation. The Environment Agency has indicated that it would be willing to enter into discussion with the developer at an early stage to identify mechanisms for delivery of compensatory habitat, and if this could form part of the Agency's Regional Habitat Creation Programme.

- 5.2.27 Risk: In short, the coastal squeeze issue does not present a risk to the Gosport Waterfront if the existing defences are maintained or upgraded upwards, therefore avoiding any additional habitat loss over and above that resulting from the current sea defences. Should the Masterplan extend defences outward or laterally, the potential impacts on habitats within the wider harbour environment, including the Portsmouth Harbour SPA would need to be investigated through detailed hydrological/geomorphological assessment, linked to appropriate assessment of the potential effects on the SPA. Should adverse effects on the SPA be identified, compensatory habitat would need to be provided. The costs for this are currently unknown and subject to discussion with the Environment Agency about the most appropriate mechanism for delivery.
- 5.2.28 Risk: It should be noted that we are dealing with very complex (inter-tidal) interfaces and that any development along this edge will have some impact on the surrounding habitats. Early and sustained contact with the Environment Agency is recommended.
- 5.2.29 Risk: While the impact of climate change and sea level changes are discussed in the next chapter, it is noted that such considerable natural changes will have a considerable impact on design solutions for the site. The exact impact on habitats are identified as unknown risk.

### ***Brent Goose Strategy***

- 5.2.30 It is believed that Gosport's earlier name was Goseport believed to derive from "goose". Hence the association of the Solent with geese is highly historic. The Portsmouth Harbour Special Protection Area is designated for dark-bellied Brent goose. It is recognised that the Brent goose uses habitats outside of the designated area, particularly at high tide, for roosting and feeding. These sites include agricultural land and amenity grassland. The Brent Goose Strategy was prepared to ensure that important, non-designated areas of land are safeguarded.
- 5.2.31 There is no regional or local plan policy specifically relating to the Brent geese.
- 5.2.32 Impact/opportunity: There are no identified Brent geese feeding or roosting sites within the Gosport Waterfront, the nearest site being at St George's Barracks Playing Field Site of Importance for Nature Conservation located to the west of the Town Centre.
- 5.2.33 Risk: There are no identified risks for the Masterplan associated with the Brent geese.

## **5.3 Gosport Waterfront and the Solent**

- 5.3.1 The Solent and coastline are the result of thousands of years of geological change, reclamation and management by man. The Gosport peninsula, which is part of the coastal plain of south-east Hampshire, is formed by a series of gently curving beaches and gravel forelands to the south, and by the Portsmouth Harbour shoreline with its indented tidal creeks to the east. The coastline is dominated by gravel and pebble beaches and is unusual in that, unlike most of the southern coast of England, erosion has been relatively insignificant. The original shoreline has gradually changed as the movement of beach material cut off the mouth of the River Alver at Gomer, diverting it eastwards to enter the Solent at Gilkicker Point. The Harbour itself and the creeks at

Haslar and Forton are a result of rising sea levels after the Ice Age (about 7500 - 10000 years ago). The soft sands and clays that underlie the Borough account for the low lying landscape of Gosport, with nowhere exceeding 15 metres above sea level. The valley of the River Alver and its small tributary valleys at Cherque Farm and Rowner are the only exceptions to the generally flat character of the peninsula. Again, during the various Ice Ages, flood waters spread a fine silty clay and gravels over the peninsula forming the basis for the deep, well drained and naturally fertile soils of Lee-on-the-Solent, Alverstoke and Privett. As temperatures increased, woodland spread across the coastal plain with forest of oak, elm, lime, ash and hazel forming a dense vegetation cover over the whole peninsula (Ref Gosport Borough Council's Webpage).

5.3.2 A review of the existing baseline site conditions has been undertaken through examination of aerial photography, OS mapping and existing site information. The key features of Gosport Waterfront and environs, their likely ecological value and implications to be taken into account at masterplanning stage, are set out below:

- Existing developed urban areas – the majority of the Waterfront area comprises existing buildings, hardstanding and associated infrastructure. This is considered likely to be of relatively low ecological value by virtue of the lack of semi-natural habitats. There may be protected species issues to consider and mitigate for at a detailed design stage, primarily bats and breeding birds associated with existing buildings;
- Open space – Falkland Gardens provides an area of formal open space, likely to be of relatively limited ecological value at present, but provides an opportunity to introduce greater biodiversity at the Masterplan stage;
- Trees – there are a number of trees within the Waterfront area (a search for Tree Preservation Orders is underway at the time of writing). Trees in this context are considered unlikely to be of significant ecological value but may have amenity value which would need to be considered at Masterplan stage;
- Marina areas and deep waterways – the majority of shoreline comprises deep water subject to continual boat traffic and levels of disturbance to shorebirds are considered likely to be high along the Waterfront;
- Shallow intertidal areas and mudflat – there is an area of mudflat enclosed by the harbour wall at Coldharbour. Whilst no site visit has been undertaken to confirm use by shorebirds, it is possible that there would be some use of the mudflats by shorebirds at low-tide and that this area may be of ecological value. It is currently recommended that this area be retained within the Masterplan in line with national and local biodiversity policy (see below for detailed analysis and discussion).

## 5.4 Ecological Overview

5.4.1 The summary table below identifies the significance of ecology issues for the Masterplan in terms of design considerations, risk and potential costs. Major influences on the design development are those statutory requirements which will influence the design of the shoreline and any new sea defences. Medium level influences are non-statutory, but policy led, requirements that may influence site design and layout. Minor influences are those which would not influence site design or layout at Masterplan stage, but which would need to be considered at the detailed design level.

5.4.2 It is considered unlikely that there are significant ecological issues that would influence/impact on the redevelopment on the landward side of the site due to the lack of semi-natural habitats. The presence of protected species, primarily bats and breeding birds associated with existing buildings would need to be considered at detailed design stage and mitigated for as appropriate.

- 5.4.3 Details of existing TPOs are awaited at the time of writing, however, from a review of aerial photography there do not appear to be a significant number of trees in the Waterfront area and this is considered unlikely to be a significant issue.
- 5.4.4 Opportunities to maintain and enhance links between the Falkland Gardens and the swathe of greenspace encircling Royal Clarence Yard and Town Centre to the west should be considered, potentially creating new areas of open space and linking along the waterfront to the existing Millenium Promenade.
- 5.4.5 Opportunities to create areas of significant ecological value are considered to be limited due to the predominantly urban character of the site. However, there are opportunities for small scale biodiversity enhancements including planting of native coastal species, use of biodiverse green roofs and use of SUDS (refer to flood risk chapter which identifies that SUDS could be feasibly in Flood Zone 1 only, covering approximately 25% of the site area).
- 5.4.6 Retention of the mudflat habitat at Coldharbour is recommended in line with policy, with survey to determine value for birds in the context of the wider harbour environment at detailed design stage. Compensatory habitat would be required to off-set any loss of this habitat to comply with regional and local policies. However it should be noted that this area is subject to high boating activity and the habitats have already adapted to withstand this man-made interaction.
- 5.4.7 The presence of the Portsmouth Harbour SSSI/SPA/Ramsar site will require particular consideration to avoid potential indirect impacts upon habitats and species. In particular, the design should avoid expansion of the existing sea defences, and avoid a significant increase in potential for recreational disturbance to birds. An appropriate assessment of the potential effects of any development would be required at detailed design stage, but can be undertaken at any stage of development if required.
- 5.4.8 While we have endeavoured to ascertain the possibility of contamination on site, no recorded evidence is available. Suffice to say that our research of overlaying historic maps onto each other has identified a considerable area of reclaimed land within the Coldharbour area and the rebuilding of the foreshore area when the boat slips and jetties were replaced with the ferry (circ 1950). As most of this area was in some form of ship building/maintenance, light industrial, or/and transportation use, we would need to assume that the site, and site founding, is contaminated. Review of background information relating to the Gunwharf and Royal Clarence Yard developments shows that remediation of land was undertaken at both sites. The need for land remediation presents a potentially significant but uncertain risk and cost and it is recommended that this issue be considered in further detail by the Client.
- 5.4.9 It should also be noted that Gosport has a soft sand and clay geomorphology which will make building founding conditions difficult and will require deep-piling foundations to support any buildings.
- 5.4.10 Finally, our review has not identified any environmental policy that would prohibit development at Gosport Waterfront, some policy may restrict development or require mitigation to be undertaken.

**Table 5.1: Ecological Policy Implication for Gosport Waterfront**

Broad Issue	Implications For Site	Influence On Masterplan Design			Comments
		Major	Medium	Minor	
National/ International Designated Sites	Proximity to Portsmouth Harbour SPA will require an 'appropriate assessment' to be undertaken at detailed design stage (typically in conjunction with Environmental Impact Assessment) This will address both direct and indirect impacts on the SPA. No direct impacts are anticipated but design of the Masterplan should seek to avoid indirect impacts - increased disturbance to birds, accelerated loss of inter-tidal habitats, water abstraction water pollution.			X	Appropriate assessment is a statutory requirement  Implications for type of development and design of shoreline to avoid impacts on SPA.
Locally Designated Sites	No designated nature conservation sites within Gosport Waterfront but there is open space at Falkland Gardens  Opportunity to contribute (either spatially or financially) to open space/green infrastructure creation and enhancement to create network of spaces/routes		X		Enhancing locally designated sites/open space is a local policy requirement  Represents an opportunity for Masterplan  Cost dependent on type and scale of enhancement.
UK, Local Biodiversity Action Plan and Priority Habitats	It is recommended that existing mudflat habitat at Coldharbour be retained  Bird surveys required at detailed design stage to determine value of habitat in context of wider SPA		X		Retention of mudflat is a policy requirement  Strongly recommended that design seeks to retain this habitat to avoid need for off-site habitat creation, with associated costs.
Coastal Squeeze	Avoid accelerating coastal squeeze through inappropriate development and/or coastal defence  Consider options for retreating/tiered sea defence	X			Avoiding coastal squeeze is a statutory requirement with regard to habitats in the SPA  No habitat compensation measures required if design seeks to 'hold the line' or retreat inland
Brent Goose Strategy	No brent goose sites within Waterfront site			X	Not an issue or risk for the Masterplan
Presence of TPO trees and/or protected species	No information currently available.  Detailed survey would be required for protected species with mitigation as necessary.			X	Cost of surveys and potential mitigation to be confirmed at detailed design stage – likely to be restricted to bats (bird surveys on mudflat area are addressed separately – see above).



## 6 Flood Risk Review

### 6.1 Introduction

- 6.1.1 This is the second chapter prepared by Wardell Armstrong, as Sub-consultants to Colin Buchanan, where they were asked to prepare a chapter on baseline information with respect to flood risk and drainage issues which would need to be considered in the masterplanning design development of the site.
- 6.1.2 The report reviews existing literature and policies; presents information gathered through recent correspondence with the Environment Agency and Southern Water; and, assesses the broad issues for development of the Gosport Waterfront. The list of the documents reviewed are noted in the Appendix.

### 6.2 Current Policy

#### *Planning Policy Statement 25: Development and Flood Risk*

- 6.2.2 PPS25 sets out the Government's policy for land-use planning within flood risk areas. It defines four Flood Zones which have different annual probabilities of occurrence.
- 6.2.3 The information contained within this baseline report is based on the assumption that the site passes the Sequential Test as defined in PPS25: "The Sequential Test is a risk-based test that should be applied at all stages of planning. The aim of the test is to steer new development to areas at the lowest probability of flooding (Zone 1)."
- 6.2.4 In conjunction with the Flood Zone classifications, Table D.2 of PPS25 classifies major land-uses on their flood risk vulnerability ranging from Essential Infrastructure to Water-compatible (see Table 6.1 below).

**Table 6.1: Flood zone probabilities and land-use permitted**

	<b>Essential Infrastructure</b>	<b>Highly Vulnerable</b>	<b>More Vulnerable</b>	<b>Less Vulnerable</b>	<b>Water Compatible</b>
<b>PPS25 Flood Zone and annual probability</b>	Transport infrastructure and utility – power stations	Emergency services stations, basement dwellings, emergency dispersal points.	Residential including care homes, student halls; Drinking establishments, nightclubs, hotels; Health services; Educational establishments	Retail units, Offices, Financial and professional services, Restaurants & cafes, General industry, storage & distribution	Including Docks, marinas, wharfs, ship building, pumping stations
<b>Zone 1 (&gt;0.1%)</b>	✓	✓	✓	✓	✓
<b>Zone 2 (0.1 – 0.5%)</b>	✓	E	✓	✓	✓
<b>Zone 3a (&gt;0.5%)</b>	E		E	✓	✓
<b>Zone 3b (&gt;5%)</b>	E				✓

Note: \*E means – Exception Test (PPS25) is required.

### ***PUSH Strategic Flood Risk Assessment***

- 6.2.5 The PUSH Strategic Flood Risk Assessment (SFRA) Dec 2007 is a highly detailed report concerning flood risk within South Hampshire. The report contains numerous detailed maps including flood zones, flood defences, tide levels, climate change predictions and bedrock permeability. The flood zone maps contained within this report are now out of date and are replaced with the recent flood zone maps from the Environment Agency (Refer to Fig 8).
- 6.2.6 The SFRA states that the primary source of flooding in Gosport is from the sea and that the town is not at a high risk of fluvial flooding from the River Alver which has a flapped tidal outfall. This prevents sea water from entering the river when the tide rises above the hydraulic gradient of the outfall pipe. The SFRA also states that historically Gosport has been susceptible to surface water flooding caused by infrastructure failure. In contrast however, correspondence with Southern Water has indicated that they have no record of flooding (internal or external) from their assets within the site boundary. This data comes from a register of flooding (DG5) that Southern Water are obliged to provide to the water industry regulator OFWAT so that their performance can be measured.
- 6.2.7 Most of the coastal frontage in Gosport has some form of coastal defence or the ground is naturally higher than present day extreme sea levels. The SFRA highlights certain areas behind defences that are protected from the present day 1 in 200 year extreme sea level. These are referred to as "Area Benefiting from Defences" (ABDs) and are defined as those areas behind defences which have a crest level consistently equal to or higher than the present day 1 in 200 year extreme sea level. If the crest level of the sea defence falls below the present 1 in 200 year sea level, even for a short distance, the area behind the defence is not classed as an ABD. Gosport Waterfront is not shown to be located within an ABD. There are no known fluvial defences on the River Alver. Correspondence with the Environment Agency has confirmed that defences in this area consist mainly of man-made walls.
- 6.2.8 The SFRA report contains calculations on extreme sea levels, taking into account climate change for tidal events with a range of annual probabilities of occurrence including the 1 in 200 year, 1 in 1000 year and 1 in 20 year events. Sea level rise predictions as of Jan 2010 for the 1 in 200 year tidal event show a rise of 1.10 metres from 2010 to 2115. Based on the current flood defence infrastructure (crest levels), the sea level predictions indicate that Gosport Waterfront will not be protected against the 1 in 200 year extreme sea level for the year 2115, or even the 1 in 20 year extreme sea level.
- 6.2.9 **Geomorphology:** In terms of bedrock permeability, and hence the suitability of utilising Sustainable Urban Drainage Systems (SUDS) and engineering founding conditions, the SFRA maps show that Gosport Waterfront is underlain by 'Moderately permeable' bedrock largely overlain by moderately permeable superficial deposits. Ground investigation at a site specific level would be required to assess the suitability of SUDS.

### ***Gosport Borough Council Local Plan Review***

- 6.2.10 The policies and proposals within the Local Plan Review (Adopted May 2006), saved for the LDF, which are relevant in flood risk terms are shown below. Brief summaries of the policies with a particular focus on the flood risk and drainage aspects of the policy are also given.
- 6.2.11 R/CH1 – Development within the Coastal Zone: Development will only be permitted in this zone if it is demonstrated, in a Flood Risk Assessment, that the risk of flooding, to and from the development has been considered in the site layout, landscaping and design, and that the proposal incorporates flood prevention measures where appropriate. Gosport Waterfront is located within the Coastal Zone Policy area.

- 6.2.12 R/ENV2 – River and Groundwater Protection: Development proposals will not be permitted if they would have an adverse effect on the quality of surface, ground or coastal water.
- 6.2.13 R/ENV4 – Treatment of Foul Sewage and Disposal of Surface Water: Development proposals that incorporate, where practical, the use of SUDS will be permitted provided that infrastructure is of adequate capacity and design and the required capacity is provided prior to occupation.
- 6.2.14 Policy R/ENV1 – ‘Floodplains and Tidal Areas’ was an original policy within the Local Plan. This policy has not been ‘saved’ however, for inclusion in the LDF. The replacement for this policy is discussed below.

### ***Gosport Draft Core Strategy – Preferred Options***

- 6.2.15 The Gosport Draft Core Strategy (Sept 2009) is still in consultation. Suggested Policy CS22 – ‘Flood Risk and Coastal Erosion’ forms part of the draft document and would replace R/ENV1 from the Local Plan. The suggested policy will take forward the findings of the PUSH Strategic Flood Risk Assessment and in brief covers the following points: maintenance and improvement of flood defences; sequential test; flood risk assessment; safe development; developer contributions; sustainable drainage systems; and, flood resilience and resistance in buildings.
- 6.2.16 Policy CS22 draws on evidence and information contained within the ‘Gosport Borough Council LDF Topic Paper – Flood Risk’. This paper includes more detailed information including the national and regional policy context, a summary of key evidence and consultation responses as well as detailed consideration of the options. The topic paper is supported by the SFRA.

### ***The Environment Agency***

- 6.2.17 The Environment Agency has the statutory responsibility for flood management and defence in England and supports the planning system by providing timely information and advice on flooding issues that is fit for purpose.
- 6.2.18 The Environment Agency has stated in their letter dated 8 Dec 2009 that they requested the required evidence to support the Sequential Test (demonstrating that there are no other reasonably available sites in areas with a lower probability of flooding) from Gosport Borough Council on 12 November 2009, the outcome is not yet known.
- 6.2.19 Flood data including an updated flood zone map and coastal defence information for Gosport Waterfront was received from the Environment Agency on 20 Jan 2010. This map is reproduced as Figxx, and shows:
- Tidal Flood Zone 3: the majority of the site (approx 65%) is located within Tidal Flood Zone 3 (1 in 200 year probability). This includes most of Royal Clarence Yard, Coldharbour, the site of King Charles’ Fort and the Bus Station;
  - Tidal Flood Zone 2: some areas (approx 10%) are located within Tidal/Fluvial Flood Zone 2 (probability between 1 in 200 and 1 in 1000 year) including the northern end of Coldharbour between Mumby Road and Osbourne Road, the area between Mumby Road and Harbour Road, and Falklands Gardens; and,
  - Tidal Flood Zone 1: less than 25% of the site is located in Flood Zone 1 (less than 1 in 1000 year probability) - particularly the area adjacent to St George’s Barracks.
- 6.2.20 The Environment Agency has provided calculations on extreme tide levels (in metres above Ordnance Datum) during a tidal event in Gosport with a 0.5% and 0.1% probability.

of occurring in any one year. The predicted tide level for the 1 in 200 year event in the year 2115 is 4.3mAOD.

