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26 June 2018

## **S U M M O N S**

**MEETING:** Economic Development Board  
**DATE:** 4 July 2018  
**TIME:** 6.00pm  
**PLACE:** Council Chamber, Town Hall, Gosport  
**Democratic Services contact:** Lisa Young

MICHAEL LAWOTHER  
BOROUGH SOLICITOR

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### **MEMBERS OF THE BOARD**

The Mayor (Councillor Mrs Furlong) (ex officio)  
Chairman of the Policy and Organisation Board (Councillor Hook) (ex officio)

Councillor Philpott (Chairman)  
Councillor Beavis (Vice Chairman)

Councillor Ms Ballard	Councillor Hutchison
Councillor Mrs Batty	Councillor Johnston
Councillor Bateman	Councillor Miss Kelly
Councillor Rev. Blackman	Councillor Pepper
Councillor Carter	Councillor Mrs Prickett
Councillor Mrs Cully	Councillor Raffaelli
Councillor Mrs Huggins	

## **FIRE PRECAUTIONS**

(To be read from the Chair if members of the public are present)

**In the event of the fire alarm sounding, please leave the room immediately. Proceed downstairs by way of the main stairs or as directed by GBC staff, follow any of the emergency exit signs. People with disability or mobility issues please identify yourself to GBC staff who will assist in your evacuation of the building.**

**This meeting may be filmed or otherwise recorded. By attending this meeting, you are consenting to any broadcast of your image and being recorded.**

### **IMPORTANT NOTICE:**

- If you are in a wheelchair or have difficulty in walking and require access to the Committee Room on the First Floor of the Town Hall for this meeting, assistance can be provided by Town Hall staff on request

If you require any of the services detailed above please ring the Direct Line for the Democratic Services Officer listed on the Summons (first page).

### **NOTE:**

- i. Councillors are requested to note that, if any Councillor who is not a Member of the Board wishes to speak at the Board meeting, then the Borough Solicitor is required to receive not less than 24 hours prior notice in writing or electronically and such notice shall indicate the agenda item or items on which the member wishes to speak.
- ii. Please note that mobile phones should be switched off or switched to silent for the duration of the meeting.

**AGENDA**

1. APOLOGIES FOR NON-ATTENDANCE
2. DECLARATIONS OF INTEREST

All Members are required to disclose, at this point in the meeting or as soon as possible thereafter, any disclosable pecuniary interest or personal interest in any item(s) being considered at this meeting.

3. MINUTES OF THE MEETING OF THE BOARD HELD ON 14 MARCH 2018 AND 17 MAY 2018
4. DEPUTATIONS – STANDING ORDER 3.5

*(NOTE: The Board is required to receive a deputation(s) on a matter which is before the meeting of the Board provided that notice of the intended deputation and its object shall have been received by the Borough Solicitor by 12 noon on Monday, 2 July 2018. The total time for deputations in favour and against a proposal shall not exceed 10 minutes).*

5. PUBLIC QUESTIONS – STANDING ORDER 3.6

*(NOTE: The Board is required to allow a total of 15 minutes for questions from Members of the public on matters within the terms of reference of the Board provided that notice of such Question(s) shall have been submitted to the Borough Solicitor by 12 noon on Monday 2 July 2018).*

6. PROPOSED CONSULTATION ON POSSIBLE AMENDMENTS TO BURY ROAD CONSERVATION AREA AND SUPPORTING DRAFT APPRAISAL.

*To consider a proposal to go out to public consultation on proposed amendments to Bury Road Conservation Area and a supporting Draft Conservation Area Appraisal.*

Contact  
Rob Harper

7. ANY OTHER ITEMS

**A MEETING OF THE ECONOMIC DEVELOPMENT BOARD  
WAS HELD ON 14 MARCH 2018**

The Mayor (Councillor Mrs Batty) (ex-officio), Councillors Hook (P), Ms Ballard (P), Bateman (P), Beavis (P), Mrs Cully (P), Ms Diffey, Edgar, Farr (P), Mrs Forder, Mrs Furlong, Mrs Huggins (P), Miss Kelly (P), Philpott (P), Mrs Prickett, Raffaelli (P).