### ***Southern Water Utility Services***

- 6.2.21 Southern Water are responsible for sewerage and stormwater management in Gosport. Public sewer records have been purchased from them. It is unlikely that they will show any major constraints to development. This provisional position may change when the detail site investigation are undertaken.
- 6.2.22 This baseline study must be considered as a preliminary assessment. Further detailed discussions with the Council, Environment Agency and Southern Water will be required to determine specific requirements for the site, particularly in terms of surface water discharge and flood risk management.
- 6.2.23 In correspondence with Southern Water they noted that they would require the following measures in terms of site development:
- Public sewers within the site will need to be protected or diverted with appropriate easements (in accordance with Sewers for Adoption 6th edition). A review of plans held in private ownership showing parts of the site, shows that most services run within the existing public road reserves, however, we would suggest the this information be treated with caution;
  - There are two pumping stations within the site to which Southern Water has freehold title and rights-of-access. Any changes to access will need to be formally agreed with Southern water prior to any works. An urgent Land Registry search should be undertaken by Gosport Borough Council to establish such title and rights-of-access;
  - In accordance with Sewers for Adoption (6th edition) there should be no development of habitable rooms within 15 metres of the pumping station compound boundary; and,
  - Evidence from Southern Water indicates that there is spare capacity in the public foul water system. Flows from the developed site should be calculated and a capacity check with Southern Water initiated. In the event that the capacity checks prove that there is insufficient capacity for the development, alternative methods of foul water treatment and disposal, with possible implications on development layout particularly spatial requirements, should be considered. It is understood that reports undertaken by GBC suggest that there is adequate capacity but this needs detailed review.

## **6.3 Technical Reports**

### ***Flood Risk Assessment for Royal Clarence Yard***

- 6.3.2 The Flood Risk Assessment (May 2008) produced by WSP on behalf of Berkeley Homes Ltd provides useful background information that is likely to be transferrable and applicable to Gosport Waterfront due to its immediate proximity. The report provides information on an existing sea defence on the eastern boundary of Royal Clarence Yard (RCY) including tide and crest levels. The report also states that the main risk of flooding is from overtopping or breach of sea defences. Their associated correspondence with the Environment Agency is similar to that received by ourselves. Importantly, the Environment Agency did not request a sea defence breach analysis and were happy to accept proposals to raise the building finished floor levels and provide access and egress routes via pavements above the 1 in 200 year flood level for 2115 (4.3mAOD).

### ***White Young Green Flood Risk Appraisal (Feb 2008)***

- 6.3.3 This private report provides an appraisal of flood risk for 'Land north-east of Mumby Road, Gosport' which includes the majority of the 'Gosport Waterfront' site. It provides good baseline flood risk information, particularly flood defence information including photographs and level information. The report was written at a time when the PUSH Strategic Flood Risk Assessment was still in draft form and therefore, may not be entirely up to date. This report has no legal or policy status.
- 6.3.4 Photographs contained within the report show sea defences along the promenade adjacent to Falklands Gardens and the bus station. These are described as being a "tiered" sea defence consisting of an original sea wall and later rock revetment at the sea front with a 'splash wall' set further inland on the opposite side of the promenade. Detailed information on the age and condition of these sea defences, and hence standard of protection provided by them, was not available from the Environment Agency. This information may be available from Gosport Borough Council or the Ministry of Defence.
- 6.3.5 The report recommends a 'tiered (sea-defence) approach' rather than local land raising to protect properties from the 1 in 200 year tidal flood for 2115. Alternatively, raising first floor levels above the design flood with undercroft parking at ground level is also suggested. This recommendation is based on the estimated amount of work required to raise land levels and the fact that the same approach was applied along the promenade area, albeit that this would require upgrading to bring it up to the required standard for the predicted 2115 1 in 200 year tide level.

## **6.4 Flood Risk Overview**

- 6.4.1 Based on the information contained within the policies and documents reviewed to date and the correspondence received from the Environment Agency and Southern Water, we can suggest the following with respect to development at Gosport Waterfront.

### ***Flood assessment, avoidance and mitigation measures***

- 6.4.2 For development to be permitted a Flood Risk Assessment will be required as part any planning application (Typically such a study would take three months to prepare to submit for planning; professional costs are in the order of £10,000 - £15,000). In order to demonstrate that the site will be 'safe' the following must be considered early in the design and planning process:
- Design of the site will need to apply the Sequential approach as detailed in PPS25. This will require land uses within the lower vulnerability classifications such as retail units and cafes to be located in the higher flood risk zones and higher vulnerability land uses such as residential units to be located in the lower flood risk zones (see Table 6.1);
  - All finished floor levels for land uses classed as "Highly Vulnerable" or "More Vulnerable" will need to be set above the 1 in 200 year tidal flood level with a freeboard allowance (usually 600mm) (taking into account both climate change and wave action). The predicted flood level for 2115 is 4.3mAOD. This is the level stated by the Environment Agency and is the accepted level. This means that most vulnerability land uses will need to be set at approximately 4.9mAOD. The OS Survey received from the Client indicates that most of the site sits at 2.85mOAD;
  - Safe access and egress for pedestrians and emergency vehicles will need to be provided from the development during the 1 in 200 year tidal flood for the lifetime of the development. The Berkeley Homes development at Royal Clarence Yard provided pedestrian access above the flood level but did not need to provide safe

access and egress for vehicles. This will require further discussion with the Environment Agency; and,

- Flood resilient and/or resistant construction methods will need to be considered, particularly for "Less Vulnerable" development within Flood Zone 3. This may include flood resistance of external walls and floors to prevent water ingress and electrical sockets etc placed above the flood level.

### ***Recommendations in the White Young Green Flood Risk Appraisal***

6.4.3 The remedial solutions suggested and recommendations contained within the report should be considered. In terms of implications for Gosport Waterfront, the land-take requirements of certain options suggested should be noted, albeit that the implications could be medium/minor.

6.4.4 While raising finished floor levels is the Environment Agency's preferred option and has been successfully implemented at Royal Clarence Yard a combination of different solutions if required should be explored to ascertain their viability.

### ***Management of surface water runoff***

6.4.5 The SFRA states that the existing ground in the study area is likely to be suitable for utilising SUDS. The Environment Agency has stated in their correspondence that SUDS should not be located within areas at risk of tidal flooding i.e. Flood Zones 2 and 3. However, SUDS can provide wider sustainability benefits and should not be disregarded within Flood Zone 1 areas. The spatial requirements of certain SUDS techniques such as swales and/or the use of permeable paving could therefore be considered during the Masterplanning process.

6.4.6 The Environment Agency has indicated that they are unlikely to impose restrictions on surface water discharge from the site if the proposed outfall is to the estuary. They would not require any attenuation features on the site, for the purposes of storing surface water, to restrict discharge rates.

6.4.7 However, should the outfall become tide locked (likely), the Environment Agency has indicated that surface water storage would be required. The spatial requirements of underground surface water storage tanks and/or oversized pipes would therefore need to be considered.

6.4.8 Southern Water has indicated that it may be more cost effective to utilise the existing stormwater network on site as oppose to installing new outfalls to the estuary. On this basis, capacity checks of the existing system would be required. Southern Water has indicated that the best option may be to restrict surface water runoff to existing rates. This would require on-site surface water attenuation to be provided within the development footprint.

6.4.9 It should be noted that the development costs and land take that these remedial measures impose on the site could be considerable and will require both detail design solutions and on-going management.

### ***Coastal Defences***

6.4.10 The Southern Region Land Drainage and Sea Defence Byelaws require all development to be set back a minimum of 15m from any sea defence. Should any sea defences be located along the boundary of Gosport Waterfront, the Environment Agency may require further work to determine the true standard of protection offered by the defence. If these

defences are historic, they may have structural tie-backs into the surrounding site which would require protection.

**Table 6.2: Flood Risk and potential implications on Gosport Waterfront**

Issue/ Constraint	Implication for the Masterplan	Critical/ Major	Medium	Low/ Minor
Parts of the site lie within Flood Zones 2 and 3a	Land use on site will need to be 'zoned' so that highly vulnerable land-use is located in areas of lowest risk and <i>vice versa</i> .	✓		
	Finished floor levels will need to be raised above the 2115 1 in 200 year tidal flood level for "More Vulnerable" and "Highly Vulnerable" land-uses.		✓	
	Safe access and egress routes for pedestrians and vehicles should be provided above the 2115 1 in 200 year tidal flood level.		✓	
	Flood resilient/resistant construction should be considered up to the 1 in 1000 year flood level.			✓
Surface water management /discharge	Spatial requirements for incorporating SUDS		✓	
	Spatial requirements for incorporating underground storage for surface water during tide locking situations			✓
Requirements of Southern Water	Spatial requirements for adequate easements to sewers or sewers diverted with appropriate easements			✓
	No habitable accommodation within 15m of pumping station compound boundary		✓	
	No change of access to pumping stations without agreement with SW.			✓
	Spatial requirements to provide alternative method of foul water disposal should capacity checks prove lack of capacity.		✓*	
Southern Region Land Drainage and Sea Defence Byelaws	Spatial requirements to provide standoff of 15m from any sea defence		✓*	

**NOTES:**

\* requires further investigation

1. 'Critical/Major' means those issues which will have a large impact on the Masterplan, i.e. what types of development can go where

2. 'Medium' means those issues which will largely influence the Masterplan particularly in terms of spatial requirements.

3. 'Low/Minor' means those issues not likely to have a large impact on the overall Masterplan, i.e. standoff zones for specific existing infrastructure such as sewers.



## 7 Heritage and Tourism Assessment

### 7.1 Introduction

- 7.1.1 This baseline tourism assessment is intended to identify Gosport's tourism offer and quantify the contribution tourism makes to Gosport, and its wider setting
- 7.1.2 The assessment looks at the economic benefit of tourism in the wider Hampshire region, to Gosport itself, and also aims to provide an overview of potential opportunities to increase tourism activity in Gosport

### 7.2 Hampshire

- 7.2.1 Hampshire is the third largest shire county in England, with a population of 1,251,000 (2003, ONS). It is an area of contrasts with urban concentrations in the north-east and south and significant rural areas in-between. Administratively there are two unitary authorities (Portsmouth and Southampton) and eleven district and borough councils.

#### *Economy*

- 7.2.2 Hampshire's economy is a microcosm of the South East as a whole. There are definite concentrations of economic activity, but on the whole the county economy is strong. Business survival rates are higher than the regional and national averages, and the county has the lowest unemployment rate in the region and impressive growth rates amongst its businesses. Opportunities for further economic growth look promising.
- 7.2.3 Hampshire is home to a number of large employers, including IBM, Sun Microsystems, BAe Systems, Ministry of Defence and Eagle Star/Zurich
- 7.2.4 Employment in Hampshire is primarily service based, with high local concentrations in tourism, retail and leisure; marine; advanced manufacturing; business services and building and construction. Unemployment rates of just 1.0% compare favourably with both the South East region (1.5%) and UK (2.6%)

#### *Tourism*

- 7.2.5 Hampshire is a sub-region of contrasts. It contains the waterfront cities of Portsmouth and Southampton, well known as centres of maritime history as well as arts, culture and exciting retail opportunities. These two cities are also important ports for the cruise/ocean liner business. Further north is the historic town of Winchester with its magnificent cathedral and the business centres of Basingstoke, Farnborough and Aldershot.
- 7.2.6 However, fundamental to the sub-region's visitor appeal is Hampshire's countryside and the attractive towns and villages it contains. It also has a newly designated National Park in the New Forest and the South Downs is set to achieve National Park status in the near future. Around 70 miles of Solent coastline makes Hampshire the UK's premier location for yachting and watersports.
- 7.2.7 Hampshire has excellent road, rail and sea connections to other parts of the UK and Europe, an expanding regional airport as well as close links to both London Heathrow and London Gatwick airports

- 7.2.8 Tourism is worth £750m to the Hampshire economy and 36,000 jobs are directly and indirectly supported by tourism in Hampshire, approximately 4% of the workforce. Day visitors spend a further £690m, mainly in visitor attractions and the retail sector.
- 7.2.9 Short breaks and day visits from outside and within the sub-region make up the core of leisure tourism business with a smaller proportion of long holidays taking place in the New Forest and the seaside resorts of Southsea and Hayling Island
- 7.2.10 The business travel and conference/meeting market is extremely important to the hotel sector throughout the sub-region comprising around 17% of tourism expenditure. Overseas visitors represent approximately 12% of trips and contribute 33% of overall expenditure.
- 7.2.11 Room and bed occupancy levels in Hampshire are slightly above the regional and national averages and have remained pretty constant since 1999. Room occupancy is higher during weekdays compared to weekends, with less seasonal variation in demand, confirming the importance of the business visitor market

### **7.3 Gosport**

#### ***Local Economy***

- 7.3.2 The Borough of Gosport is located on a low-lying peninsula, which fronts Portsmouth Harbour to the east and the Solent waterway to the south and west. Approximately five miles long and four miles across, the Borough has over 24 miles of coastline, comprising a mix of harbour frontage, beach and coastal inlets. Its natural attributes and historic industrial strengths in the marine, defence and technology related sectors made it an area historically attractive for both business and leisure.
- 7.3.3 The Borough has a population of approximately 77,000 of which 61.3% are of working age. With an economic activity rate of 82.8%, the area compares favourably with the south east regional average (annual population survey 2004).
- 7.3.4 There are approximately 1,800 businesses in the Borough, a figure that should continue to increase with the ongoing development of brownfield sites. The Ministry of Defence (MOD) land releases have led to a number of mixed-use and employment schemes being developed over the last few years. These have resulted in the expansion and relocation into the area of a significant number of firms, including the high profile yacht racing and major events company, Clipper Ventures plc, whose headquarters are now based at Royal Clarence Yard.
- 7.3.5 The purchase by SEEDA, the Regional Development Agency for South East England, of the former HMS Daedalus site at Lee-on-the-Solent, together with the proposed redevelopment of the Royal Haslar Hospital should build on these successes and result in further business creation across a range of industry sectors.
- 7.3.6 The Ministry of Defence continues to be a major employer in the Borough, with a range of sites providing a diversity of functions and services. Whilst the MOD and other key employers, such as Tyco Healthcare, Qinetiq Haslar, Huhtamaki and Wyeth Research, make a significant contribution to the 26,000 jobs available in the Borough, they also generate additional demand for accommodation from contractors, visitors and trainees attending courses.

### **Tourism Sector**

- 7.3.7 Gosport's tourism sector is an important element of the local economy and one which is set to grow as the waterfront and other key initiatives, such as the development of a country park in the Alver Valley, continue to transform the Borough into a vibrant and exciting destination for visitors
- 7.3.8 The Borough is popular with tour and coach operators and a variety of clubs and special interest groups operating in the short break leisure market. With Portsmouth Harbour to the east and the Solent to the West, Gosport also benefits from large influxes of visitors who are attracted to the wide variety of national and international events that take place in the area on a regular basis.
- 7.3.9 Approximately 55,000 enquiries are received each year by the local Tourist Information Centre, providing an indication of the level of interest in the leisure market. (Source: CB telephone discussion with Tourism South East)
- 7.3.10 Gosport has a number of attractions, including the internationally acclaimed Royal Naval Submarine Museum and award-winning Explosion! Museum of Naval Firepower. Average visitor figures to these sites are typically 55,000 and 31,000 per annum respectively. Both of these attractions benefit from a waterfront location and easy access to the Gosport Ferry, which carries over 3.5 million passengers across the Harbour each year. In addition, the Gosport Ferry company offer a range of cruises and waterborne tours to a variety of destinations in the Solent area. Within the Town Centre, Gosport Gallery and Discovery Centre provide local interest to both residents and visitors, generating a footfall of 100,000 during the last twelve months alone.
- 7.3.11 There are a range of other attractions and places of interest in the Borough, including the Waterfront Trail, Oakleaf brewery tours, Crescent Gardens and a 17th Century Village; not to mention the natural appeal of the local marinas, blue flag beaches, coastal walks and extensive cycle ways.

### **Visitor Statistics**

- 7.3.12 Gosport Borough Council commissioned Tourism South East to look at the Economic Impact of Tourism on Gosport, the town centre and wider Borough. The study was published in April 2005 but is based on 2003 data and has not been updated. The study provides an estimate of the volume and economic impact of tourism activity in the Borough. It is based on the Cambridge model which is an accepted methodology which provides indicative estimates of the volume, value and economic impact of tourism. The key findings are summarised in the table below.

**Table 7.1: Summary of Tourism Impact Estimates in Gosport Borough Council for 2003**

<b>Indicators</b>	<b>2003</b>
Total Staying Visitors	168,000
Total Visitor Bed Nights	587,000
Total Tourist Day Visitors	945,000
Total Visitors (Staying & Day)	1,113,000
Total Spend	£40,274,000
Total Local Business Turnover Generated	£57,590,000
Total Jobs Supported in Borough	1,206

- 7.3.13 The report highlights that the majority of trips to Gosport were domestic visits with a low proportion of trips for business purposes. It also notes that there is a low level of

commercial accommodation in Gosport, although a high proportion of people stay on boats in the marina

7.3.14 The study concludes that although tourism may be seen as a fledgling economy in Gosport in view of the low volume of commercial accommodation stock and visitor attractions, it represents a significant contributor to the local economy and there is significant scope for tourism to be further harnessed and maximised. The report recommends that Gosport should concentrate on investing in marketing initiatives to help the Borough tap into new markets and to harness the benefits of niche markets such as sailing and short-stays. It also notes that Gosport should develop its leisure economies to help differentiate Gosport from competitor destinations and to develop a local distinctiveness.

7.3.15 Several new attractions have opened in Gosport since the report was published. The household survey commissioned as part of this study asked respondents if they had heard of certain attractions in Gosport. The results revealed that attractions such as the Royal Navy Submarine museum, the Market and Priddy's Hard were generally well known by respondents and when asked where they visited most often for museums/art galleries Gosport scored well. The table below shows that Gosport has a good range of attractions with a particularly high level of awareness of living both within and beyond the Borough. <sup>1</sup>Have you heard of the following attractions in Gosport?

**Table 7.2: Tourist Awareness Study**

Response	Total Zones 1-4 (%)	Total Zones 5-10 (%)
Royal Navy Submarine Museum	99	91
Priddy's Hard / Explosion Museum	98	85
Gosport Market	98	80
Marina	97	78
The Discovery Centre Library	91	49

## 7.4 History and Heritage

7.4.1 The town of Gosport grew up in the 13th century on the opposite side of the harbour from Portsmouth. It was a small fishing community for much of its early history, eclipsed by the success of its neighbour.

7.4.2 The first fortification on the Gosport side of the harbour was built in the 15th century, when a tower was built on Gosport Point, which became known as Blockhouse Point. Together with an identical tower on the Portsmouth side, it guarded the harbour entrance (Refer to Fig 9).

7.4.3 To prevent hostile ships from entering, a chain was slung between the two towers. The chain could be raised and lowered by a capstan on the Portsmouth side of the harbour entrance. In the 1540s under King Henry VIII. The tower was replaced with an 8-gun battery and a small fort called Haselford Castle was built on the coast to the south of Gosport.

7.4.4 These small fortifications were not maintained and did not last long, falling into disrepair as early as 1560. However, as the dockyard at Portsmouth grew, its defence became more and more important. Gosport occupied a strategic location controlling access to the harbour and dockyard.