It was reported that in accordance with Standing Order 2.3.6 Councillors Hook, Mrs Hook, Jessop Earle and Hammond had been nominated to replace Councillors Edgar, Mrs Forder, Mrs Furlong, Ms Diffey and Mrs Prickett respectively for this meeting

**38. APOLOGIES**

Apologies for inability to attend were received from the Mayor, Councillor Ms Diffey, Councillor Edgar, Mrs Forder, Mrs Furlong and Councillor Mrs Prickett.

**39. DECLARATIONS OF INTEREST**

Councillor Hook and Mrs Hook declared a non-pecuniary interest in the Gosport Town Centre and Waterfront SPD as they owned a business on the High Street. They advised at the point the High Street was discussed, they would not take part in any discussion.

**40. MINUTES OF THE MEETING OF THE BOARD HELD ON 31 JANUARY 2018**

**RESOLVED:** That the minutes of the Economic Development Board meeting held on 31 January 2018 be approved and signed by the Chairman as a true and correct record.

**41. DEPUTATIONS**

A deputation had been received on agenda item 6 -Gosport Waterfront and Town Centre SPD: Adopted Version.

**42. PUBLIC QUESTIONS**

There were no public questions.

**PART II**

**43. GOSPORT WATERFRONT AND TOWN CENTRE SUPPLEMENTARY PLANNING DOCUMENT (SPD): ADOPTED VERSION**

Consideration was given to the report of the Deputy Head of Planning Services, (Policy) requesting that consideration be given to adopting the Gosport Waterfront and Town Centre Supplementary Planning Document, as set out in Appendix 1.

Kathy Azopadi was invited to address the Board. She advised that the reason for her deputation was that she had attended the consultation and responded to it and felt that when reading the report insufficient provision had been given to cycling. She advised the Board that there could be stronger recognition for the importance of cycling in the Town.

The Board was advised that Gosport had a cycle rate where at least 75% of residents

cycled once a month and that many towns and cities had invested heavily to try and achieve similar results. The Board was advised that it was hoped that Gosport would have more aspirations for cyclists and cycle routes and that the SPD could help improve bad elements of the current network and make areas safer.

Ms Azopadi advised the Board that electric bikes, trikes and mobility scooters were allowing more people to stay active longer and that electric bikes in particular supported this.

The Board was advised that the importance of cycling should not be overlooked and that benefits it could bring to the Borough and the economy were important. The Board was advised that cycle ways should run parallel to pedestrian paths to provide opportunities for cyclists to enjoy routes and view points, and that the separation of the two separate paths would help to remove any potential conflict before it arose.

The Board was advised that key elements that should be included in the SPD were, examining the storage provision for bicycles at the ferry. It was requested that different types of cycle storage be installed as many people were reluctant to use two tier storage racks.

Ms Azopadi requested that more detail be given to proposals for Mumby Road as there was a large number of accidents on the road and it requested that consideration be given to the removal of the free car parking spaces along Mumby Road and South Street, as there was additional capacity within the car parks. This would allow for nicer streetscapes and safer cycle lanes and it was also requested that consideration be given to the development of a cycle strategy.

In answer to a Members question, Ms Azopadi advised the Board that she had responded to the consultation and that some, but not all of her comments had been included in the SPD. She advised that she would have liked to have seen more reference and inclusion for policies on cycle parks, shared use paths, green infrastructure, green space access and proposals for Walpole Park. The Board was advised that the Ex estuary in Devon previously only had walking routes and that this had created conflict as cycle users would also use the pedestrian path. This had been resolved by the addition of a cycle path, on a lower route but with viewpoints to allow for stops and picnics. The Board was advised that to do this in Gosport may require a change in policies or bylaws but advised that it may help reduce traffic on the A32 as currently there was no safe route for cyclists to the ferry.

The Board was advised that 11,000 cyclists passed through the continental ferry port in Portsmouth annually, many travelling onwards to the South Downs National Park and the New Forest to cycle. It was felt that Gosport and Portsmouth could capture cyclist tourism and benefit from it economically.

The Deputy Head of Planning, (Policy) advised that Ms Azopadi's comments had been included in the accompanying summary and analysis of consultation responses document and that a section on potential cycle improvements could be found on page 39 of the SPD and that it specifically mentioned the enhancement of provision, including links with wider areas and the national cycling routes, cycle parking, cycle safety, signage, cycle crossings and provision at junctions, surfacing and improvements of Mumby Road and South Street.

The Board was advised that the role of the SPD was not to provide the detailed points of plans but to provide a vision for the Town Centre and that cycling was important to this and

had been recognised.

The Deputy Head of Planning (Policy) advised the Board that there were a number of small amendments proposed to the SPD, circulated as an addendum to Members of the Board to improve clarity, consistency and address typographical errors in the document. Members welcomed the clarification that the Falklands Gardens would not be redeveloped.

The Chairman advised the Board that he wished to consider each element of the document individually to allow Members to comment.

## Housing

The Chairman advised that the Supplementary Planning Document was supplemental to the Local Plan 2011-2029, which had already been agreed. Within the next 18 months to two years the opportunity would arise to statutorily review the Local Plan with the option to extend it until 2036.

Some members expressed concern and objected to the proposals that included provision for 700-900 properties and advised that members of the public had raised concern about this proposal and that with the addition of properties at Haslar and Daedalus, the infrastructure of the Borough would not be able to cope. Members advised that whilst the plan stated that public transport would be used, in reality it would not.

The Board was advised that the proposals for 700-900 properties for the Town Centre had been included within the Local Plan, which had been previously agreed by the Council within Policy LP4 of the Local Plan. It was therefore not a matter for the consideration of the Board as the SPD was a supplementary document to the Local Plan.

The Chairman advised the Board that the document did not state in any form that there would be 1000 luxury flats.

The Board was advised that the Local Plan, including Policy LP4 had been unanimously agreed by the Council and it stated that the required properties would be a mix of housing and property types required, including affordable homes, sheltered accommodation, accommodation for the elderly, and extra care provision all as detailed in the SPD.

A Member advised the Board that the SPD was the beginnings of putting flesh on to the bones of the Local Plan and that it created a vision for the future. It was felt that all Members wished to see the High Street and waterfront area thriving and used to its full potential. The Board was advised that a large number of the properties in the Town Centre were not owned by the Borough Council but that the SPD created the vision for what was desired for the area.

The Board was advised that Councils were obligated to hold a provision for 5 years' worth of housing stock and that if the 700-900 properties were not located within the Town Centre, they would still need to be located within the Borough. The Council were in a strong position in comparison to other authorities who did not have such supply and were as a result now being subjected to planning applications for properties in areas in which they were not desired. It was noted that planning powers were being removed from Local Authorities who were not approving and supplying suitable housing stock and in having a robust plan in Gosport, the decision making powers would remain within the Authority.

A Member questioned the provision of medical care and infrastructure for the additional properties and was advised that the Inspectorate had examined the Local Plan in 2015 and deemed it sound, not only for 2015 but until 2029 and it was considered robust.

It was reiterated that nothing additional in the form of properties was being added to the existing proposals in the Local Plan and it had included the provision for a mixture of types of properties. The Board was advised that the provision for additional GP's surgeries was the responsibility of NHS England and that most surgeries were private businesses. One of the key problems with doctor's surgeries in Gosport was attracting GP's to work in the Borough. It was hoped that improvements to the Borough and the Town Centre would help make the Borough more attractive to GP's.

The Chairman advised the Board that there was provision for improved infrastructure as the Local Plan required there to be provisions for analysis of flood risk, high quality outdoor space, provision for sewerage and water and utilities, but that these would all be delivered by private companies.

## CAR PARKING

In answer to a Member's question, the Board was advised that the multi-storey car park had been mentioned as an option that could be looked at in terms of feasibility, amenity of residents, townscape. No site had been identified and it had been included only as a potential option.

The Board was advised that parking surveys, undertaken at various times in 2016 and 2017, had shown that at the peak time (3/12/16) there was a total of 496 publicly available spaces unoccupied which included 332 empty spaces in the Council's town centre car parks. There was a lot of unused space that could be better used.

A Member advised the Board that they had concerns at the combination of the car parks to be removed and redeveloped as many of them were close to the town centre and facilitated access for those that could not walk great distances or were disabled.