<sup>1</sup> Town Centres: Retail, Leisure & Office Study 2007

- 7.4.5 In 1627 the suggestion was made to move the dockyard to Gosport, and although the idea was not carried out, some storehouses for the docks were built there. The significance of Gosport was made clear in 1642 during the Civil War when the Parliamentarians bombarded Royalist-held Portsmouth from Gosport.
- 7.4.6 In the 1660s Charles II became concerned for the safety of England's dockyards and ordered his engineer Sir Bernard de Gomme to strengthen the fortifications of Portsmouth. De Gomme is responsible for the first major fortifications at Gosport. His initial plans revolved around three strong points; Blockhouse Point, where there was to be a battery, Gosport Hard and Burrow Island, which were to be the sites of two strong towers. There was a small bastioned trace protecting Gosport. In de Gomme's later plans the town of Gosport was treated more like a fortified town.
- 7.4.7 The fort on Blockhouse Point consisted of a tower surrounded by a powerful seaward battery. Its landward approach was protected by a simple redan. The strength of this position lay in the single approach along a narrow spit of land.
- 7.4.8 The tower on Burrow Island, called James Fort, was built to prevent an enemy from using the island to bombard the dockyard opposite or the town of Gosport, both of which were within easy range. The small fort consisted of a tower, 6 metres in height, surrounded by an outer wall at sea level. Inside the tower there were living quarters for the garrison and storerooms. James Fort probably mounted up to 20 cannon in the outer walls and on the tower's roof.
- 7.4.9 The purpose of Charles Fort, the "Great Redoubt" on the quay in Gosport, is less obvious, since it is within the fortified town of Gosport (so it could not guard against a land-based attack) and any enemy ship would already have had to pass the massed firepower of the guns in Portsmouth and on Blockhouse Point (so it would be of little value against ships). Perhaps de Gomme felt that it would provide protection against a surprise attack along the beach at low tide. Charles Fort was larger than James Fort, being 9m in height and having its outer walls farther from the tower. Charles Fort may have mounted up to 30 cannon, with guns on the tower roof as well as the lower battery.
- 7.4.10 Both towers (James Fort and Charles Fort) were constructed relatively quickly and were complete by 1679. The towers themselves were built of stone but the outer walls were probably earthwork parapets, although they may have been faced with stone.
- 7.4.11 De Gomme's fortifications of the town of Gosport consisted of a crown facing west, with simpler defences along its flanks, where the approaches were mostly underwater. There were two wet ditches, two demi-lunes and a covered way. At the extreme north and south ends of the outworks there were two lunettes protecting the north and south demi-bastions (Refer to Fig. 10).
- 7.4.12 A review of De Gomme's map will show a fairly dense settlement tucked in behind the fortifications, the Solent water's edge and a partially constructed quay at today's Coldharbour edge. The town is set-out on a Roman grid pattern with several town spaces, on located just in from the (future) Double Gate area, a large linear space, possibly to allow for wharf activity along the Coldharbour edge, and a considerable space at the Falkland Gardens. This space was possibly used to draw in the fishing boats. Much of this urban structure is still very evident today and therefore represents close on 300 years of settlement history.
- 7.4.13 Interestingly it seems that these were the only part of the Gosport defences that were revetted in stone (the rest were earthworks), possibly because they were the most exposed to weathering and erosion. There were pallsades running from the town across Oyster Pool Lake (now called Haslar Lake) to Blockhouse Point and across Forton Lake to Burrow Island. These pallsades were put in place to dissuade an enemy from using

these routes at low tide as a way of attacking the town. Work on the fortifications designed by de Gomme was carried out in the 1670s, although the outworks were never built.

- 7.4.14 In the early 1700s during the War of the Spanish Succession Fort Blockhouse was inspected and found to be in poor condition. From 1708-1714 it was completely rebuilt with a land front of two demi-bastions, a demi-lune and a deep ditch. The new fort mounted 21 guns facing out over the sea, ready to turn back any enemy ship attempting to enter the harbour.
- 7.4.15 In 1704 Captain Henry Player built a manor house and a brewery on the land to the north of Gosport, known as the Weevil Estate. Later in the 18th century, the Weevil Brewery was supplying the navy with beer and the area was considered strategically important, so plans were made for its defence.
- 7.4.16 In 1757 the engineer Desmaretz drew up plans for a new line of bastioned earthworks to enclose the Weevil Brewery area to the north of the town. By this time the de Gomme's fortifications had fallen into disrepair and the western side was restored. The new fortifications to the north were not integrated into the 17th century defences, but simply butted up to the central bastion of the town trace.
- 7.4.17 In 1761 the Board of Ordnance purchased the Weevil Estate and the area known as Priddy's Hard to the north of Forton Lake and Burrow Island. Priddy's Hard was to be the site of a new powder magazine for the navy. The magazine was built in 1771 and the powder that had hitherto been stored in the Round Tower in Portsmouth was removed after safety concerns. Priddy's Hard had its own small quay for small boats taking powder out to ships in the harbour. The magazine was fortified with a landward front of two demi-bastions. Over the remaining years of the 18th century the Weevil Estate was developed into a navy victualing yard. This was a consolidation of all the naval stores that had previously been scattered all over Portsmouth. This yard eventually became the Royal Clarence victualing yard.
- 7.4.18 With the new landward fortifications, the towers James Fort and Charles Fort lost their significance and were neglected. In 1778 a bastioned fort called Fort Monkton was built to the south, on the site of the 16th century Haselford Castle. Its purpose was to counter hostile ships approaching the dockyard from the west. By the beginning of the Napoleonic Wars the landward trace of Gosport's fortifications was confusing and lacked cohesion. From 1797 to 1803, spurred on by the threat of a French invasion, a major renovation of the lines was undertaken.
- 7.4.19 The renovated fortifications consisted of a coherent trace of bastions leading from the south side of Gosport town all the way up to Forton Lake in the north, enclosing both the town and the navy yard. Priddy's Hard and Blockhouse Point were both linked to the town by ferries. A large workforce was available in the form of French prisoners of war, who were kept on Burrow Island, so work on the fortifications could be carried out at a relatively low cost.
- 7.4.20 In the first part of the 19th century Charles Fort fell into ruins and was demolished and James Fort was partially demolished for materials. By the 1850s the bastioned system of town defence was long out of date, so a system of 5 outlying forts was built to the west of Gosport, complimenting the Portsdown Forts to the north of Portsmouth. In the early 20th century the central section of the ramparts on the west side of Gosport was demolished to open up the town.
- 7.4.21 During the Days of the Empire, Gosport's naval base expanded with the construction of various officer's blockhouses, staff quarters and warehouses. Most of these buildings are still very evident today and dominate the western edge of the study site, including the

various warehouse buildings located on the remainder of the Royal Clarence Yard within the study area. It is in this same period that the railway link is constructed into Gosport, much of this history is evident with the former, disused railway station, the tunnel through the ramparts and the tracks cutting across the site still evident.

- 7.4.22 A review of historic photos would suggest that it is during this same period that Gosport builds the Falkland Gardens extending the waterfront edge into the Solent. Over the next century, there is a gradual decline in boating activity, with the various jetties and slipways been consolidated into larger areas for the larger ferry boats that operated across the Solent. The historic Watermans Right associated with this activity, and the ownership of the landing rights, appears to have been consolidated.
- 7.4.23 Research undertaken from aerial photographs taken by the Luftwaffe (1940) shows considerable damage inflicted on Portsmouth but little damage to Gosport. However, it is evident that in the 1950's Gosport removed numerous buildings along the wharf and expanded the working quay in what is today the Coldharbour site. We can assume that at the same period the area around the ferry terminal was consolidated, expanded into the Solent and new tidal defences built.
- 7.4.24 The military presence in Gosport remains strong even today. Although the navy has recently left Priddy's Hard and the Royal Clarence Yard, Fort Blockhouse is still in military hands. It is the oldest fortified position in Britain still occupied by the armed forces. Fort Blockhouse is open for tours in September, but is normally closed to the public. The earliest remains date from the 1708 reconstruction of the fort and the current main battery dates from the mid 19th century.
- 7.4.25 To the north of Fort Blockhouse a fine, but small, section of the ramparts survives in the form of Bastion No. 1, which lay at the southern end of de Gomme's trace but owes its present form to the work carried out during the Napoleonic Wars.
- 7.4.26 Further to the north, a stretch of fortifications comprising the three bastions protecting the navy yard has survived, but is inaccessible today due to being on the edge of the oil depot.
- 7.4.27 Today Priddy's Hard is being converted into a mixed-use scheme, but the magazine built in 1771 has survived and is the home of the museum of naval firepower, called Explosion! The ramparts are intact, although currently overgrown and fenced off, these will be managed and made accessible to the public.
- 7.4.28 There are some remains of James Fort and it is possible to walk to the island at low tide. Fort Monkton is still government property. As the redevelopment of Gosport continues and the military move away from these sites it is likely that the remaining fortifications will be restored and made accessible.
- 7.4.29 What is quite surprising is how evident much of Gosport's heritage is still is, an unbroken record that tells about settlement, human activity and changing circumstance. We believe that this should become the start of a new understanding for Gosport.

## **7.5 Heritage and Tourism Overview**

- 7.5.1 What this research and review has identified is that Gosport has a fantastic unbroken history and with its counterpart of Portsmouth, has played an important part in the history of the UK.
- 7.5.2 Gosport is a walled town and should be placed on the international tourist map alongside cities and places such as Berwick-upon-Tweed, Chester, Colchester, Dover and more close to Gosport, Corfe Castle, Portchester Castle and Portsmouth.

- 7.5.3 The Solent represents the largest marina (collectively Premier Marina, Haslar Marina, RCY, etc) in the UK and one of the largest in Europe. This boat building and leisure activity represents close on 18% of the sub-regional GDP. The historic legacy of the Solent is world-renowned, housing HMS Victory, The Mary Rose (1545), HMS Warrior (1860), the Royal Naval Dockyard museum and current fleet; numerous famous boats including Endeavour (America's Cup), the J-class boats were built at the Camper and Nicholson sheds; and it represents an international boating destination for the Tall Ships. While much of this "Brand Identity" has been used to maximum effect by Portsmouth, Gosport has failed to grasp this unique identity for itself.
- 7.5.4 In recent years Gosport has successfully combined its historic elements into an exciting Gosport Waterfront Trail that allows visitors to discover this history for themselves. However, the marketing of these fantastic opportunities is not evident.
- 7.5.5 In terms of understanding the tourist offer, Gosport fails to act as a destination. When one stands on the Portsmouth side looking across the Solent, there is little that is visually exciting to draw people across the Solent. The ferry terminal point, the gateway into historic Gosport, unfortunately creates the impression of neglect and lack-lustre leisure entertainment and singularly fails to capture the imagination of those tourists that do arrive.

### **Strengths**

- 7.5.6 The tourism industry in South Hampshire (and Gosport) is increasingly becoming an important sector and relies on the qualities of the natural and built environment. Gosport with its extensive 40km coastline and beaches is well placed to expand into the leisure service sector.
- 7.5.7 The inlets and coastal waters are sites of national and international nature conservation significance and reach far into the urban fabric. There is a growing awareness of conservation issues and such unique areas, are becoming tourist destinations.
- 7.5.8 Gosport waterfront and marina offers sailors and land-lubbers 24-hour access to the world famous cruising grounds of the Solent.
- 7.5.9 Retail expenditure in the town is enhanced by tourists and visitors, with at least 168,000 tourist visits per annum in recent years<sup>2</sup>. This does however not compare with Portsmouth Historic Dockyard (560,000) and Corfe Castle (160,000) tourist numbers for 2008; and, Portsmouth at 7.6million on average with a spend of £373million.
- 7.5.10 The built heritage is both rich and unique, primarily a product of the Borough's long association with the Royal Navy and the defence of Portsmouth Harbour, with many of its naval and military establishments now of national historic importance (e.g. the 3km Waterfront Trail links Explosion! The Museum of Naval Firepower with the Royal Navy Submarine Museum, and offers panoramic views of Portsmouth Harbour). Gosport should identify itself with the Portsmouth Naval Base Property Trust Business Strategy to create a tourist offer for the entire Solent as one experience.
- 7.5.11 Oakleaf Brewing Company is an example of small, bespoke industries setting up within the town to offer a different product to that that the multi-nationals based in GunWharf and Portsmouth. Such niche markets do exist and the boating fraternity have the economic means to support such boutique offers.

<sup>2</sup> The Economic Impact of Tourism on Gosport in 2003 (Tourism South East April 2005)

- 7.5.12 The Gosport Ferry is both a commuting and a tourist service, it is highly reliable and operates continuously, connecting Gosport to Portsmouth and London. Operating a range of cruises, May to September, taking in such scenic locations as the Hamble, Beaulieu Rivers or Portsmouth Harbour, with superb views of the ships in dock and views of the Spinnaker Tower. It is a valuable asset for Gosport.
- 7.5.13 Gosport and the French holiday resort of Royan has been described as one of the most successful twinings in the United Kingdom. Such associations should be fostered and marketed.

### **Weaknesses**

- 7.5.14 The hotel and accommodation offer is very weak to non-existent and will need to be initiated to achieve growth in the tourism sector.
- 7.5.15 Gosport has a very weak evening economy with very few pubs, restaurants and bars located within the Town Centre or at Gosport Waterfront. Those places that do exist operate at the very lowest end of the market and, with the other retail operators in the High Street, shut at 5pm, further detracting from the visitor appeal. The High Street is perceived as an unsafe place at night. With GunWharf across the Solent, and the ferry operating until midnight, effectively the night-time economy has all but moved to Portsmouth. It is clear that Gosport will struggle to compete in offering similar services and night-time attractors (e.g. theatre or cinemas) and needs to focus on creating an alternative to the multi-national, mass market offer.
- 7.5.16 The enhancement of the tourism/visitor sector should be supported through a varied café/restaurant/bar sector both for the daytime and evening leisure economy. It is clear from the Town Centres: Retail, Leisure and Office Study, 2007, that Gosport has a weak evening economy with very few pubs, restaurants and bars. The town centre is not therefore taking advantage of daytime visitors and longer trip times, and becomes quiet and uninviting after shop opening hours. Only 40% of people in the Borough visit Gosport town centre for pubs and clubs, and only 19% of residents visit for restaurants. Within the remainder of the survey area (Zones 5-10) circa 1% visit for pubs and clubs, and only 2% visit Gosport town centre for restaurants. These low visitation rates are not surprising given the weak representation of such uses in the town centre.

### **Opportunities**

- 7.5.17 The local economy needs to adapt to meet the needs of visitors and the industry to realise the potential growth of this sector including developing the necessary infrastructure.
- 7.5.18 Tourism may be seen as a fledgling economy in Gosport in view of the low volume of commercial accommodation stock and visitor attractions, it represents a significant contributor to the local economy and there is significant scope for tourism to be further harnessed and maximised.
- 7.5.19 Gosport benefits from a waterfront location and sailing/visitor attractions, and we consider that the enhancement of leisure and visitor/tourism facilities together with significant improvements to the day and night time eating and drinking economy could help maintain and enhance the town centre's market share in comparison goods shopping. Ideally, this leisure/tourism strategy should come forward with improvements to the retail offer for the town centre to benefit from the combined effect and subsequent increase in visitors and tourists.

- 7.5.20 The leisure and tourism industry should form a key component of any future strategy for Gosport town centre and the wider Borough over the forthcoming LDF period, with initiatives encouraging new markets and building on existing attractions such as sailing and short-stays. It is clear from our analysis that a number of key attractions in Gosport, such as the Explosion Museum and the Discovery Centre, are widely heard of in the Borough and beyond. The strategy should therefore continue to market its existing offer.
- 7.5.21 The economy will build on its strengths in the tourism, marine and high-tech manufacturing sectors. Brownfield land such as the Daedalus site will provide opportunities for maximising business development and growth.
- 7.5.22 Further increasing public access along Gosport's waterfront.
- 7.5.23 There are many potential day and weekend sailing trips, with the Isle of Wight close by. Gosport Marina is also an excellent launch pad to cruise to the West Country and France. Gosport have recognised this activity with a new branding as "Home of 21<sup>st</sup> Century Sailing"
- 7.5.24 Gosport Market operates twice a week, on Tuesdays and Saturdays. Situated in Gosport High Street between the best view of Portsmouth Harbour and the award-winning Discovery Centre, Gosport Markets offer up to sixty stalls. Currently a buzzing market the council have great plans to extend the range and variety of products on offer with themed markets, and to provide entertainment for shoppers on Saturdays.
- 7.5.25 Good Practice Guide on Planning for Tourism. The guide states that planning authorities should assess the need for and allocate appropriate sites for the types of tourist and leisure activities which lend themselves to urban locations including hotels, cinemas, theatres, bingo halls, concert halls, museums, galleries, conference facilities, restaurants, bars, pubs, casinos, night clubs, ten pin bowling and health and fitness centres in consultation with key stakeholders. The guide states that the preferred location for major hotels should be town centre sites and developments in historic towns should be sensitive to their surroundings. The guide also promotes the re-use of redundant buildings for tourist uses.
- 7.5.26 Gosport should develop a brand identity that helps differentiate Gosport from competitor destinations and to develop a local distinctiveness.

### **Threats**

- 7.5.27 Gosport should recognise that it will need to compete with both Portsmouth and the Hampshire coastline for tourist numbers and tourist spend. This is an aggressive market that needs to continually adapt to changing circumstance and perception; it requires a deep understanding of how (mostly the young) tourist wants to access information (intranet based); how image of the destination is as important as the destination itself; and, needs to create a brand loyalty with tourists to sustain itself. This will require a step-change in local perception which could be resisted.
- 7.5.28 A considerable investment will be required in all sectors to create such a change. While the Gosport Waterfront site is the ideal vehicle to initiate change, this will require a prolonged period of private and public sector investment. In a recessionary climate, this may be slow and difficult to secure adequate funding.
- 7.5.29 For Gosport Waterfront, the site is layered with archaeological evidence. Some of this will be significant but most may simply be the "background" remains. The value of such historic remains will need to be qualified to ensure that the greatest potential of the site can be realised for the future.

## 8 Property Market Review

### 8.1 Introduction

- 8.1.1 This chapter provides an overview of the property market in Gosport, and the issues that may impact on the viability and deliverability of any development proposals so that these can be taken into account in the generation of masterplan options for the study area
- 8.1.2 The property market is a function, to some extent, of the dynamic relationship between demographics, investment perception and reality, the nature of risk and actual returns, to give an investment profile of Gosport. This together with the overview of the National Property Market sets the wider context within which the local market has been assessed, and informs our initial views for the development of Gosport Waterfront.
- 8.1.3 This assessment is based on a review of available documentation; liaison on the overall baseline policy and infrastructure position; internet research; and, telephone consultation with local agents, hotel advisers to Hampshire County Council (Hotel Solutions), hotel operators, a representative of the Property Service at Gosport Borough Council, and with Gosport Marina.

### 8.2 Context

#### *Local Economy*

- 8.2.2 The economic profile for Gosport confirms the following characteristics:
- Population circa 80,000. The population has remained more-or-less static over the last 29-years with the SE Plan projecting that the population for Gosport will decline upto 2026;
  - Highest population density but lowest job density in the region;
  - High historic reliance on Public Administration and Defence employment, and industries supporting the Defence sector;
  - Lower earnings across all employment sectors than adjacent administrative areas;
  - Lower percentage of highly qualified/skilled people than others in Hampshire Economic Partnership; and,
  - Largest increase in measured deprivation (Index of Multiple Deprivation) in Hampshire from 2004 to 2007.
- 8.2.3 There has been a continual decline in the local Defence industry which has had considerable direct and in-direct implications. Not only has this resulted in the real loss of low-skilled jobs, but has removed potential routes of skills training, reduced the resident community, has reduced overall spend within the Town Centre, and has contributed to the closure of the Royal Haslar Hospital. However, this has also created the opportunity of the MoD releasing their land holdings in the borough for redevelopment.
- 8.2.4 The population demographics demonstrate that over a 45-year period the “attractiveness” of Gosport as a destination has remained static. The SE Plan period predicts an aging population. The implication of this is an increasing reduced active skills base, a reduced ability to attract new dynamic employment opportunities in to the borough and the potential for a reduce tax income stream
- 8.2.5 This decline in local industry has lead to an ongoing change in working patterns, with an estimated 2/3 of the employed population now working outside the borough. This

contributes both to vehicle movement, and exacerbates the perception of congestion on the A32 main route to and from the peninsula. This reduces business related expenditure available to support local retailing and services.