It was suggested that the top tier of the Walpole Park Car Park (adjacent South Street) be designated as short stay and the bottom remain long stay and that a car parking strategy be introduced. Concern was also expressed that a number of the car parks that serviced the Waterside Medical Centre were listed as those potentially being redeveloped and that the removal of the Mumby Road lorry park would cause lorries to queue and park outside residential properties.

The Board was advised that the proposals for amendments to North Cross Street would improve and enhance the frontages of the area, reinstating the shopping area.

In answer to a Member's question, the Board was advised that the car parks situated at Morrisons and Aldi had been included as they were facilitators in the provision of linked trips to the High Street, with people visiting the supermarket and shopping. The Board was advised that consideration had also been given to those spaces available at the Cooperage and Haslar Marina

## BUS STATION

The Chairman advised the Board that the Bus Station site had been marketed and that any development that was brought forward would be the subject of a full and open discussion and consultation with the public on any proposals.

Members advised that they felt that members of the public had indicated their wish not to see a high-rise residential property on the bus station site and expressed concern that £7million had recently been used to extend the bus route, without improving the bus station.

Members expressed concern that a high rise building would overshadow the Falklands Gardens and interrupt the views of existing residents. It was also advised that the existing high-rise buildings were subject to interference by the high winds in that location.

Some Members felt that the site should be used as a hub incorporating facilities for cyclists and pedestrians combining a visitor's centre and the tourist information centre and providing a start point to allow people to enjoy the historical tourist elements of the Borough.

The Board was advised that any proposal would need to be presented to and approved by the Regulatory Board and that there were many different design options available that could be considered. Members appreciated that there was a desire to retain the open elements of the site. It was also recognised that a key factor in the redevelopment of the site would be securing the funding to allow the development to proceed. It was acknowledged that a key factor of this would be the inclusion of a residential element as without it, redevelopment would not be viable.

Members agreed that there was no wish for the bus station to remain in its current form.

It was reiterated to the Board that there was no plans currently proposed and that when any were forthcoming, they would be subject to consultation and the Regulatory process.

The Board was advised that the £7million extension to the BRT route had been a provision awarded to the County Council from central Government for the specific use of extending the BRT; the money had never been available for any redevelopment works.

The Board was advised that the ferry ticket office remained an integral part of the site and that discussions would be held with the ferry company about its relocation and siting within the proposal.

It was recognised that all Members agreed that the Falklands Gardens should not be overshadowed and that there would be a provision for a transport interchange and that given the location of the site, it was important that any proposal was suitable for the site.

Members advised that they felt the presumption of a tower block had derived from the listing of 95 residential units as part of the marketing of the site. The Board was advised that this was to test the market for potential developers to see what proposals might be forthcoming. It was reiterated that any proposal would be subject to the planning process and be subject to consultation and would need to be viable, and valuable to all.

## FALKLANDS GARDENS

Members felt that there was an opportunity to enhance the gardens, perhaps including a



visitor's area, some enhanced planting and some more detailed information regarding the history of the gardens and its previous uses and links to chandlery and the chain ferry.

It was reiterated to the Board that there had never been any intention to redevelop the gardens and that the purpose of them was to provide a shrine to remember the conflict and those that lost their lives. It was reiterated that they were an integral part of the waterfront and that there was potential to enhance them, but they would not be redeveloped.

It was recognised that the gardens were the gateway to Gosport and that their importance as a memorial would not be forgotten.

## ROYAL CLARENCE YARD

In answer to a Member's question, the Board was advised that enhanced signage, including brown tourist signs could be included in the proposal. It was hoped that the walkway could be extended to meet the Millennium walk.

## HIGH STREET

Councillors Hook and Mrs Hook declared a non-pecuniary interest in the item, remained in the room but took no part in the discussion of the subject.

Members felt that it was unfortunate that the SPD could not deliver the high level retail desired but welcomed the proposal to develop the cultural square and build on the value of the Discovery Centre. The concept of a later opening facility for the Town Centre was welcomed as was the continuation of the developments started as a result of the Portas money. Works undertaken included a new palette for the High Street and additional bicycle racks and seating. There were more aspirations linked to this but funding had not been forthcoming.

Members acknowledged that High Streets across the country were suffering a down turn and that it was key that Gosport looked at the SPD as a whole to help address this. The importance of the Town Centre and Waterfront to this was recognised.

## WATERSIDE

Members welcomed that the centre provided a valuable service in times of austerity and hardship. It was welcomed that the site was linked to Coates Road and that the SPD providing a vision for the future of the site.

## FORMER POLICE STATION SITE

Councillors Hook and Mrs Hook declared a non-pecuniary interest in the item, remained in the room but took no part in the discussion of the subject.

Members were comfortable with residential proposals for the site.

## PRECINCT

A Members advised that there was some good uses of the site and would welcome its retention.

## TRINITY GREEN

Members welcomed that the potential development on the green space had been removed. The importance of green living was highlighted and members of the public had welcomed that it would remain.

Some Members expressed concern at the potential for a permanent café on the site adjacent to Harbour Towers, it was recognised that it was suitable for seasonal events such as the marine festival, but it was felt that it was not appropriate for the entire year. It was felt that the Bus Station site would provide a more suitable location for a permanent facility.

The Board was advised that if Barclay House were to be developed the SPD states that appropriate arrangements would need to be made by those that currently occupy the buildings.

## HASLAR MARINA

Members welcomed that the training that Gosport provided was now being matched with employment opportunities. It was acknowledged that Gosport provided outstanding levels of training in the marine industry and opportunities and jobs to match were welcome. It was also acknowledged that this also had the potential to reduce traffic on the A32.

## GOSPORT LINES

Members welcomed the opportunity to facilitate walking the whole of the lines and recognised that there was a need to bring capital in to progress improvements. It was acknowledged that there may need to be an additional bridge to provide access and that heritage lottery funding may be appropriate to fund works.

Members acknowledged that there were difficulties with the negotiations with the Defence Infrastructure Organisation to release land, but this was common place in negotiations with them.

Members concluded by requesting that the ferry be clearly labelled as a pedestrian and cycle ferry in the SPD so that it was clear that there was no car ferry provision.

The Chairman advised that he welcomed any amendments to the recommendation and that he would adjourn the meeting to allow any amendments to be tabled.

The meeting was adjourned at 20.03 and reconvened at 20.14.

It was proposed and seconded that page 73 of the SPD be amended so that Clarence Road and North Cross Street Car Parks be retained as car parks in the interest of helping the less able users access the High Street and the Waterside Medical Centre.

Members debated the proposed amendment. It was agreed that careful consideration needed to be given to the future use of the car parks and that liaison needed to occur with the medical centre to establish a greater understanding of the provision used and required. It was felt that the provision for disabled drivers needed to be considered, but also that consideration needed to be given to the spaces available at the surgery and further afield.

at the Cooperage.

Members acknowledged that the proposals for North Cross Street would enhance the area, in terms of frontage and street scene, and that this would also need to be a consideration.

Some Members expressed concern that the proposal was to remove a number of short stay car parks and the Board was advised that the car parking study had covered different times of the year, including Christmas.

The Board agreed that the removal of any car park needed careful consideration and that it was important that discussions took place with the medical centre. Members felt that no agreement for the removal of car parks should take place until further consideration had been given. It was suggested that the amendment be altered to require the Town Centre Car Parking Strategy to be in place before any car parking sites were released for development.

It was proposed and seconded that the SPD be amended on page 73 that there would not be any development of the Car Parks in the Town Centre, including South Street, until a Town Centre Car Parking Strategy was in place.

This was unanimously agreed by the Board.

It was proposed and seconded that on Page 83 of the SPD the paragraph detailing the space between Harbour Tower and the Millennium promenade be replaced with 'That the use of the space between the Millennium promenade and Harbour Tower is not a permanent building but can be used seasonally and for events such as the Gosport Marine Festival.

Members discussed the amendment, it was recognised that there may be provision for a permanent facility within the Bus Station redevelopment and that residents were concerned that a permanent facility in the location would be detrimental to the amenity of residents and cause harm. It was hoped that any facility could be seasonal, similar to Southsea sea front. The Board also discussed the proposal for a temporary building on the site, such as a pod. The Board also recognised the importance of allowing correct access to the tower by the emergency services.

It was reiterated that any proposal for a building would need to be considered by the Regulatory Board and concern was expressed that the removal of the provision would be detrimental to the wider proposals. It was suggested that a more comprehensive decision on the facility could be made following a more detailed proposal being agreed for the bus station site.