- 8.2.6 Labour, and to some extent housing and rental values, is however relatively cheaper than surrounding areas, offering lower cost prospects for any business seeking to locate or establish in the area.
- 8.2.7 Gosport has not been immune to the impact of the national recession. Since mid 2008, the area has seen: marginally increased levels of commercial and retail vacancy; reduced planning applications; increased unemployment; and, reduced job vacancies.
- 8.2.8 This is not particularly out of step with the economy as a whole, but indicates the potential need for a return to improved economic confidence to ensure the best prospects for future investment. The slow down in the economy, in strong trading or commercial locations, has seen significant demand from investors with money seeking to acquire future development opportunities at suppressed values. Such activity is however dependant on the underlying market strength of a location.
- 8.2.9 Gosport's location in Portsmouth Harbour, and as part of the Solent Coastline, suggests that it could benefit economically from tourism. Research carried out on behalf of the County Council<sup>3</sup> indicates that Gosport has the lowest supply of Hotel/Guest House bed spaces across the County, but the third highest provision of Marina berths, representing just under 18.5% of the total for the County.
- 8.2.10 In terms of impact on the economy, the overall estimated annual trip expenditure generated in Gosport amounted to almost £78 million in 2008 (Portsmouth £373m), which is estimated to have contributed some £96 million to business turnover. Whilst this is significant it is the lowest figure for all of the coastal locations in Hampshire, and more comparable to inland location such as Hart and Rushmoor. This suggests that Gosport is not currently attracting significant tourist trade, other than in the marine related sector.
- 8.2.11 Overall, the economic indicators suggest a local economy that currently exports rather than attracts the expenditure required to support significant inward investment. This view is further supported by the Town Centres: Retail, Leisure and Office Study<sup>4</sup> which indicates that Gosport retains only 32.5% of its potential comparison goods expenditure, with 67.5% leaking primarily to Fareham, Portsmouth and further afield. In fact Gosport residents spend more in Southampton than they do in Gosport. This suggests that whilst current performance is relatively weak, there is an opportunity to explore development that better meets the need of both the local population and visitors, in order to claw back leakage and increase visitor numbers.

### ***National Property Market***

- 8.2.12 Nationally, the lack of credit available to support new development and the impact of recession on demand in all sectors has led to the worst property market conditions over the last 18 months that have been experienced for over 30 years. Activity has been at an all time low, and commentators indicated falls in end value of between 30% and 40% in both housing and commercial markets. This has had a severe impact on land values during 2008/early 2009, leading to owners and investors seeking to avoid realising their losses unless the need for liquidity outweighs the ability to hold onto sites. It also has a severe impact on the ability to secure wider benefits from the developments and planning consents that are being progressed, as cases can be made to prove that policy requirements are currently no longer financially viable. This is impacting on the ability for

<sup>3</sup> Volume, Value and Economic Impact of Tourism on Hampshire 2008

<sup>4</sup> GVA Grimley 2007

local authorities to negotiate both affordable housing percentages in line with policy, and contributions to key service needs arising from growth.

- 8.2.13 There has however been a readjustment to the challenges of the recession during the latter half of 2009, suggesting modest improvements in the market, and some increase in stability. There is however uncertainty as to the impact of a potential change of government on fiscal policy, which is likely to limit business expansion and continue to suppress commercial demand.
- 8.2.14 The market has seen a hardening of yields for prime property as the result of a lack of availability of prime product to meet demand from private and foreign investors, but only for good quality product in sought after locations.
- 8.2.15 Retail sales declined marginally (0.4%) in November 2009, but internet sales increased (16.9%)<sup>5</sup>. Christmas trading reports were better than expected, and void rates have declined for three consecutive months from 9.1% in August to 8.3% in November<sup>6</sup>. Retailers remain cautious, resulting in limited demand for new space focussed in locations with proven trading strength and a sustainable diverse high quality offer.
- 8.2.16 The office market has shown little sign of improvement other than in the London (the City and the West End), with ongoing uncertainty over future rating liabilities as a result of the revaluation, and the impact of empty rates. Secondary locations remain weak.
- 8.2.17 The residential market has fared better in 2009 than was anticipated at the start of the year, with an increase in demand and sales volumes, and prices showing improvement as a result of a lack of supply. Average house prices rose almost 6% during 2009<sup>7</sup>, matched by an increase in the supply of mortgages. The market however remains uncertain as a result of a lack of clear policy on addressing public expenditure and debt, as a result of the forthcoming election, and concern about the prospect of tax increases. This is leading some commentators to predict further price falls in 2010, as the threat of unemployment continues, but with recovery thereafter anticipated to show a return to 2007 levels by 2014.
- 8.2.18 New build completions are still below government targets, 115,000 in 2009 against a target of 240,000, but more starts are beginning to be made.

### **8.3 Gosport Property Market**

- 8.3.1 Gosport is not immune to the national picture, but shows local variations associated with its particular pattern of demand and supply.

#### ***Residential Market***

- 8.3.2 For housing, there is a marked difference in the impact on sale prices<sup>8</sup> between detached dwellings and flats, as follows:

<sup>5</sup> British Retail Consortium

<sup>6</sup> IPD

<sup>7</sup> Knight Frank Residential Market Update January 2010

<sup>8</sup> Home.co.uk Asking Price Report for Gosport

**Table 8.1: Residential market**

Property Type	November 2008	Sample Size	March 2009	Sample Size	Change
Detached	£192,666	3	£283,738	15	+ 47%
Semi	£141,500	7	£264,217	36	+ 87%
Terraced	£136,097	71	£154,436	143	+ 13%
Flat	£152,728	42	£135,888	67	-11

8.3.3 This indicates that demand is holding up for houses, but that flats are suffering both in terms of the rate of increase in volume of transactions and the average price. Clearly these figures need to be considered in the context of the sample size, and the significant increases in value suggested are likely to be as a result of the areas in which the properties are coming to the market rather than indicative of an uncharacteristically strong market or significant increases in value

8.3.4 A further indicator of market strength is the asking price and time that a property takes to sell<sup>9</sup>. This can also be used to make comparisons with other harbourside locations:

**Table 8.2: Harbourside location**

Location	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed
Gosport Ave. price	£98,463	£154,546	£188,621	£319,615	£439,117
Time to sell (days)	204	156	142	234	234
Portsmouth Ave. Price	£106,199	£160,662	£193,833	£334,743	£453,306
Time to sell (days)	200	165	149	225	236
Fareham Ave. Price	£110,200	£171,184	£204,570	£331,810	£542,359
Time to sell (days)	230	158	169	140	138
Portchester Ave. Price	£111,926	£164,517	£195,552	£350,599	Inadequate sample
Time to sell (days)	181	106	140	174	N/A

8.3.5 This demonstrates that prices in Gosport are lower than for the other areas surrounding the harbour. The overall picture is of a fairly consistent take up rate. Of potentially more benefit to the study area is the relative prices paid for property in Gosport overlooking the harbour as compared to that without harbour views. Analysis of properties on the market indicates asking prices per square foot as follows: With harbour views: £400-420/sqft; and, without harbour views: £260-280/sqft

8.3.6 This shows that the waterside location has the potential to provide significantly higher residential values (approx 65%) than other potential residential development locations in Gosport, which could contribute to overall viability. The higher values are supported by the wider catchment that waterside properties have, attracting purchasers from both

<sup>9</sup> Home.co.uk asking price reports

within and outside the immediate catchment area. Local agents have reported that there is greater demand for waterside properties, particularly at upper levels (above ground floor) and that purchasers are often buy-to-let investors, second home buyers for weekend homes for used in association with yachting facilities. They are not considered to impact particularly on the rest of the local market, other than by improving the immediate environment, or where associated with the provision of leisure facilities available for wider use. The ability to capitalise on this value differential to support mixed-use development will depend on the overall costs to be met by any development, and the extent of supporting residential development for private sale permitted as part of the mix.

- 8.3.7 Within the residential market there are elements for which ongoing growth beyond the traditional housing market are anticipated. In particular, retirement property and the special care sector is relevant. The national trend for an ageing population, and the recognition of a growing need for home based care in older age has led to the development of a sector of the market addressing the needs of the retired population from active living through to full time care within a campus location. Whilst Gosport is not currently as popular as a retirement destination as Fareham and Lee on Solent, the Waterfront area could offer an opportunity for such a specialist development contributing to overall viability. It is understood that the redevelopment of the Royal Haslar Hospital site by OurEnterprise is proposing such an offer as part of their masterplan.
- 8.3.8 Planning policy guidance for the study area indicates that residential development would be suitable for Gosport Waterfront as part of a mixed use development. There are however mixed indications of the likely extent of residential development that could be considered appropriate, ranging from around 50<sup>10</sup> units to some 437 units<sup>11</sup>. On the assumption of the lower figure, and assuming an average unit size of 90m<sup>2</sup> (970sqft) (generous 2- 3 bedroom accommodation) at an average sale price of 4,520 per m<sup>2</sup> (£420/sqft) the gross development value generated before any development costs are taken into account would amount to in the order of £20 million, which after construction costs, land value and profit are taken into account would offer little value to support less viable uses. The higher figure suggested in section 8.3.5 will give a gross development value of around £175 million which will clearly offer greater flexibility.
- 8.3.9 These figures do not account for the current need, as identified in the SE Plan, that on average 30-40% of all housing on new development sites should be affordable housing. This requirement may have a considerable impact on the viability of the private sector to provide new housing in such a depressed local market.

### ***Retail Market***

- 8.3.10 The High Street is considered by local agents to be relatively sustainable, but to have felt the loss of Woolworths (Dec 2008). The retail offer is based on a mix of convenience, service and comparison shopping, with a representation of some 76 national multiple retailers, which tend to represent the more discount end of trading rather than a mixture of high and low quality offer. The foodstore market is however more balanced, with Waitrose and Morrisons represented. There is a below average supply of restaurants, cafes and leisure/evening economy related uses, and an above average supply of financial and other services.
- 8.3.11 The market, which operates on Tuesdays and Saturdays has begun to grow again after six years of decline and represents a local draw.

<sup>10</sup> Local Plan

<sup>11</sup> PUSH (crude figures)

- 8.3.12 There is evidence of some retail demand, and relatively few voids in the High Street, but no evidence that the centre attracts visitors from outside its immediate catchment, or indeed retains all the expenditure from within its catchment. As highlighted earlier, some 67.5% of comparison expenditure is leaking to other centres, suggesting that despite a predominance of comparison rather than convenience retailers, the centre is functioning more as a convenience destination and is not catering adequately for the demands of the local population. This leakage will impact on the perceived strength of Gosport as a trading location for unrepresented retailers, and will suppress the demand that might be expected for a catchment population of this size.
- 8.3.13 Demand is further limited by a lack of available retail floorspace that complies with modern day retailer requirements, and a historic high street with little immediate opportunity for redevelopment in the prime pitch. Gosport Waterfront offers an opportunity to provide more suitable larger floorplate space, subject to the ability to attract occupiers at a viable level of value. The local nature of the centre, and its physical limitations are currently reflected in the rental values that are achieved, which were reported at circa £40/sqft prime Zone A, but have fallen to around £35-38 during the recession. This is significantly lower than other retail locations around the harbour: Gosport - £38; Portsmouth - £180; and, Fareham - £125. Such low rentals and return values in Gosport Town Centre make it unviable to construct new retail units.
- 8.3.14 The low rental levels, together with higher yields required by investors for the more isolated location and lack of a suitably diverse draw to retain local expenditure, and the anticipation of limited future population or financial growth indicates a financially marginal prospect for new retail development, unless as part of a mixed-use development including other cross subsidising higher value uses.
- 8.3.15 This is borne out by the Town Centres: Retail, Leisure and Office Study<sup>12</sup> which identifies only limited capacity for additional retail development going forward, based on current expenditure patterns. For convenience retailing (food and general groceries) no capacity is identified for the period up to 2021. For comparison retailing, capacity of some 2,700m<sup>2</sup> up to 2021 (just under 30,000sqft), which represents very little new development and less than an additional 10% of the total ground floor retail space currently identified in Gosport Town Centre by GOAD.
- 8.3.16 In retail and commercial terms, Gosport principally provides for its local catchment, and supports the significant MOD representation in the area which provides the mainstay of local employment and spend.

### **Office Market**

- 8.3.17 The market for offices in Gosport is similarly based on local catchment, rather than the ability to secure inward investment and attract major office occupiers. It is in the office sector that the perceived impact of lack of accessibility and the reported congestion on the A32 and links to the M27 has the greatest impact. Office demand is very limited, and aside from the MOD representation comes largely from small business occupiers and marine related industries. Local agents perceive that there is a lot of poor quality office space being occupied on the peninsular, and that the most immediate opportunity is to provide better space for existing businesses, providing them with the prospect of expansion and flexibility in a modern efficient environment.
- 8.3.18 The supply of small offices has increased since the development of the Gosport Business Centre, and the conversion of units in Royal Clarence Yard. Take up has however been slow at Royal Clarence Yard, and there is still space available at the Business Centre.

<sup>12</sup> GVA Grimley 2007

Demand is very locationally specific for local users. Proximity to the town centre or to the A32 towards Fareham are seen as advantages. The town centre location of Gosport Waterfront is therefore likely to be more attractive to local business occupiers than that at Royal Clarence Yard.

- 8.3.19 As for retail, rental values are somewhat lower than for other harbourside locations, with typical rents ranging from £10 to £15/sqft depending on quality, but higher for serviced offices where a range of services and utilities are included. For non-serviced space rentals in Fareham would be in the region of £14-£18/sqft, and in Portsmouth £12 - £25/sqft depending on location, accessibility and quality.
- 8.3.20 Gosport is not perceived as an office location, and cannot compete with the M27/A3 corridors (which is identified in the SE Plan as the growth corridor along with the SDA) for connectivity with the road and rail network. It is therefore unlikely to attract major inward office investment, unless seen as part of the central Portsmouth market, accessibly by ferry. As for retail, the relatively low rental levels and softer yields, reflecting the local nature of the demand and the increased risk of voids means that significant office development is unlikely to be financially viable and would not take place on a speculative basis. The best prospect for office development at the study site is as part of the development of the marine industries focussed around the harbour, and is therefore dependent upon the sustainability and on-going investment in this sector of the local and sub-regional economy.
- 8.3.21 The Gosport Employment Land Review<sup>13</sup> considers Gosport Waterfront (i.e. the retained area of the Royal Clarence Yard, Coldharbour and Gosport Bus Station sites). It identifies a total of some 30,000m<sup>2</sup> of existing employment uses on the site. The majority of the use comprises light industrial and warehousing which are lower value generating uses than other commercial uses, and which unless directly related to the waterfront location, such as the marine uses, could potentially be relocated to other less prominent locations such as Deadalus, freeing up the space for potentially better quality higher value generating uses that will improve the town centre offer and help increase the diversity and attraction of the town centre. The planning allocation recognises this potential by reducing the anticipated future level of employment space by more than 50% to some 11,500m<sup>2</sup> as part of a mix of uses. The ability to achieve this level of new floorspace will be entirely dependent on demand which cannot currently be proven, and if flexible quality space is provided may be taken up by existing businesses relocating from other less suitable premises in the peninsula.
- 8.3.22 This Review notes that the existing employment office floorspace within the Borough is small at 7.2%; PUSH have set a target of 48%. In policy terms there is therefore a requirement to increase the office supply dramatically, it is however questionable if this growth is attainable (similar comparative figures are: current light and general industrial 66%, warehouse and distribution 14.7%; PUSH target - manufacturing 15% and warehousing logistics 37%).
- 8.3.23 An opportunity that should in our opinion be considered as part of the options testing is the potential opportunity for the public sector to occupy employment floorspace within the redevelopment. The existing Council office accommodation and that of other public services is currently located in or close to the High Street, creating a break in the retail frontage and occupying space that might offer an opportunity for a more modern retail offer to be developed, together with town centre housing to extend the evening activity and contribute to the night-time economy. The Council's existing office accommodation appears to be approaching the end of its useful life, so a co-ordinated approach to securing more modern sustainable premises and achieving the aspirations for the study

<sup>13</sup> September 2009

site could be for relocation to act as a catalyst for redevelopment. This option will be explored further as part of the next stage.

### ***Marine industry***

- 8.3.24 The marine industry is fundamental to the Gosport Peninsula, and as identified in the Solent Waterfront Strategy Portsmouth Harbour is of national importance, largely for its defence related activity. The report identifies the Gosport Waterfront as of regional significance for its marine related business related primarily to leisure related water activities including international yacht racing
- 8.3.25 This is a significant industry with the Solent area employing 25,000 direct jobs, which is at least equivalent to the employment contribution made by the financial services sector to the Solent economy. Including indirect and induced effects, the sector supports a total of 48,300 jobs, of which nearly 80% are safeguarded within the Solent sub-region. The marine sector relies on a diverse supply chain which alone supports around 12,500 jobs in activities including component manufacturing, wholesale retail, logistics and freight, business and financial services, clothing, catering and specialist equipment.
- 8.3.26 The GDP and GVA contributions are £3.6 billion and £1.9 billion respectively. Significantly, this represents around 18% of the total value of the Solent economy. The sector makes a direct annual contribution to the National Exchequer of approximately £672 million.
- 8.3.27 A key issue for the local marine industry is that the skills base is ageing and not currently being replenished. There is a need to attract and train a younger workforce to ensure longer term sustainability. The local skills shortage in Gosport could have a negative impact on the location for long term marine related investment unless specific training initiatives are supported. This employment disadvantage is however balanced by the advantages offered by full tidal access and deep water berthing availability, particularly at the Camper & Nicholson site.
- 8.3.28 A waterfront location is very attractive to the industry, and the limitations on the supply of suitable business floorspace with deep water berthing and lifting facilities, and on-site storage, mean that locations which can offer all three can achieve premium rents of between £15 and £20/sqft for good quality facilities.
- 8.3.29 Overall, the sector appears to be stabilising after the impact of the downturn in the economy, but has not returned to pre-recession strength. There is no evidence of rental growth and little new demand, but similarly little reported contraction in existing provision. Brokers are reporting relatively strong boat sales, but principally to international buyers who are exporting the boats. The relative weakness of the pound against the Euro is contributing to the net outflow of boats, with European buyers active in both new and second hand boat markets. The impact of this economic activity is therefore limited on the local marine industry.
- 8.3.30 The study area does not extend to the water beyond the shoreline of the site, however this could offer an opportunity to expand and consolidate the local marine industry, through potential improvement and expansion of the marina facilities, possibly linking the existing Gosport and Haslar marinas with additional income generating water based activities and berthing. This could build on the identity of the waterfront as a visitor destination for those using the water for leisure if associated with a mixture of shore based attractions. It could also include other water based visitor attractions reinforcing the historic boat building links between Gosport and Portsmouth through the Historic Dockyard. To maximise value, the potential to further exploit the water as part of the investigation of options for the area should in our opinion be considered.

- 8.3.31 It is apparent from our study that the marine sector can play a crucial part in the economic regeneration of Gosport. The Borough has a long and proud association with this sector and should actively position itself in the marketplace as the place for all things marine and marina related. This has both direct benefits (e.g. high-tec light industry and bespoke boat and yacht building facilities), but could lead to in-direct benefits of new skills training and attracting a high skills base. The marine industries need a place to call "home" – an ideal branding opportunity for Gosport and Gosport Waterfront.

### ***Hotel and Leisure market***

- 8.3.32 The Hampshire Hotels market was last reviewed in detail in 2008<sup>14</sup> by Hotel Solutions. They have confirmed that the review is due to be updated in 2010, but that the 2008 findings remain relevant in that they continue to identify demand from only the discount hotel operators, Mitchells & Butler and Travelodge. There is no demand for representation from higher quality/larger business and tourism related hotel chains, as the majority of business travel to the peninsula is related to the defence industry who provide accommodation within their estate. There is also perceived to be an inadequate catchment given the hotel representation in Portsmouth, including the recent development by Jury's Inn.
- 8.3.33 The discount operators cater for casual family visitor related demand, and often for construction related workers. Their preferred location is either towards the town centre, including the waterfront site, particularly for a pub-restaurant and associated accommodation offer which would want to draw on the marina catchment and local residents for its food trade as well as business and leisure visitors. The second favoured location for a stand alone discount hotel is further north close to the A32 with easy access to Fareham to attract part of the Fareham visitor market. Accessibility is key, which suggests that the Waterfront location has some prospect of attracting a discount hotel operator as part of a mixed-use development, and is considered more attractive than other potentially competing locations such as Royal Clarence Yard and the Royal Haslar Hospital site.
- 8.3.34 In terms of other leisure uses, there is little evidence of demand, but there is a shortage of restaurants in Gosport, and it is the view of local agents that there is the potential to attract restaurant occupiers and leisure related retailers as part of a high quality mixed use development that links Gosport Waterfront to the town centre. The issue is not that there would not be occupiers for the space, but more that the prevailing rental levels and the rents that such users may be prepared to pay in what is at the moment an unproven trading location may be insufficient to support development. Any development proposed would have to represent a significant step change in quality to establish rents well above the existing prime High Street level, and to generate trade from both visitors and that element of the local population who currently chose to go elsewhere. This includes many of the marina users who use the ferry to access the choice of restaurants at GunWharf.

## **8.4 Gosport Waterfront: an Overview**

- 8.4.1 Clearly, the prevailing economic environment and uncertain property market mean that current development viability is unprovable. The purpose of the masterplan is however to identify the spatial vision for this important part of Gosport, and to act as a catalyst for a major 8-12 year comprehensive regeneration programme. It therefore has to be assumed that property market activity will resume during the life of the programme, and that the key issue is to establish a suitable and sustainable mix and density of uses to enable transformation of the area, and to encourage its physical and operational linkage

<sup>14</sup> Hampshire Hotel Developer Survey 2008. Hotel Solutions

with the town centre as a whole. The aim of the process is therefore to identify the development opportunity with the greatest likelihood of deliverability

- 8.4.2 The study area extends to over 8 hectares (circa 20 acres) of potentially developable land, with direct access to the A32 and to the town centre. It therefore represents one of the best prospects for development that has the potential to change the perception of Gosport to potential visitors and the existing catchment. The site benefits from views across the harbour to GunWharf and the Spinnaker Tower. It has the critical mass to create its own quality of environment that will be required to generate the demand and rental levels that will be required for viability and sustainability.
- 8.4.3 Based on the initial information provided, the site is in a number of ownerships amounting to some 24 registered freehold titles at Coldharbour, and a large number of titles (but all in Council ownership) at the bus station and ferry approach. The number of leasehold interests has yet to be established. The multiplicity of ownerships and existing uses represents an obstacle to redevelopment as it implies a complex and lengthy process to secure site assembly, either by way of negotiation, which cannot be guaranteed, or as is more likely through the use of CPO powers, which if contested would lead to an inquiry that could typically take between 18 months and 2 years to resolve (Refer to Fig 11).
- 8.4.4 The multiplicity of ownerships and range of occupiers also represents a potentially significant unknown cost, both in terms of the existing use values of premises on the site, and the costs of relocation and disruption to (or possibly extinguishment of) businesses trading from the site. Further information on ownerships and current occupiers will be required to consider the potential impact of this on viability, but it is effectively a "tax on development" as it forms part of the initial site assembly costs. A Land Registry search of land title and restrictions should be undertaken by the Council as a measure of critical and economic importance.
- 8.4.5 The baseline assessment has identified a number of potential development costs/constraints, including:
- Flood designation: potential need to improve flood defences or raise site level, and possible implications on land-use development mix (see table 6.1);
  - Possible need for environmental contributions to mitigate any impact of development on Coastal Squeeze (although the site is outside the SPA/SSSI designated areas);
  - Suggested limitations on extent of residential development allowable;
  - Site assembly and likelihood of CPO;
  - Existing use value, and the need to take into account existing development such as the Quarterdeck and Rope Quay (Residential use);
  - Perception of congestion on the A32 and potential need for development contributions to infrastructure improvements;
  - Other planning requirements, including affordable housing policy requirements, possibly contributions to open space, education etc;
  - On-going weakness of the prevailing property market;
  - EU regulations regarding the procurement procedures of public lands or public-private partnerships (e.g. the Roanne Ruling); and,
  - Procurement process and impact on timetable for the development
- 8.4.6 All these issues represent risks to the potential viability of development. The master planning process therefore needs to identify the most viable mix of uses that has the potential to address these risks. From the initial baseline assessment, from a property development point of view, the strengths, weaknesses, opportunities and threats affecting its future have been considered, as follows:

### ***Strengths***

- 8.4.7 Size of opportunity area and capacity for new development.
- 8.4.8 Waterfront location and quality of views
- 8.4.9 Some large single ownerships, including that of the Council.
- 8.4.10 Proximity to the town centre.
- 8.4.11 Accessibility by ferry.
- 8.4.12 Adjacent to Mumby Road.
- 8.4.13 All tides deep water access and extensive water frontage

### ***Weaknesses***

- 8.4.14 Perception of congestion on A32 and impact on the potential for major inward investment
- 8.4.15 Current property market and low rental levels.
- 8.4.16 Limited demand for commercial floorspace
- 8.4.17 Unclear/limited planning policy requirements (particularly residential)
- 8.4.18 Catchment currently limited to local area.
- 8.4.19 Lack of accessible visitor attractions.

### ***Opportunities***

- 8.4.20 Large enough land area to create shift in quality, diversity and perception.
- 8.4.21 Available expenditure within the catchment to be clawed back.
- 8.4.22 Opportunity for use of CPO powers to secure site assembly.
- 8.4.23 Significant level of public ownership.
- 8.4.24 Marine industry.
- 8.4.25 Possible opportunity to link to future provision of public services.
- 8.4.26 Potential for further exploitation of the water, and increased linkage with Portsmouth Historic Dockyard offer
- 8.4.27 Potential to provide space that meets modern retailer and restaurant requirements

### ***Threats***

- 8.4.28 Flood designation and cost impact of mitigation.
- 8.4.29 Multiplicity of land ownerships
- 8.4.30 Existing use value and relocation costs.
- 8.4.31 Impact on development timetable of potential need for use of Compulsory Purchase Order (CPO) powers and public procurement process

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- 8.4.32 Potential impact of the need for infrastructure works to accommodate development
  - 8.4.33 Perception of A32 congestion acting as an obstacle to inward investment.
  - 8.4.34 Site conditions – made land so may have higher development infrastructure costs.

## 9 Conclusions

### 9.1 General Observations

- 9.1.1 This review has built-up a profile of Gosport as it is today, and an understanding of the possible future for Gosport using existing policy to project growth. This highlights a number of critical issues that will need to be addressed in order to capture the socio-economic value of the Gosport Waterfront site.
- 9.1.2 This review highlights that the option of “no change” or “minimum change” is not a sustainable and responsible option for Gosport Borough Council. A considerable step change is required to create a viable place to live and work for future local communities.
- 9.1.3 Like most coastal towns, Gosport is characterised by slow decline. It has a lack of economic diversity and a historic dependence on a narrow and declining MoD industry, a declining traditional tourist offer, and suffers from more attractive locations within its own sub-region resulting in a job market dominated by low wage, low skill and seasonal service sector employment.
- 9.1.4 Gosport has not seen, and does not anticipate, a change in population numbers for 45 years. In today's terms this is equivalent to two generations. The town has an older population structure which reflects the steady out-migration of higher-skilled working age adults and families due to limited job opportunities and the poor location attraction.
- 9.1.5 This cumulative effect makes it more difficult to attract new investment in more dynamic knowledge-based and high-tech industries. While ease of accessibility may be an issue in the location or relocation of businesses, increasingly it is recognised that agglomeration economics are as important in the selection of a location. Research published by Colin Buchanan has proved that this factor contributes overwhelmingly to the locational decisions of businesses as they seek to establish their identity and attract high-skilled staff.
- 9.1.6 The ability to harness the potential for growth in a long-term sustainable way will be critical to the repositioning and regeneration of Gosport and essential to realise the value of Gosport Waterfront. In assessing the nature of change, the Borough will need to invest in those inherent strengths that it has, accepting that some of the barriers to its growth at a sub-regional level it has little chance to effect.

#### IDEA 1:

There is a considerable target within the SE Plan to deliver new housing in the region, in the current recessionary climate, it is questionable whether the proposed SDA's will come forward in the short to medium term. North Fareham SDA will require considerable public sector infrastructure investment and political support. Gosport should strive to exercise the intent of policy to create sustainable communities building on existing settlements. Gosport Waterfront should strive to realise maximum but acceptable value of the site, including residential numbers to ensure the continued phased viability of this development opportunity. The possibility of Borough's linking housing targets should be explored.

#### IDEA 2:

Gosport will need to establish a brand identity (a similar approach that Bilbao, Gateshead and Truro have done with their signature buildings). Gosport should position itself in line with its historic, marine association to become the place for waterbased events, products and services. The marina industry makes up 20% of the Solent's economy but has little national place identity.

**IDEA 3:**

Gosport needs to establish its tourist identity building on the back of Portsmouth and the Naval Dockyard. There needs to be a joint discussion (although we understand that already there is some dialogue) to build up a Portsmouth Harbour brand that sells the combined picture of "Defender of the Realm", rather than just one side of this great story. Gosport through this joint strategy needs to expand its profile to create a catchment in London. The opportunity to create a New Years celebration event along the lines of that organised in Sydney Harbour could be the target ambition.

**IDEA 4:**

The rationalisation of the mod sites should be understood in relation to the broader mod business case. Does the Remainder of the Royal Clarence Yard lend itself as a site to a new Naval College that could serve the mod and create a bespoke boat building educational facility. We would encourage talks with the mod to try identify any joint initiatives for this site within Gosport Waterfront.

**IDEA 5:**

The Council will need to create policy and political certainty to encourage investment. Delays in bringing sites forward, with the resultant uncertainty in job losses, indirect economic impact and social upheaval discourages investment towards more easily accessible sites. The Council should strive to facilitate development and be cautious of short-term "S106" gains that could make the first phase of any scheme unviable in such uncertain economic times. Facilitation should encourage long-term gains building a more solid tax basis and economic stability. Our review has identified numerous site establishment infrastructure costs that will need to be addressed by Gosport Waterfront in order to make this site suitable for development. Some of these site issues, such as flood control, will be to the benefit of the entire Town Centre, and consequently such upfront investment costs should be recognised in discussion planning contributions.

**IDEA 6:**

Gosport Waterfront should encourage a new lifestyle where one lives in Gosport and works in Portsmouth. This is a highly attractive offer but will take some time to realise requiring a step-change in the retail and leisure offer available in Gosport.

**IDEA 7:**

Gosport Waterfront will need to provide a larger retail footplate as required by the multi-nationals in order to initiate this step-change in the retail offer. Rather than compete with Portsmouth, Gosport should build a more bespoke, niche market that targets the marina and boating clientele.

**IDEA 8:**

The largest by value of the Council's non-operational properties is the Bus Station and Ferry Terminal site (1,65 Ha). This alone represents some 14% of the value of the non-operational portfolio, and produces an estimate return of only 5% per annum on asset value. It appears therefore to be performing relatively poorly as an investment (BPS study, 2004). Gosport should try and attain maximum value from this site in order to sustain social objectives elsewhere in the Borough. Linking Council assets in this way, with for example sites within the Town Centre, may present considerable opportunities for the Council.

**9.2 Risk**

9.2.1 Inherent in the creation of a new town quarter are real and perceived risks associated with development. While this is not extensive, we identify those risks that pose the biggest threats (Refer to Fig 12 & 13)

- 9.2.2 The inability to find a practical solution to congestion on the A32.
- 9.2.3 A decline in local Council funds corresponding to a declining population base may result in a smaller tax base and consequently less future monies for public investment programmes
- 9.2.4 Growth projection in the SE plan are held as upper-limit targets. May need to discuss significant departures from targets set in order to sustain growth.
- 9.2.5 Initial investment is not back-up by continued investment in the management of the improved public realm and brand profile.
- 9.2.6 The Roanne Ruling (2007) regarding the selection of a development partner which should now be subject to an EU-wide procurement process may have an impact on methods of public procurement and timescales.
- 9.2.7 Planning gain contributions should address the issue of both the size of contribution, and the quality of resultant public realm.
- 9.2.8 Planning policy S106 contributions, with specific reference to the requirement to providing 40% affordable housing will need to be viewed in terms of the overall infrastructural costs to deliver the site(s), as this study highlights the issue of very fragile development viabilities.
- 9.2.9 The possibility of English Heritage requesting a height cap on Gosport Waterfront in order to preserve the historic profile of the Town Centre (three to four storeys) may severely limit development options for the site
- 9.2.10 Various development initiatives within the peninsular could compete for the same offer that reducing greater financial returns. This is a fragile market and an over-supply would be as harmful as is that of an under-supply
- 9.2.11 The changing demographics could create a local community that is hesitant about change.
- 9.2.12 Possible title deed restrictions which are to date not known such as freehold ownership, tenant agreements, restrictive covenants, etc. An urgent search should be initiated by the Council to clarify this issue.
- 9.2.13 We are unaware of possible restriction that the MoD may place on their land or development within close proximity of their facilities (including the fuel line on the gantry).
- 9.2.14 It is noted that Weevil Lane is a Private Road and that Cooperage Green is now in private ownership, both have rights-of-way across them to access the MoD land. Any redevelopment of the MoD land needs to secure the right-of-way for general public access, rather than limited to just MoD traffic, if this is the case
- 9.3 Design Thoughts**
- 9.3.1 A Naval College on the Royal Clarence Yard with the relocation of the Camper and Nicholson facility – transfer of kudos and skill set (Could this be SEEDA funded?)
- 9.3.2 Create spatial possibility for interaction between Marina/ Clipper "Round the World"/ Isle of Wight – Cowes Week activity and the general public. Remove the barriers between boating activity and viewing.
- 9.3.3 Environmental technologies/ wind farm industry campus (high-tec and govt focus): a new light-industrial focus? How could this be expressed in the buildings/ masterplan?

- 9.3.4 Create a Walled Town: car parking outside the gates/ limit vehicle penetration/ improve public realm – a walkable town (will encourage further cycling; make it a cycling town like Amsterdam).
- 9.3.5 Reduce severance of Mumby Road to link the pedestrian environment of the Town Centre with Gosport Waterfront; allow only bus access? Re-route cars along Spring Garden Lane
- 9.3.6 Allow the High Street to flow (un-restricted) into the Falkland Gardens – a new civic space for the Borough
- 9.3.7 Create a GATEWAY to attract from the Portsmouth side – tall ships, historic ships, relocation of heritage elements to within the Gateway to become a destination as part of the Portsmouth retail and leisure circuit. Use the water frontage access to deep water as an opportunity to get big ships for events – do we need a pier or new jetties?
- 9.3.8 Create a BRT and bus gateway square at the Double Gates entrance to Gosport Waterfront; passengers disembark and walk along the waterfront (with retail and café culture) to end at the Falklands Garden Gateway; how can we capture benefit for our site?

## **Appendix 1 - Bibliography**

### **1. Planning Reports**

South East Plan Regional Spatial Strategy 2006-2026 – GOSE.

Delivering the South East Plan - A revised South East Plan Implementation Plan 2008 – SEERA.

Regional Economic Strategy 2006-2016 A Framework for Sustainable Prosperity – SEEDA.

Volume, Value and Economic Impact of Tourism in Hampshire 2008 – Hampshire County Council.

Programme of Development 2008 – Partnership for Urban South Hampshire

Gosport's 2026 Vision - Gosport's Sustainable Community Strategy – The Gosport Partnership.

'Saved' Local Plan Review, May 2006 - Gosport Borough Council.

Local Development Framework Draft Core Strategy: Preferred Options, September 2009 – Gosport Borough Council.

Local Development Scheme 2<sup>nd</sup> Review, March 2008 – Gosport Borough Council.

Local Development Framework Executive Summary of the Draft Employment Land Review, September 2009 – Gosport Borough Council.

Local Development Framework Strategic Housing Land Availability Assessment, September 2009 – Gosport Borough Council.

### **2. Transportation Reports**

The South East Plan.

Local Transport Plan 2006-2011 - Solent Transport Strategy, Portsmouth City Council, Hampshire County Council, Southampton City Council.

Local Development Framework – Draft Core Strategy – Preferred Option, September 2009, Gosport Borough Council (focussing on the Chapter 10 Transport).

Local Development Framework – Topic Paper: Transport and Accessibility, September 2009, Gosport Borough Council.

Towards Delivery, Transport for South Hampshire, April 2008.

## Appendix 2 - Draft Gosport Employment Land Review (extract)

The following schedules have been extracted from the Draft Gosport Employment Land Review, and relate in order to the sites named in the table below.

Site Name	Site Identifier
Gosport Town Centre	E/TN/3
Haslar Marina	E/TN/6
Royal Clarence Yard	E/CC/1
St George Barracks South	E/TN/5
Coldharbour	E/TN/4
Gosport Bus Station	E/TN/1
Priddy's Hard	E/HD/1
Retained Area, Royal Clarence Yard	E/CC/3

<b>Site Reference</b>	E/TN/3
<b>Address</b>	Gosport Town Centre including the Town Centre Employment Area and the rest of the town centre as defined on the Gosport Local Plan Review Proposals Map (but excludes the Gosport Bus Station mixed use allocation which is dealt with separately)
<b>Ward Location(s)</b>	Town
<b>Site area (hectares)</b>	9.89 ha
<b>Existing employment land</b>	
<b>Estimated site area for employment use</b>	0.93 ha within Existing Employment Area the rest is dispersed within the rest of the centre
<b>Total existing employment floorspace (B1-B8)</b>	B1a= 5,040 sq.m - 3840 sq.m in Town Centre Employment Area - 1200 sq.m in rest of town centre (excl. bus station) B8 = 276 sq.m.  For comparison purposes the approximate ground floor floorspace of Gosport town centre is 38, 200 sq.m (excludes above ground floor levels) (GBC retail schedules 2007).
<b>Floorspace density</b>	Difficult to calculate for whole centre Town Centre Employment Area= 4,324 sq.m per ha.
<b>Existing Market segment</b>	Established or potential office location
<b>Existing Type of Use (proportion %)</b>	Office (B1a) only forms a small proportion of the whole floorspace figure for the town centre which is dominated by retail (A1) and other town centre uses (A2-A5)
<b>Vacancy rate</b>	0% vacancy rate amongst the B use class uses in the town centre Overall ground floor vacancy rate is 5.5% (GBC retail schedules 2007).
<b>Planning Issues</b>	
<b>Planning status in terms of employment</b>	Part of the south western part of the town centre has been protected as an Existing Employment Area (0.93ha)
<b>Key Development Plan considerations</b>	Urban Area Boundary (R/DP1) Principal and Shopping Centre (R/S3) Existing Employment Area (R/EMP3) High Street Conservation Area (R/BH1) Numerous Listed Buildings (R/BH3) Segregated Public Transport Corridor runs through the town centre (R/T5) Existing Community Facilities (R/CF2) Existing Public Car Park (R/T12) Mixed Use allocations at the Bus Station and Coldharbour are adjacent (R/DP4)
<b>Potential for employment land</b>	
<b>Remaining Developable Area (hectares) with floorspace estimate (m2)</b>	Not yet established. Potential includes: <ul style="list-style-type: none"> <li>• development of offices above ground floor</li> <li>• potential of new build by redeveloping sites in and adjacent town centre boundary (see comments)</li> </ul>
<b>Potential Market segment</b>	Established or potential office location
<b>Potential type of employment use</b>	B1a offices.

<b>Site Appraisal Score</b>	
<i>A: Market attractiveness</i>	<i>Medium</i>
<i>B: Site Quality</i>	<i>High</i>
<i>C: -Suitability</i>	
- offices	<i>High</i>
- light industrial	<i>Low</i>
- general industrial/ warehousing	<i>Low</i>
<i>D: -Accessibility to services</i>	<i>High</i>
<i>E: Availability to the open market</i>	<i>High</i>
<i>F: Planning policy and sustainability</i>	<i>High</i>

**Comment**

Gosport Town Centre is currently protected under Policy R/S3 of the Gosport Local Plan Review as a principal shopping centre. Retail (A1) and associated town centre uses (A2-A5) provides the primary focus with an estimated 38,200 sq.m of ground level floorspace.