The proposed amendment was put to the Board and was subsequently lost.

Members debated the provision for cycling within the SPD. It was reiterated to the Board that the document contained provision for cycle ways, improvements to Mumby Road and South Street, the linking of routes to the national cycle ways and improved signage.

It was suggested that a Cycle Strategy was included within the proposal. The Board was advised that the proposed realm audit work would consider the facilities for cyclists and

would audit any proposals.

It was proposed and seconded that an amendment be made the second paragraph to read;

The proposed public realm work and cycle strategy will consider opportunities and improvements to the quality of the network.

This was subsequently agreed.

A vote was taken on the recommendation to adopt the SPD, subject to the amendments agreed above and those presented by the Deputy Head of Planning Services, (Policy) at the beginning of the item. This was agreed.

RESOLVED: That the Gosport Waterfront and Town Centre Supplementary Planning Document as set out in Appendix 1 of the report and agreed approved amendments including those identified by the Deputy Head of Planning (Policy) and those proposed and agreed by the Board.

#### **44 ADOPTION OF PROPOSED CONSERVATION AREA APPRAISAL, HASLAR BARRACKS (FORMER IMMIGRATION HOLDING CENTRE)**

Consideration was given to the report of the Conservation and Design Manager recommending the adoption of the Haslar Barracks Conservation Area Appraisal, as set out in Appendix A.

In answer to a Member's question, the Board was advised that the Ministry of Justice had had longer than the six week statutory period to apply for a judicial review and the Board was advised by the Borough Solicitor that a public bodies were unlikely to be granted an extension to this time period if they had not applied within time.

The Board was advised that since the designation of the site, meetings had been undertaken with the Ministry of Justice and that they now had an understanding of the designation and any implications it presented. It was important to acknowledge that the designation did not preclude development of the site.

In 2017 a request had been made to list some of the buildings. Historic England did not feel that was appropriate and this was the subject of an appeal. Notwithstanding this, included in the appendices to the report was a letter from Historic England advising that they fully supported the proposal for the site to be designated as a Conservation Area.

RESOLVED: That the Haslar Barracks Conservation Area Appraisal to support Policy LP12 of the adopted Gosport Borough Local Plan 2011 to 2029 and as a material consideration when determining planning applications be adopted.

#### **45. ANY OTHER ITEMS**

The meeting concluded at 9.05pm

CHAIRMAN

**A MEETING OF THE ECONOMIC DEVELOPMENT BOARD  
WAS HELD ON 17 MAY 2018**

The Mayor (Councillor Mrs Furlong) (ex-officio), Councillors Hook (ex-officio) (P), Ms Ballard (P), Mrs Batty (P), Bateman (P), Beavis (P), Rev Blackman (P), Carter (P), Mrs Cully (P), Mrs Huggins (P), Hutchison (P), Johnston, Miss Kelly (P), Pepper (P), Philpott (P), Mrs Prickett (P), Raffaelli (P).

**1. APOLOGIES**

An apology for inability to attend the meeting was received from Councillor Johnston.

**2. DECLARATIONS OF INTEREST**

There were no declarations of interest.

**3. DEPUTATIONS**

There were no deputations.

**4. PUBLIC QUESTIONS**

There were no public questions.

**PART II**

**5. ELECTION OF CHAIRMAN**

RESOLVED: That Councillor Philpott be appointed as Chairman of the Economic Development Board for the Municipal Year 2018-19.

**6. ELECTION OF VICE-CHAIRMAN**

RESOLVED: That Councillor Beavis be appointed as Vice-Chairman of the Economic Development Board for the Municipal Year 2018-19.

The meeting concluded at 5.33pm

CHAIRMAN

## AGENDA ITEM NO.6

<b>Board/Committee:</b>	Economic Development Board
<b>Date of Meeting:</b>	4 <sup>th</sup> July 2018
<b>Title:</b>	Proposed consultation on possible amendments to Bury Road Conservation Area and supporting Draft Appraisal.
<b>Author:</b>	Head of Conservation and Design
<b>Status:</b>	For Decision

### PURPOSE

To consider a proposal to go out to public consultation on proposed amendments to Bury Road Conservation Area and a supporting Draft Conservation Area Appraisal.