Gosport town centre has a limited office (B1a) function compared with many town centres. Key office uses are mainly related to public service and administrative uses.

Gosport Town Centre is an attractive centre located adjacent to Portsmouth Harbour. It is the main public transport hub the Borough and includes the bus station and ferry interchange. The ferry connections to Portsmouth Harbour railway station provide good links to London and the national rail network.

The location of office development in town centre locations is encouraged by national and local planning polices and as this sector is expected to continue to grow in South Hampshire it will be important to ensure that there are sufficient sites in and around the town centre

In addition to the potential at the adjacent Coldharbour and Bus Station mixed use allocations (see respective site profiles) there may be further scope to develop an office function within the town centre and in areas immediately adjacent to it. Above ground floor level may provide some limited scope for small office units but there is greater potential of redeveloping new sites.

The potential of such sites will need to be pursued through the Site Allocations and Delivery DPD process. Potential sites include:

- town centre car parks provided this does not result in unacceptable parking and highway difficulties or alternative parking provision can be found including the intensification of parking spaces (multi-storey);
- intensification of areas within the current existing employment area including the potential of the Driving Test Centre if this site is vacated following planning permission of a new centre at the Daedalus site
- the possibility of redeveloping underperforming retail areas such as 'the Precinct', particularly if new retail provision can be provided within the Coldharbour Mixed Use site.

It will be necessary to ensure that office development does not detract from the primary retail function of the centre and therefore it will not be appropriate for ground floor office development in the High Street except where there is a public administration function

Gosport Town Centre together with the adjacent mixed use allocations at the Bus Station and Coldharbour is the best location in the Borough to develop office employment due to its quality waterfront location, relatively good access to public transport including links to the national rail network as well as the provision of business services in the vicinity and facilities for the workforce.

<b>Site Reference</b>	E/TN/6																		
<b>Address</b>	Haslar Road, Gosport																		
<b>Ward Location(s)</b>	Town																		
<b>Site area (hectares)</b>	0.20 ha																		
<b>Existing employment land</b>																			
<b>Estimated site area for employment use</b>	0.20 ha																		
<b>Total existing floorspace (All uses)</b>	B1a = 625 sq.m. B8 = 16 sq.m. Non B1-B8 = 126 sq.m. Total = 768 sq.m.																		
<b>Floorspace density</b>	3,840 sq.m per ha.																		
<b>Existing Market segment</b>	SME Cluster site/ Established or potential office location																		
<b>Existing Type of Use (proportion %)</b>	B1a = 81.4%, B8 = 2.1%, Non B1-B8 = 16.4%																		
<b>Vacancy rate</b>	0%																		
<b>Planning Issues</b>																			
<b>Planning status in terms of employment</b>	The site has not been safeguarded as an 'Existing Employment Site' in the Local Plan Review.																		
<b>Key Development Plan considerations</b>	Urban Area Boundary (R/DP1) Potential expansion would be outside of the current Urban Area Boundary (Policy R/OS1) Areas at Risk of Flooding Urban Gap is located adjacent in Portsmouth Harbour (R/OS3) SSSI/SPA/Ramsar designations are located nearby covering Portsmouth Harbour (R/OS11) Coastal Zone Policy Area (R/CH1)																		
<b>Potential for employment land</b>																			
<b>Remaining Developable Area (hectares) with floorspace estimate (m2)</b>	0 square metres within urban area boundary. However there may be potential to develop additional land (see Comments Section below)																		
<b>Potential Market segment</b>	SME Cluster site/ Established or potential office location																		
<b>Potential type of employment use</b>	B1a, B1c workshop type uses.																		
<b>Site Appraisal Score</b>	<table border="1"> <tr> <td>A: Market attractiveness</td> <td>High</td> </tr> <tr> <td>B: Site Quality</td> <td>High</td> </tr> <tr> <td>C: Location Quality-Suitability</td> <td></td> </tr> <tr> <td>- offices</td> <td>High</td> </tr> <tr> <td>- light industrial</td> <td>High</td> </tr> <tr> <td>- general industrial/warehousing</td> <td>Low</td> </tr> <tr> <td>D: Location Quality-Accessibility</td> <td>High</td> </tr> <tr> <td>E: Availability to the open market</td> <td>High</td> </tr> <tr> <td>F: Planning policy and sustainability</td> <td>High</td> </tr> </table>	A: Market attractiveness	High	B: Site Quality	High	C: Location Quality-Suitability		- offices	High	- light industrial	High	- general industrial/warehousing	Low	D: Location Quality-Accessibility	High	E: Availability to the open market	High	F: Planning policy and sustainability	High
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B: Site Quality	High																		
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F: Planning policy and sustainability	High																		

**Comment**

Haslar Marina is a modern purpose-built marina situated on the Portsmouth Harbour shoreline. The marina is home to a number of marine related businesses including a chandlery and a number of other marine related operators. There are no vacancies within this defined employment cluster of the Marina, therefore demonstrating the strength and popularity within the local market for these uses. The site includes well-designed quality buildings and is in an ideal location for marina related office and light industrial units. Given its close proximity to the town centre and its attractive environment it also has the potential for the general office market provided such uses do not detract from this attractive and prominent location.

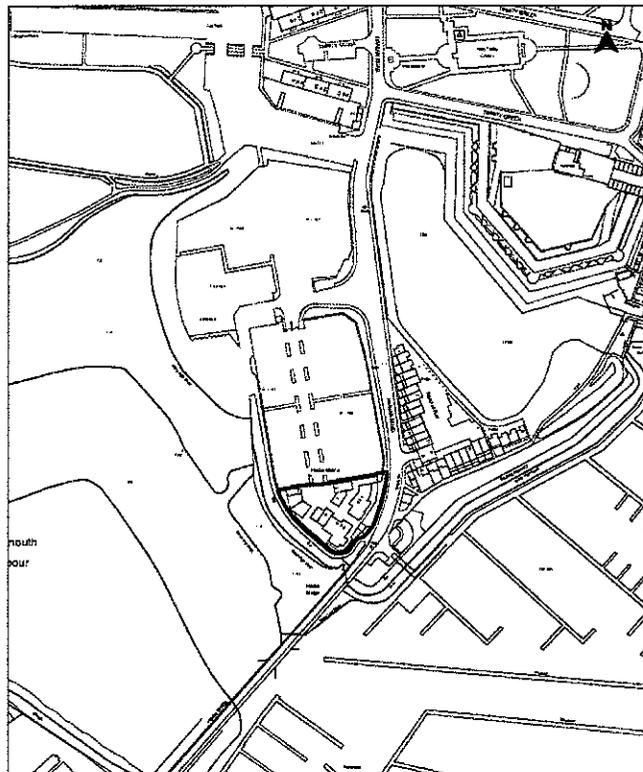
There is a large car park adjacent the Marina which could offer the potential for expansion of marine-related uses provided they are of a scale and design suitable for this sensitive location adjacent Portsmouth Harbour. The full impact of any further expansion on the internationally and nationally important nature conservation sites would need to be considered. The car park is currently outside of the Urban Area Boundary and part is within a Site of Special Scientific Interest (SSSI). It will also be necessary to ensure there is sufficient parking remaining on the site to serve the needs of the Marina.

Marine employment uses is one of Gosport's key clusters and consequently it would be useful to investigate the potential to allocate potential employment land for this use, accepting that there may be some leisure linked to the marine industry in addition to B1 uses. It would be necessary to consider any extension of this employment area as part of the forthcoming Site Allocations and Delivery DPD.

**Recommendation:** Protect the existing business area as an 'Existing Employment Site' recognising that the site is suitable for marine related leisure uses.

Consider the potential to allocate additional land (part of the car park) for employment uses with the potential for related marine leisure uses.

**Site Map**



<b>Site Reference</b>	E/CC/1																		
<b>Address</b>	Weevil Lane, Gosport																		
<b>Ward Location(s)</b>	Christchurch																		
<b>Site area (hectares)</b>	8.52 ha																		
<b>Existing employment land</b>																			
<b>Estimated site area for employment use</b>	3.1 ha																		
<b>Total existing floorspace (All uses within the employment areas within the site not the whole mixed use site)</b>	B1a= 1,118 sq.m. B1c = 2,842 sq.m. Non B1-B8=38 sq.m. Total = 3,998 sq.m.																		
<b>Floorspace density</b>	1,289.7 sq.m per ha * this only includes the employment areas within the site (3.1ha) not the whole mixed use site																		
<b>Existing Market segment</b>	Incubator/SME Cluster Sites																		
<b>Existing Type of Use (proportion %)</b>	B1a = 27.9% B1c = 71.1% Non B1-B8 = 1.0%																		
<b>Vacancy rate</b>	11%																		
<b>Planning Issues</b>																			
<b>Planning status in terms of employment</b>	The site is allocated for mixed use development (Policies R/DP4 and R/EMP2 apply) within the Local Plan Review.																		
<b>Development Plan considerations</b>	Royal Clarence Yard Conservation Area (R/BH1) Urban Area Boundary (R/DP1) Mixed Use Allocation (R/DP4) Land allocated for Employment Use as part of a Mixed-use Development (R/EMP2) Coastal Zone Policy Area (R/CH1) Safeguarded Area for the Storage of Munitions (R/ENV9) SSSI/SPA/Ramsar designations are located adjacent covering Portsmouth Harbour (R/OS11) Part of the site is within an Area at Risk of Flooding																		
<b>Potential for employment land</b>																			
<b>Remaining Developable Area (hectares) with floorspace estimate (m2)</b>	0.72ha 2,607 sq.m.																		
<b>Potential Market segment</b>	Incubator/SME Cluster Sites																		
<b>Potential type of employment use</b>	B1 employment uses																		
<b>Site Appraisal Score</b>	<table border="1"> <tr> <td><i>A: Market attractiveness</i></td> <td><i>Medium</i></td> </tr> <tr> <td><i>B: Site Quality</i></td> <td><i>High</i></td> </tr> <tr> <td><i>C: Location Quality-Suitability</i></td> <td></td> </tr> <tr> <td>- offices</td> <td><i>High</i></td> </tr> <tr> <td>- light industrial</td> <td><i>High</i></td> </tr> <tr> <td>- general industrial/warehousing</td> <td><i>Low</i></td> </tr> <tr> <td><i>D: Location Quality-Accessibility</i></td> <td><i>Medium</i></td> </tr> <tr> <td><i>E: Availability to the open market</i></td> <td><i>High</i></td> </tr> <tr> <td><i>F: Planning policy and sustainability</i></td> <td><i>High</i></td> </tr> </table>	<i>A: Market attractiveness</i>	<i>Medium</i>	<i>B: Site Quality</i>	<i>High</i>	<i>C: Location Quality-Suitability</i>		- offices	<i>High</i>	- light industrial	<i>High</i>	- general industrial/warehousing	<i>Low</i>	<i>D: Location Quality-Accessibility</i>	<i>Medium</i>	<i>E: Availability to the open market</i>	<i>High</i>	<i>F: Planning policy and sustainability</i>	<i>High</i>
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**Comment**

Cooperage Green and North Meadow constitute the bulk of the employment uses which are currently located on the site. There are 22 units occupied at Cooperage Site Green, 11 at North Meadow plus one further unit occupied within the Granary/Bakery building. The small units make good use of historic buildings on this former Royal Navy Victualling Yard. The vacancy rate as at April 2007 was recorded at 11%. There is a further element of employment land which remains to be developed on the site within the Granary/Bakery building area near the waterfront

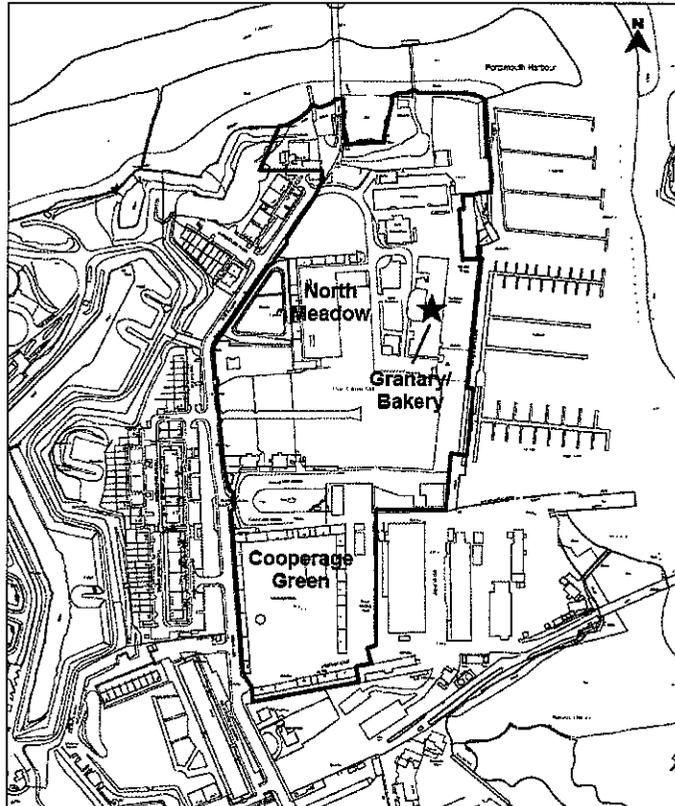
The site scores well for offices and light industrial uses particularly if linked to marine related uses. The site scores low for general industrial/warehouse and distribution uses which is unsurprising given the historic and small scale nature of the buildings on the site.

The site performs well on site quality, availability to the open market and on planning policy and sustainability. In respect of accessibility, the scoring would be higher on the improvement of accessibility to public transport

Particular strengths with regard to Royal Clarence Yard as a mixed use employment site include the good quality and design of the buildings within the Royal Clarence Yard Conservation Area and the positive perception of the wider environmental quality on this waterside location adjacent to Portsmouth Harbour. The site is considered to be a strategically important employment site for the Borough which has a cluster of specialised marine/marina businesses units as part of a mixed use site on the harbour side.

**Recommendation:** Retain as a 'Mixed Use Allocation' as the site has yet be completed. There is a need to protect existing and proposed employment areas on the site as part of the policy in the LDF that allocates this site for 'Mixed Use'.

**Site Map**



**GOSPORT** 2007-2011  
This map is reproduced from the Baseline Study in respect of the proposed development of the site of the former Royal Navy Victualling Yard, Portsmouth Harbour, and is reproduced with the permission of the Portsmouth Harbour Council. © 2007-2011

<b>Site Reference</b>	E/TN/5																		
<b>Address</b>	Mumby Road/Clarence Road, Gosport																		
<b>Ward Location(s)</b>	Town																		
<b>Site area (hectares)</b>	3.44 ha																		
<b>Existing employment land</b>																			
<b>Estimated site area for employment use</b>	0.34 ha																		
<b>Total existing floorspace (All uses) (only includes the employment areas not the whole mixed use site)</b>	B1a= 1,197sq.m. Non B1-B8= 145 sq.m. Total = 1,342 sq.m.																		
<b>Floorspace density</b>	3,947sq.m per ha. (only includes the employment areas only not the whole mixed use site)																		
<b>Existing Market segment</b>	Established or potential office location																		
<b>Existing Type of Use (proportion %)</b>	B1a = 89.2% Non B1-B8= 10.8%																		
<b>Vacancy rate</b>	0%																		
<b>Planning Issues</b>																			
<b>Planning status in terms of employment</b>	The site was safeguarded as a 'Mixed Use Allocation' within the Local Plan Review. The redevelopment of this key development site is now complete.																		
<b>Development Plan considerations</b>	Urban Area Boundary (R/DP1) Mixed Use Allocation (R/DP4) Land allocated for Employment Use as part of a Mixed-use Development (R/EMP2) St George Barracks South Conservation Area (R/BH1) Located adjacent to an Urban Gap (R/OS3) Existing Open Space is located adjacent the site (R/OS4) SSSI designation is located adjacent covering St George Barracks South MOD sports field (R/OS11)																		
<b>Potential for employment land</b>																			
<b>Remaining Developable Area (hectares) with floorspace estimate (m2)</b>	0 ha 0 sq.m.																		
<b>Potential Market segment</b>	Established or potential office location																		
<b>Potential type of employment use</b>	B1a office uses																		
<b>Site Appraisal Score</b>	<table border="1"> <tr> <td><i>A: Market attractiveness</i></td> <td><i>High</i></td> </tr> <tr> <td><i>B: Site Quality</i></td> <td><i>High</i></td> </tr> <tr> <td><i>C: Location Quality-Suitability</i></td> <td></td> </tr> <tr> <td>- offices</td> <td><i>High</i></td> </tr> <tr> <td>- light industrial</td> <td><i>Low</i></td> </tr> <tr> <td>- general industrial/warehousing</td> <td><i>Low</i></td> </tr> <tr> <td><i>D: Location Quality-Accessibility</i></td> <td><i>High</i></td> </tr> <tr> <td><i>E: Availability to the open market</i></td> <td><i>Medium</i></td> </tr> <tr> <td><i>F: Planning policy and sustainability</i></td> <td><i>High</i></td> </tr> </table>	<i>A: Market attractiveness</i>	<i>High</i>	<i>B: Site Quality</i>	<i>High</i>	<i>C: Location Quality-Suitability</i>		- offices	<i>High</i>	- light industrial	<i>Low</i>	- general industrial/warehousing	<i>Low</i>	<i>D: Location Quality-Accessibility</i>	<i>High</i>	<i>E: Availability to the open market</i>	<i>Medium</i>	<i>F: Planning policy and sustainability</i>	<i>High</i>
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<i>E: Availability to the open market</i>	<i>Medium</i>																		
<i>F: Planning policy and sustainability</i>	<i>High</i>																		

**Comment**

This completed mixed use site in this edge of centre location includes residential, employment and community uses. The site was allocated in the Local Plan Review for mixed use and was completed in 2007.

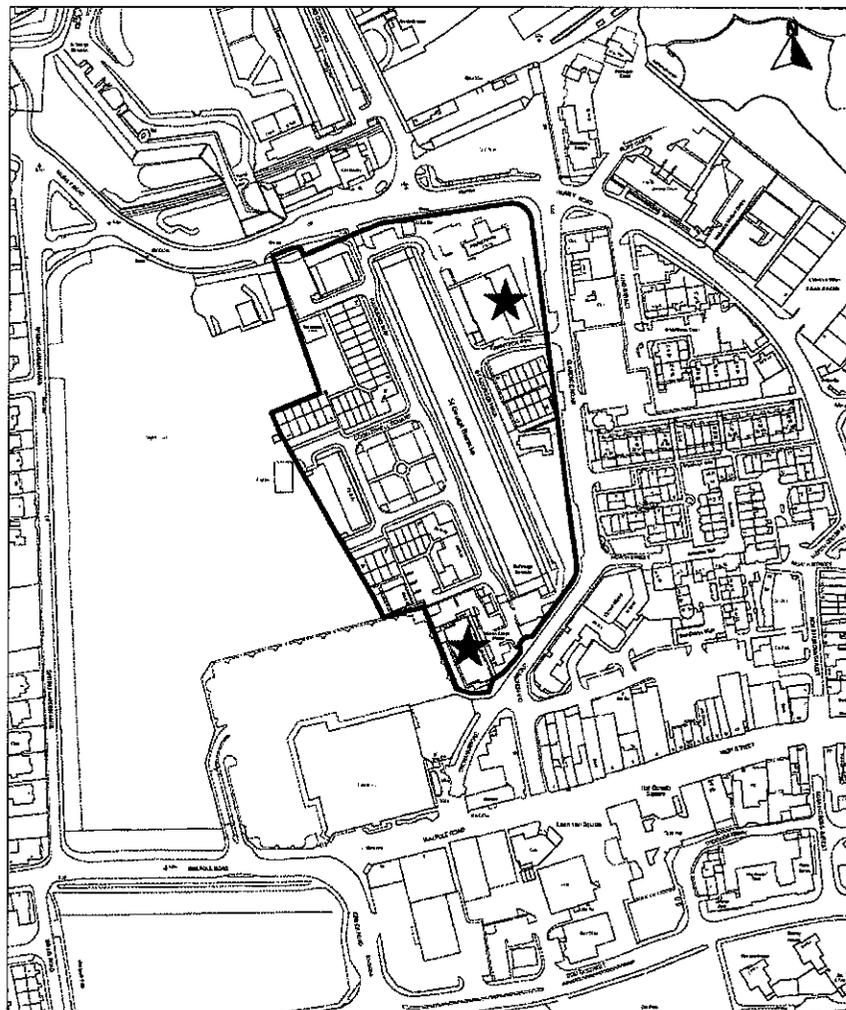
The site provides office accommodation in a good accessible location adjacent Gosport town centre making good use of historic buildings combined with new development that respects the original built form. The two office areas within the site are Nationwide Services within the Gymnasium building and community office uses (Gosport Voluntary Action, Citizens Advice Bureau) in Martin Snape House. 100% of the office space is occupied. The site also includes a number of live-work units.

Overall, the site scores are high, although unsurprisingly it is identified that the site is not suited for industrial or warehouse use.

The employment components of this recently completed mixed use site need to be protected.

**Recommendation:** Protect employment areas within the site.

**Site Map**



<b>Site Reference</b>	E/TN/3
<b>Address</b>	Mumby Road, Gosport
<b>Ward Location(s)</b>	Town
<b>Site area (hectares)</b>	7.38 ha
<b>Existing employment land</b>	
<b>Estimated site area for employment use</b>	5.15 ha
<b>Total existing floorspace (All uses)</b>	B1a=1,295 sq.m. B1c= 10,045 sq.m. B2 = 12,665 sq.m. B8= 1,499 sq.m. <b>Employment Uses Total= 25,504 sq.m</b> Non-B1-B8 = 330 sq.m. <b>All Uses Total = 25,834 sq.m.</b>
<b>Floorspace density</b>	5,016 sq.m. per ha.
<b>Existing Market segment</b>	General industrial/business area
<b>Existing Type of Use (proportion %)</b>	B1a = 5.0% B1c = 38.9% B2 = 49.0% B8 = 5.8% Non B1-B8 = 1.3%
<b>Vacancy rate</b>	29%
<b>Planning Issues</b>	
<b>Planning status in terms of employment</b>	The existing site has been safeguarded as a 'Mixed Use Site' in the Local Plan Review which includes employment use.
<b>Development Plan considerations</b>	Urban Area Boundary (R/DP1) Mixed Use Allocation (R/DP4) Land allocated for Employment Use as part of a Mixed-use Development (R/EMP2) Areas at Risk of Flooding Coastal Zone Policy Area (R/CH1) Existing Marina, Piled & Swing Mooring Areas located nearby (Policy R/CH5)
<b>Potential for employment land</b>	
<b>Remaining Developable Area (hectares) with floorspace estimate (m2)</b>	It is estimated that once redeveloped and reorganised as a mixed use site to include retail, leisure, employment and residential uses, the site could accommodate 11,500 sq.m of employment floorspace. This is a very broad estimate and is subject to change following the outcome of work undertaken as part of the forthcoming Masterplanning exercise which will inform a future Supplementary Planning Document  Considering that there is currently 25,504 sq.m of employment floorspace there would be a net loss of 14,000 sq.m. This will be compensated by employment development as part of the 'Retained Area' at Royal Clarence Yard and the Bus station site.  Many of the existing uses would need to be re-located to other sites in the Borough.

<b>Potential Market segment</b>	Potential Office Location and/or Incubator/SME Cluster Site particularly related to marine industries.																			
<b>Potential type of employment use</b>	B1 employment use Other potential non B1-B8 employment uses: Retail (A1), Hotel (C1), Leisure (D2) with Restaurant/café (A3) and Bar (A4).																			
<b>Site Appraisal Score</b>	<b>Potential employment- Coldharbour Mixed Use Allocation</b> <table border="1"> <tr> <td><i>A: Market attractiveness</i></td> <td><i>High (marine related)</i> <i>Medium (office)</i></td> </tr> <tr> <td><i>B: Developability</i></td> <td><i>Medium</i></td> </tr> <tr> <td><i>C: -Suitability</i></td> <td></td> </tr> <tr> <td><i>- offices</i></td> <td><i>High</i></td> </tr> <tr> <td><i>- light industrial</i></td> <td><i>High (marine related)</i> <i>Medium (other)</i></td> </tr> <tr> <td><i>-general industrial/ warehousing</i></td> <td><i>High (if marine related manufacturing)</i> <i>Low (other)</i></td> </tr> <tr> <td><i>D: Accessibility to services</i></td> <td><i>High</i></td> </tr> <tr> <td><i>E: Availability to the open market</i></td> <td><i>Medium</i></td> </tr> <tr> <td><i>F: Planning policy and sustainability</i></td> <td><i>High</i></td> </tr> </table>		<i>A: Market attractiveness</i>	<i>High (marine related)</i> <i>Medium (office)</i>	<i>B: Developability</i>	<i>Medium</i>	<i>C: -Suitability</i>		<i>- offices</i>	<i>High</i>	<i>- light industrial</i>	<i>High (marine related)</i> <i>Medium (other)</i>	<i>-general industrial/ warehousing</i>	<i>High (if marine related manufacturing)</i> <i>Low (other)</i>	<i>D: Accessibility to services</i>	<i>High</i>	<i>E: Availability to the open market</i>	<i>Medium</i>	<i>F: Planning policy and sustainability</i>	<i>High</i>
<i>A: Market attractiveness</i>	<i>High (marine related)</i> <i>Medium (office)</i>																			
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<i>D: Accessibility to services</i>	<i>High</i>																			
<i>E: Availability to the open market</i>	<i>Medium</i>																			
<i>F: Planning policy and sustainability</i>	<i>High</i>																			

<b>Comment</b>
<p>Coldharbour occupies a prominent site with superb views across Portsmouth Harbour. It is located adjacent to the town centre and the ferry/bus station interchange.</p> <p>This existing industrial area is occupied by a variety of employment uses including car servicing, brewing, engineering companies and a number of marine related businesses. Of the 28 units on the Industrial Estate, 8 are vacant representing a 71% occupancy rate as at April 2007.</p> <p>The Local Plan Review and an earlier Development Brief (1998) propose a variety of uses including the retention of employment uses as well as retail and leisure uses to complement the town centre and some residential development. The site has been identified as a strategic site in the Core Strategy Issues and Options document (December 2006). A PUSH funded Study will identify development opportunities in Coldharbour and the immediate wider area known as the Gosport Waterfront. This will lead to the preparation of a Supplementary Planning Document</p> <p>This site is a key strategic area in the Borough and offers significant redevelopment potential for the regeneration of the Gosport waterfront area. However due to the types of uses envisaged it is likely that the overall floorspace will be reduced and a smaller amount of land will be more intensively used for office development whilst maintaining important marine related industries that need to have access to the waterfront and use key marine-related assets such as the lifting crane. It is envisaged that the market segment will shift from the general industrial business sector towards a Cluster/SME sector based around marine industries and an office sector. The first sector will build upon Gosport's marine-related strengths and the second on a growing sector which can take advantage of a superb environment overlooking the Harbour.</p> <p>It is also envisaged that additional employment will be created by proposed leisure and retail uses and that overall job density rates will be increased on the site.</p> <p>There is a high level of uncertainty regarding the plans for the site and the contribution that it could make to the overall employment land supply and job creation. The site's potential will need to be continually reviewed taking into account market realism and the overarching sub-</p>

regional and local planning policy objectives.

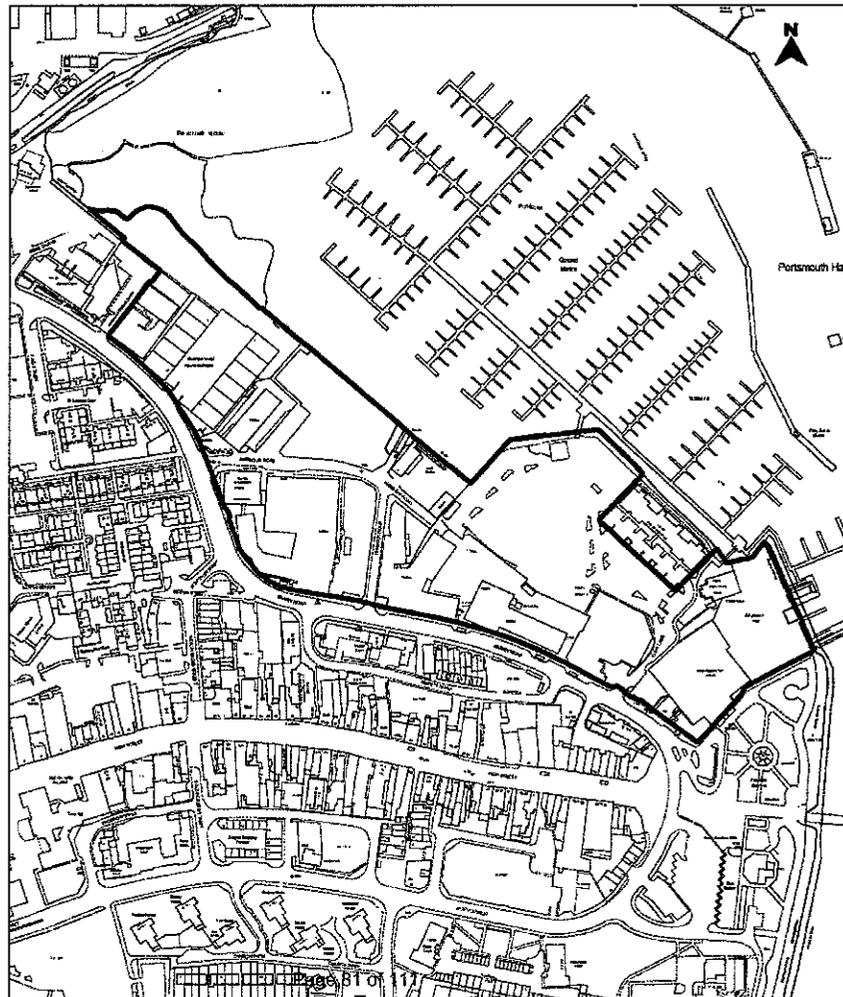
It is clear that the site has already proved attractive to marine industries and general industrial sector. Developing the office sector may pose some risks in a location which has traditionally had a small office sector. Consequently the market attractiveness has been considered to be lower than the existing general business segment although the site will remain attractive for the marine sector.

Key issues relating to developability include flood risk as much of the site is floodzone 2 and 3 and consequently measures will be required to ensure that the site is appropriately defended for employment uses and that proper management measures are put in place. The flood risk issue will have a significant impact on other elements of the mixed use site such as residential which is classed as being a more vulnerable land use. Ecological interest will also need to be fully considered, whilst not adjacent the Portsmouth Harbour SPA/Ramsar site any impact of development will need to be assessed. The site will require a high standard of design to suit its prominent waterfront location.

**Recommendation:** Retain as a 'Mixed Use Allocation' (amend boundaries to exclude newly built residential areas) with a policy ensuring that there is significant employment land within the site and that waterfront access and associated facilities be maintained and if necessary improved for marine-related industries.

The detailed boundaries can be included in the Core Strategy.

Site Map



<b>Site Reference</b>	E/TN/2																		
<b>Address</b>	South Street/Mumby Road																		
<b>Ward Location(s)</b>	Town																		
<b>Site area (hectares)</b>	0.78 ha																		
<b>Existing employment land</b>																			
<b>Estimated site area for employment use</b>	0.78 ha																		
<b>Total existing floorspace (All uses)</b>	B1a = 397 sq.m Non B1-B8= 246 sq.m Total =643 sq.m.																		
<b>Existing Market segment</b>	Established or potential office location																		
<b>Existing Type of Use (proportion %)</b>	B1a = 61.7% Non B1-B8= 38.3%																		
<b>Vacancy rate</b>	0%																		
<b>Planning Issues</b>																			
<b>Planning status in terms of employment</b>	The site is allocated for mixed use development (Policies R/DP4 and R/EMP2 apply) within the Local Plan Review.																		
<b>Key Development Plan considerations</b>	Urban Area Boundary (R/DP1) Areas at Risk of Flooding (predominantly located within Flood Zone 3) Principal and District Shopping Centres (R/S3) Mixed Use Allocation (RDP4) High Street Conservation Area is located nearby (R/BH1) Coastal Zone Policy Area (R/CH1)																		
<b>Potential for employment land</b>																			
<b>Remaining Developable Area (hectares) with floorspace estimate (m2)</b>	0.78 ha 5,000 square metres* (estimated figure provided to the PUSH study)																		
<b>Potential Market segment</b>	Established or potential office location																		
<b>Potential type of employment use</b>	B1a																		
<b>Site Appraisal Score</b>	<table border="1"> <tr> <td>A: Market attractiveness</td> <td>Medium</td> </tr> <tr> <td>B: Developability</td> <td>Medium</td> </tr> <tr> <td colspan="2">C: -Suitability</td> </tr> <tr> <td>- offices</td> <td>High</td> </tr> <tr> <td>- light industrial</td> <td>Low</td> </tr> <tr> <td>-general industrial/ warehousing</td> <td>Low</td> </tr> <tr> <td>D: Accessibility to services</td> <td>High</td> </tr> <tr> <td>E: Availability to the open market</td> <td>Medium</td> </tr> <tr> <td>F: Planning policy and sustainability</td> <td>High</td> </tr> </table>	A: Market attractiveness	Medium	B: Developability	Medium	C: -Suitability		- offices	High	- light industrial	Low	-general industrial/ warehousing	Low	D: Accessibility to services	High	E: Availability to the open market	Medium	F: Planning policy and sustainability	High
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- light industrial	Low																		
-general industrial/ warehousing	Low																		
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F: Planning policy and sustainability	High																		

- as there is very little in the way of employment floorspace on the site at present and the estimate for new floorspace is a broad estimate it is reasonable to assume the 5,000 sq.m. as additional floorspace for the purposes of this study until there is greater certainty about the mix of uses on site

**Comment**

The Gosport Bus Station has been identified as a mixed use site within the Gosport Borough Local Plan Review. Due to the delay and subsequent cancellation of the Light Rail Transit project, it has not been favourable to bring the site forward for development. However, it is still likely that the site will be redeveloped over the plan period as part of a comprehensive redevelopment of the Gosport Waterfront area which includes the area known as Coldharbour on Mumby Road. The Gosport Waterfront area has been identified as a strategic site in the emerging Core Strategy. PUSH has funded a study to investigate development opportunities. This will lead to the preparation of a Supplementary Planning Document for the Waterfront.

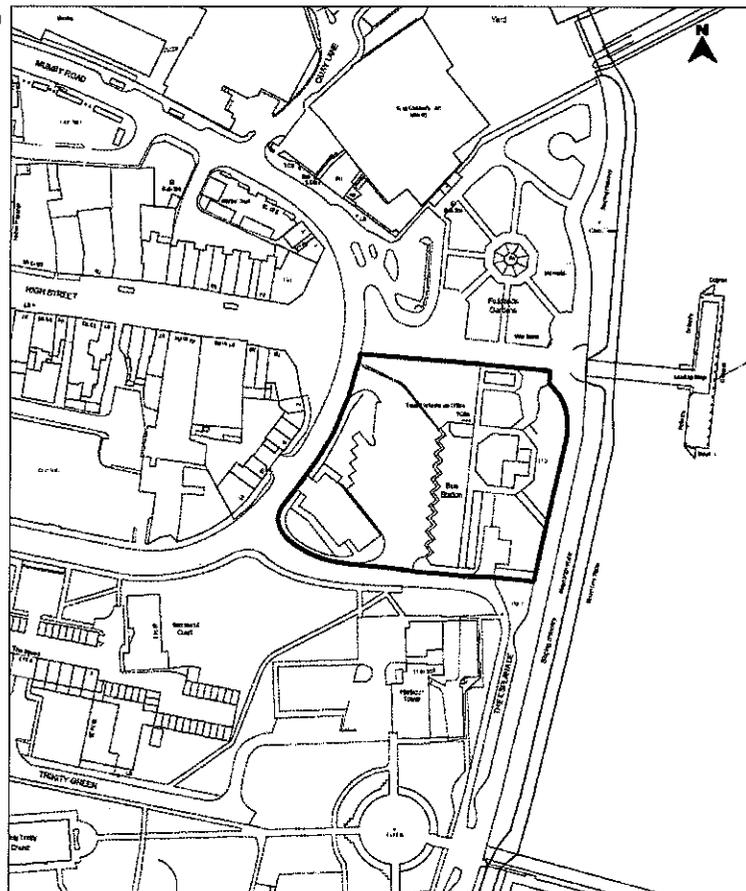
The site offers significant potential for redevelopment with a modern/landmark building overlooking Portsmouth Harbour, the Spinnaker Tower and the Historic Dockyard. This is a prime waterfront site which is particularly suitable for prestige office development with good links across the Harbour to the national rail network.

Any redevelopment will need to incorporate a redesigned transport interchange. There are flood risk issues which will need to be mitigated. Further economic testing and design consideration will be required to provide greater certainty.

In conclusion, the site is currently under utilised in this prime location and offers significant potential for redevelopment which could potentially include significant office type employment use.

**Recommendation:** Retain as a 'Mixed Use Allocation' with a policy ensuring that there is a significant employment component to the development

**Site Map**



<b>Site Reference</b>	E/HD/1																		
<b>Address</b>	Heritage Way, Gosport																		
<b>Ward Location(s)</b>	Hardway																		
<b>Site area (hectares)</b>	9.29 ha																		
<b>Existing employment land</b>																			
<b>Estimated site area for employment use</b>	1.24 ha																		
<b>Total existing employment floorspace (B1-B8 uses)</b>	Not applicable																		
<b>Existing Market segment</b>	Derelict																		
<b>Existing Type of Use (proportion %)</b>	n/a																		
<b>Vacancy rate</b>	n/a																		
<b>Planning Issues</b>																			
<b>Planning status in terms of employment</b>	Safeguarded for Mixed Use Development under Policies R/DP4 and R/EMP2 within the Gosport Local Plan Review.																		
<b>Development considerations</b>	<b>Plan</b> Urban Area Boundary (R/DP1) Mixed Use Allocation (R/DP4) Areas at Risk of Flooding Existing Listed Buildings (R/BH3) Proposed Listed Building - Mine and Countermines Stores. Safeguarded Area for the Storage of Munitions (R/ENV9) Priddy's Hard Conservation Area (R/BH1) Existing Built Leisure Facility located adjacent (Explosion! Museum) (R/CF10) Coastal Zone Policy Area located adjacent (R/CH1) SSSI/SPA/Ramsar designations are located nearby covering Portsmouth Harbour (R/OS11)																		
<b>Potential for employment land</b>																			
<b>Remaining Developable Area (hectares) with floorspace estimate (m2)</b>	1.24 ha mixed use site - employment use will form a proportion of this area. Latest estimate is for approximately 1,400 sq.m of B1a (offices) and B1c (craft workshops) floorspace																		
<b>Potential Market segment</b>	Potential Office Location and/or Incubator/SME Cluster Site																		
<b>Potential type of employment use</b>	B1 uses																		
<b>Site Appraisal Score</b>	<table border="1"> <tr> <td><i>A: Market attractiveness</i></td> <td><i>Medium</i></td> </tr> <tr> <td><i>B: Developability</i></td> <td><i>Medium</i></td> </tr> <tr> <td><i>C: -Suitability</i></td> <td></td> </tr> <tr> <td><i>- offices</i></td> <td><i>Medium</i></td> </tr> <tr> <td><i>- light industrial</i></td> <td><i>Medium</i></td> </tr> <tr> <td><i>-general industrial/ warehousing</i></td> <td><i>Low</i></td> </tr> <tr> <td><i>D: Accessibility to services</i></td> <td><i>Low</i></td> </tr> <tr> <td><i>E: Availability to the open market</i></td> <td><i>High</i></td> </tr> <tr> <td><i>F: Planning policy and sustainability</i></td> <td><i>High</i></td> </tr> </table>	<i>A: Market attractiveness</i>	<i>Medium</i>	<i>B: Developability</i>	<i>Medium</i>	<i>C: -Suitability</i>		<i>- offices</i>	<i>Medium</i>	<i>- light industrial</i>	<i>Medium</i>	<i>-general industrial/ warehousing</i>	<i>Low</i>	<i>D: Accessibility to services</i>	<i>Low</i>	<i>E: Availability to the open market</i>	<i>High</i>	<i>F: Planning policy and sustainability</i>	<i>High</i>
<i>A: Market attractiveness</i>	<i>Medium</i>																		
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<i>F: Planning policy and sustainability</i>	<i>High</i>																		

<b>Comment</b>
Priddy's Hard Heritage Area is currently being redeveloped for a mixture of uses including residential, leisure and commercial type uses. The commercial and leisure uses are yet to be developed and further details will become clearer over the coming months once a detailed planning application is submitted. The proposals will be based around the existing Explosion Museum facilities.