### RECOMMENDATION

That the Board agrees to a public consultation exercise on the proposed amendments to Bury Conservation Area and a supporting Draft Conservation Area Appraisal as set out in Appendix 1 and 2.

#### **1 Background**

- 1.1 In accordance with Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Local Planning Authority is required to identify areas of special historic or architectural interest, which it is desirable to 'preserve or enhance', and shall designate those areas as conservation areas. There is also a requirement to periodically consider extensions or amendments to such areas when historic or architectural information supports a case to modify an existing boundary.
- 1.2 Bury Road Conservation Area embraces the historic settlement at Bury Cross at its western end, extending along Bury Road eastward to encompass Regency and Victorian Housing stretching as far as Abingdon Close. It is a relatively linear conservation area focusing on this historic core.
- 1.3 The existing conservation area comprises a mix of historic phases

and building types: the earliest building being 16<sup>th</sup> Century in date towards the northern end of The Avenue; larger Georgian and Regency houses such as Bury House and Bury Lodge; a mix of 19<sup>th</sup> Century housing and the Gosport War Memorial Hospital.

- 1.4 As noted in paragraph 1.1 the purpose of a designated Conservation Area is to 'preserve and enhance' the special historic or architectural interest of an area and help ensure that future development has regard to that special interest. It limits some permitted development rights and planning permission is required to demolish buildings with a volume over 115 cubic metres (See pages 24 to 25 of the attached Draft Appraisal). Six weeks' written notice is also required to carry out a range of works to most trees. Designation would not prevent development but would help to ensure that it is appropriate in form, scale, material and design such that it would not harm the setting and would help to positively enhance the area's unique character.

## **2 Report: Proposed Amendments to Bury Road Conservation Area**

- 2.1 The attached Draft Appraisal details four proposed additions to the existing conservation area and two small areas to be removed (See Appendix 2). The areas for inclusion and removal are detailed on pages 2, 3 and 7 to 23 of the Draft Appraisal, and are summarised below.
- 2.2 Areas proposed to be included within a revised conservation area:
- 2.3 A: 258-262 (even), 280-282 (even), Anns Hill Road: Number 258 to 262 (even) is a building of particular character with a variety of details of interest. It was formerly the Harvest Home Public House and subsequently used as a club for the Royal Marines Association. It would merit inclusion in the conservation area due to its architectural and historic interest. The boundary would need to include 280-282 (even) as they are between 258-262 (even) and the current boundary.
- 2.4 B: 1-25 Lodge Gardens: Lodge Gardens is a well-considered 1966 development located within the historic grounds to Bury Lodge. The buildings and their layout are a very good example of a development following the influential 'Radburn Principle' and has resulted in a high quality environment within an historic landscape. The uniformity of the individual buildings enhances the quality of the development and supports the proposal to extend the boundary to include the area.

- 2.5 C: 2-4 (even) Bury Crescent and land to the south of Ballard Court: Numbers 2-4 (even) Bury Crescent is an interesting semi-detached thatched cottage adjacent to the current boundary and representative of the English Country Cottage style of architecture that had a brief period of popularity in the 1930s. The proximity of the building to the conservation area, and its intrinsic interest, would merit its inclusion. The inclusion of the open space south of Ballard Court would reinforce the importance of protecting this area as open green space stretching between historic buildings of interest.
- 2.6 D: Nicholson Hall and the site of the former United Reformed Church, and railway cutting: Architecturally the intactness of Nicholson Hall and its landmark value would support a case to include the site on which the building stands within the conservation area. The railway cutting and garden also add to the area's interest.
- 2.7 The Gosport Society has raised concern over the future of Nicholson Hall, located to the east of the current conservation area boundary. The Society provided some historic background to the Hall which was built as a memorial to Benjamin Nicholson (of Camper and Nicholson fame) in 1909. More details have been incorporated on pages 21 to 22 of the Draft Appraisal.
- 2.8 Contextually St Andrews Road forms a logical boundary and Nicholson Hall would form a prominent and appropriate landmark building at the eastern end of a revised Conservation Area.
- 2.9 Other features within the proposed extension include part of the 1863 Railway cutting, which has been converted into the Joan Compson Garden located to the north of the church. There are historic red brick walls to either side of the railway cutting and a number of trees within this area. The present church building is not considered of historic or architectural merit but conservation area designation would help ensure new development would be appropriate to the context of Nicholson Hall, in addition to providing more protection for that building.
- 2.10 Areas proposed to be removed from the existing conservation area:
- 2.11 1: 1-2 Wilton Close and 16 Privett Road: These three buildings are not of historic interest and relate more to Wilton Close than Ferrol Road. Their isolation from the core area of interest and lack of individual historic or architectural interest would support a case to consider their removal.