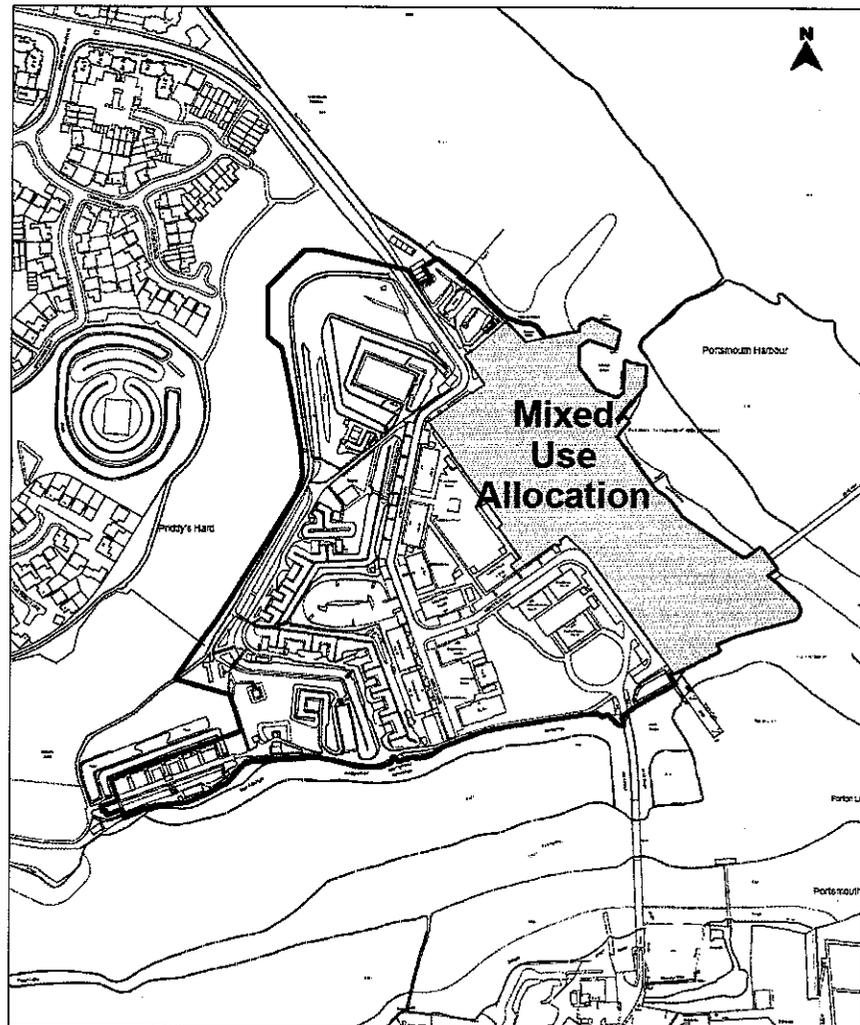
The appraisal reflects that the site is not particularly suitable for large scale employment uses but may support niche small scale employment linked to existing and proposed leisure facilities at the site in this particularly attractive historic setting.

The area is suitable for marine and craft workshop uses which would fit into the maritime surroundings of the area.

Other uses could include live/work units, a hotel and a micro-brewery.

**Recommendation:** Retain as a mixed use allocation which includes employment-generating uses.

Site Map



<b>Site Reference</b>	E/CC/3																			
<b>Address</b>	Weevil Lane, Gosport																			
<b>Ward Location(s)</b>	Christchurch																			
<b>Site area (hectares)</b>	3.30 ha																			
<b>Existing employment land</b>																				
<b>Estimated site area for employment use</b>	3 30 ha																			
<b>Total existing floorspace (All uses)</b>	0 sq. m																			
<b>Total existing employment floorspace (B1-B8 uses)</b>	0 sq. m																			
<b>Existing Market segment</b>	MOD use																			
<b>Existing Type of Use (proportion %)</b>	100% Sui Generis																			
<b>Vacancy rate</b>	0%																			
<b>Planning Issues</b>																				
<b>Planning status in terms of employment</b>	The site has not been safeguarded as an 'Existing Employment Site' in the Local Plan Review																			
<b>Development considerations</b>	<b>Plan</b>	Urban Area Boundary (R/DP1) Areas at Risk of Flooding Existing Listed Buildings (R/BH3) Royal Clarence Yard Conservation Area (R/BH1) Coastal Zone Policy Area (R/CH1) Mixed Use Allocations located adjacent (R/DP4) Safeguarded Area for the Storage of Munitions (R/ENV9) Existing Marina, Piled & Swing Mooring Areas located nearby (Policy R/CH5) Existing Public Car Park located adjacent (R/T12)																		
<b>Potential for employment land</b>																				
<b>Remaining Developable Area (hectares) with floorspace estimate (m2)</b>	3 30 ha and an estimated 11,550 sq.m. of floorspace																			
<b>Potential Market segment</b>	SME/Cluster, Office																			
<b>Potential type of employment use</b>	Suitable for B1 type uses.																			
<b>Site Appraisal Score</b>	<table border="1"> <tr> <td><i>A: Market attractiveness</i></td> <td><i>Medium</i></td> </tr> <tr> <td><i>B: Developability</i></td> <td><i>Medium</i></td> </tr> <tr> <td><i>C: -Suitability</i></td> <td></td> </tr> <tr> <td><i>- offices</i></td> <td><i>High</i></td> </tr> <tr> <td><i>- light industrial</i></td> <td><i>High</i></td> </tr> <tr> <td><i>-general industrial/ warehousing</i></td> <td><i>Low</i></td> </tr> <tr> <td><i>D: Accessibility to services</i></td> <td><i>Medium</i></td> </tr> <tr> <td><i>E: Availability to the open market</i></td> <td><i>Medium</i></td> </tr> <tr> <td><i>F: Planning policy and sustainability</i></td> <td><i>High</i></td> </tr> </table>		<i>A: Market attractiveness</i>	<i>Medium</i>	<i>B: Developability</i>	<i>Medium</i>	<i>C: -Suitability</i>		<i>- offices</i>	<i>High</i>	<i>- light industrial</i>	<i>High</i>	<i>-general industrial/ warehousing</i>	<i>Low</i>	<i>D: Accessibility to services</i>	<i>Medium</i>	<i>E: Availability to the open market</i>	<i>Medium</i>	<i>F: Planning policy and sustainability</i>	<i>High</i>
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<i>F: Planning policy and sustainability</i>	<i>High</i>																			

<b>Comment</b>
<p>The site contains listed buildings which need to be converted. Part of the site is within a Conservation Area. The eastern part of the site is within floodzone 3 with significant other parts of site in floodzone 2. It is in close proximity to sites of important international habitats.</p> <p>The site has good deepwater access and has the potential to accommodate marine related uses. The site has potential linkages with the adjacent Cooperage employment site within</p>

**Royal Clarence Yard.**

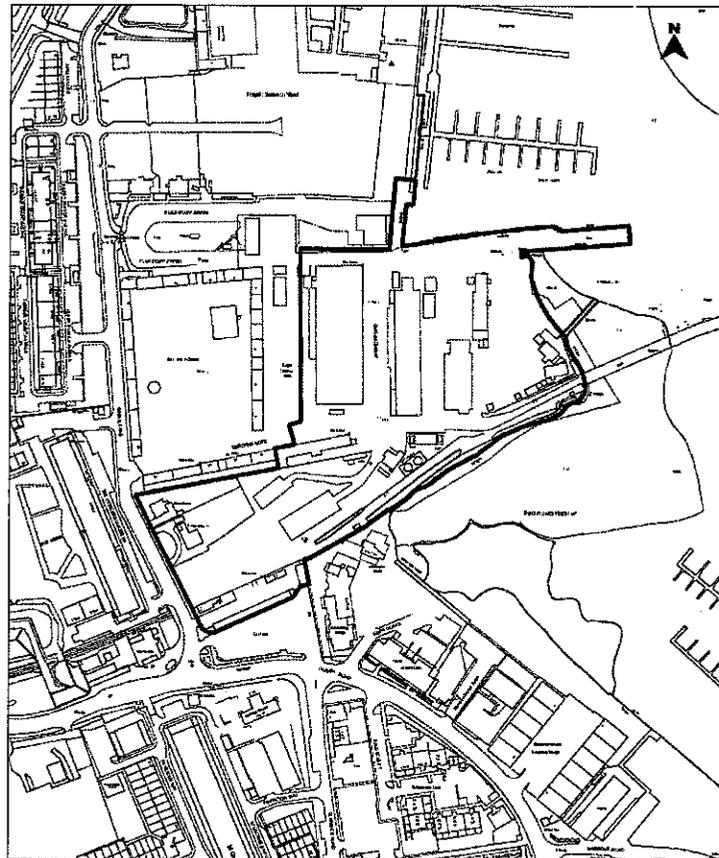
There may be scope to incorporate the adjacent Council owned car park within the site to bring about a more comprehensive redevelopment – although this would need to be investigated further. The car park is currently used by commercial vehicles and a replacement facility would need to be identified.

It is understood that the MoD wish to release the site in the short to medium term and therefore it is appropriate to include as an employment allocation. Arrangements for the adjacent jetty attached to the site are unclear at this stage.

The site could be included as part of the wider Waterfront Strategic Site in the Core Strategy given its proximity to Coldharbour mixed-use site. Further consideration of future uses of this site will be undertaken as part of the forthcoming Gosport Waterfront master planning work.

**Recommendation:** Identify as part of the Gosport Waterfront Strategic Area with this part of the site being allocated primarily for employment purposes

**Site Map**



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<b>Site Reference</b>	E/TN/3
<b>Address</b>	Gosport Town Centre including the Town Centre Employment Area and the rest of the town centre as defined on the Gosport Local Plan Review Proposals Map (but excludes the Gosport Bus Station mixed use allocation which is dealt with separately)
<b>Ward Location(s)</b>	Town
<b>Site area (hectares)</b>	9.89 ha
<b>Existing employment land</b>	
<b>Estimated site area for employment use</b>	0.93 ha within Existing Employment Area the rest is dispersed within the rest of the centre
<b>Total existing employment floorspace (B1-B8)</b>	B1a= 5,040 sq.m - 3840 sq.m in Town Centre Employment Area - 1200 sq.m in rest of town centre (excl. bus station) B8 = 276 sq.m.  For comparison purposes the approximate ground floor floorspace of Gosport town centre is 38, 200 sq.m (excludes above ground floor levels) (GBC retail schedules 2007).
<b>Floorspace density</b>	Difficult to calculate for whole centre Town Centre Employment Area= 4,324 sq.m per ha.
<b>Existing Market segment</b>	Established or potential office location
<b>Existing Type of Use (proportion %)</b>	Office (B1a) only forms a small proportion of the whole floorspace figure for the town centre which is dominated by retail (A1) and other town centre uses (A2-A5)
<b>Vacancy rate</b>	0% vacancy rate amongst the B use class uses in the town centre Overall ground floor vacancy rate is 5.5% (GBC retail schedules 2007).
<b>Planning Issues</b>	
<b>Planning status in terms of employment</b>	Part of the south western part of the town centre has been protected as an Existing Employment Area (0.93ha)
<b>Key Development Plan considerations</b>	Urban Area Boundary (R/DP1) Principal and Shopping Centre (R/S3) Existing Employment Area (R/EMP3) High Street Conservation Area (R/BH1) Numerous Listed Buildings (R/BH3) Segregated Public Transport Corridor runs through the town centre (R/T5) Existing Community Facilities (R/CF2) Existing Public Car Park (R/T12) Mixed Use allocations at the Bus Station and Coldharbour are adjacent (R/DP4)
<b>Potential for employment land</b>	
<b>Remaining Developable Area (hectares) with floorspace estimate (m2)</b>	Not yet established Potential includes: <ul style="list-style-type: none"> <li>development of offices above ground floor</li> <li>potential of new build by redeveloping sites in and adjacent town centre boundary (see comments)</li> </ul>
<b>Potential Market segment</b>	Established or potential office location
<b>Potential type of employment use</b>	B1a offices.

## **Appendix 3 - Environmental reports & policy**

### ***C1. Environmental Reports***

DEFRA (2005), Coastal Squeeze Implications for Flood Management: The Requirements of The European Birds and Habitats Directives.

Gosport Borough Council (2009), Gosport Draft Core Strategy – Preferred Options

Gosport Borough Council (2009), Local Development Framework Topic Paper: Biodiversity.

Gosport Borough Council (2009), Local Development Framework Topic Paper: Green Infrastructure.

Gosport Borough Council (May 2006), Gosport Local Plan Review.

Government Office for the South East (May 2009), The South East Plan, Regional Spatial Strategy for the South East of England.

Hampshire Biodiversity Partnership (1998), The Hampshire Biodiversity Action Plan

Hampshire Brent Goose Strategy Group (2002), Brent Goose Strategy – South East Hampshire Coast

HMSO (1994) Biodiversity: The UK Action Plan (1994).

Jonathan Cox Associates (1997), South Coast Plain and Hampshire Lowlands Natural Area Profile.

North Solent Shoreline Management Plan Coastal sub-cells 5A, 5B and 5C (Selsey Bill to Hurst Spit, including Chichester, Langstone and Portsmouth Harbours & Southampton Water) Draft SMP for Public Consultation (2010)

Natural England (1998), Solent and Poole Bay Natural Area Profile.

Office of the Deputy Prime Minister (2005), Planning Policy Statement 1 (PPS 1): Delivering Sustainable Development

Office of the Deputy Prime Minister (2005), Planning Policy Statement 9 (PPS 9): Biodiversity and Geological Conservation

Office of the Deputy Prime Minister (2005), Planning Policy Statement 20 (PPS 20): Coastal Planning

Office of the Deputy Prime Minister (2006), Planning for Biodiversity and Geological Conservation: A Guide to Good Practice.

Cope, S N., Bradbury, A.P and Gorczynska, M (2008) Solent Dynamic Coast Project: Summary Report.

UE Associates (2009), Habitat Regulations Assessment of the Gosport Borough Council

Table: Summary of Regional and Local Planning Policies

Council	Policy Doc.	Policy No.	Policy Title	Implications
Government Office of the South East	The South East Plan	CC1	Sustainable Development	<ul style="list-style-type: none"> <li>Ensuring that the physical and natural environment of the South East is conserved and maintained.</li> <li>Ensure that the South East is prepared for impacts of climate change</li> <li>All authorities agencies and individuals responsible for delivering the policies in this Plan shall ensure that their actions contribute to meeting the objectives set out in this policy and in the regional Sustainable Framework.</li> </ul>
		CC2	Climate Change	Developments should plan for climate change in terms of migration of habitats and species.
		CC8	Green Infrastructure	These networks should be managed and designed to support biodiversity New development should mitigate the protection and enhancement of biodiversity.
		NRM5	Conservation and Improvement of Biodiversity	Loss of biodiversity within the region should be avoided.
		NRM7	Woodlands	The character of the region's woodland should be protected (in line with the Regional Forestry and Woodland Framework).
		NRM8	Coastal Management	Integration/incorporation of social, economic and environmental objectives should be integrated in coastal areas.
		Policy C4	Landscape and Countryside Management	Local authorities should develop criteria-based policies to ensure that all development respects and enhances local landscape character, securing appropriate mitigation where damage to local landscape character cannot be avoided.
Gosport Borough Council	Local Plan Review (LPR) (2006)	R/CH1	Development within the Coastal Zone	Advise any areas of natural shoreline or underdeveloped shoreline should not be developed on and should be retained and enhanced
		R/OS11	Protection of Areas of National Nature Conservation Importance	Identified areas of national nature conservation importance (e.g. SSSI) within the borough will be protected from any direct and indirect impacts of development
		R/OS12	Locally Designated Areas of Nature Conservation Importance	The borough will object adversely to effects of development to locally designated sites
		R/OS13	Protection of Habitats Supporting Protected Species	Habitats supporting protected species will be protected
		R/OS14	Biodiversity Action Plans	The Local Planning Authority will refer to the UK and Hampshire Biodiversity Action Plan.
		R/DP1	General Standards of Development within the Urban Area	Development proposals should not have a significant adverse impact on the Borough's important conservation interest
		R/OS3	Urban Gap	<ul style="list-style-type: none"> <li>Urban Gaps/open spaces will be protected within existing undeveloped areas.</li> <li>Haslar Lake/Walpole Park is located adjacent to Gosport waterfront.</li> </ul>
		R/DP8	Protection of Trees	*** information of this policy not readily available***
		R/OS10	Protection of Areas of International	*** information of this policy not readily available***

Council	Policy Doc.	Policy No.	Policy Title	Implications
			Nature Conservation Importance	
Gosport Borough Council	Draft Core Strategy – Preferred Options	Suggested Policy – CS1	Sustainable Development and Climate Change	Developments should consider the effects of climate change
		Suggested Policy – CS5	Green Infrastructure	Safeguarding of natural corridors in keeping with the green infrastructure network of the borough.
		Suggested Policy – CS6	Gosport Waterfront	Biodiversity of the harbour will be protected and opportunities to enhance it
		Suggested Policy – CS20	Open Space	The borough's network of open spaces will be protected
		Suggested Policy - CS21	Biodiversity and Geological Conservation	<ul style="list-style-type: none"> <li>Internationally and nationally protected sites will afford the greatest protection from development impacts</li> <li>LNRs and SINC's will be protected and where possible enhanced</li> <li>Protected and target species included in the UK and Hampshire Biodiversity Action Plans will be protected</li> <li>Developments should result in an increase in biodiversity</li> <li>Local wildlife sites and corridors should be maintained and enhanced</li> <li>Fragmentation of habitats should be prevented</li> <li>The borough will support initiatives that will provide habitat replacement to areas lost through coastal squeeze.</li> </ul>

## **C2. Flooding Reports**

- Planning Policy Statement 25: Development and Flood Risk (Dec 2006) and the PPS25 Practice Guide (June 2008).
- The Partnership for Urban South Hampshire (PUSH) Strategic Flood Risk Assessment (SFRA) (Atkins 2007).
- Gosport Borough Council Local Plan Review, adopted May 2006.
- Gosport Draft Core Strategy – Preferred Options (Sep 2009).
- Gosport LDF – Topic Paper: Flood Risk (Sep 2009).
- Flood Risk Assessment for Royal Clarence Yard (Berkeley Homes Ltd) (WSP 2007).
- White Young Green Flood Risk Appraisal for Highclere Estates LLP (Feb 2008).
- A letter from the Environment Agency dated 8 Dec 2009 in response to our request for flooding information for Gosport.
- An email from David Nuttall at Southern Water dated 19 Nov 2009 in response to our request for flooding and drainage information

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