- 2.12 2: 64 Foster Road: This relatively modern property faces Foster Road, to the rear of properties on Bury Road. Its isolation, and separation by the nature of the landscaping to its north, would support a case to consider its removal from the existing conservation area.

### **3.0 Proposed Public Consultation Process.**

- 3.1 Wide public engagement will add significant weight to the merit of designation and a supporting appraisal. It will also give members of the public, residents, and heritage organisations an opportunity to provide additional information and input into the process of designation and review. The public consultation exercise will include two small exhibitions (one in the Town Hall and one at Thorngate Hall), placing full details on the Council's website, and carrying out extensive local consultation within the context of the Conservation Area itself. Communications support would be put in place for the consultation, including such tools as Coastline magazine, social media, a press release, and an article on the council website, as and when appropriate.
- 3.2 The proposal is to consult for a 28 day period and include a questionnaire which would seek public opinion on each of the proposed amendments, and provide an opportunity to add any additional historic or architectural information that could enhance the Appraisal.
- 3.3 The area as a whole is within the urban area, as set out in the Gosport Borough Local Plan 2014, and Policies LP10 (Design) and LP12 (Conservation Areas) would be particularly relevant were the amendments supported.
- 3.4 Following completion of the consultation period, and consideration of the results, it would be intended to take a report to Regulatory Board to approve any amendments to the Conservation Area boundary that may be forthcoming. A revised Conservation Area Appraisal document would be brought back to the Economic Development Board for approval and formal adoption in support of Policy LP12 of the adopted Gosport Borough Local Plan 2015 and as a material consideration when determining planning applications.

## **4 Risk Assessment**

- 4.1 The amended Conservation Area and a supporting appraisal will provide an important framework for making decisions on future proposals within or around the proposed area. Without such a framework in place there would be uncertainty regarding the retention of buildings and areas of historic or architectural interest.

## **5 Conclusion**

- 5.1 Designation, and a supporting Conservation Area Appraisal, helps ensure that the unique interest of an area is protected from inappropriate development and that the heritage assets can be used to highlight the area's special qualities and characteristics for the benefit of the wider community.

<b>Financial Services comments:</b>	None.
<b>Legal Services comments:</b>	Included within the report.
<b>Equality and Diversity</b>	The public have the opportunity to comment via online or paper survey and in keeping to the Council's commitment to equal opportunities can ask for this in alternative formats if needed.
<b>Service Improvement Plan implications:</b>	The need to consider Conservation Area designations are included in the SIP.
<b>Corporate Plan:</b>	Amendments to the existing Conservation Area will help facilitate appropriate development which will assist in delivering a number of the Council's strategic priorities outlined in its Corporate Plan. These include: preserving and enhancing Gosport's heritage and supporting the regeneration of key sites.
<b>Risk Assessment:</b>	See Section 4.
<b>Background papers:</b>	None.
<b>Appendices</b>	Appendix 1: Draft Bury Road Conservation Area Appraisal.  Appendix 2: Proposed Amendments to Bury Road Conservation Area.
<b>Report author/ Lead Officer:</b>	Rob Harper (Head of Conservation and Design).



Gosport Borough Council

# Draft Bury Road Conservation Area Appraisal

July 2018



Delivering for Gosport



**GOSPORT**  
Borough Council



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## **Bury Road Conservation Area Appraisal**

### **1. Introduction**

The Bury Road Conservation Area was originally designated in 1985 to ensure that all future developments would 'preserve or enhance' the historic and architectural character of the area. The area retains many buildings of interest including some which, as Listed Buildings, are considered to be of national importance.

Designation of a Conservation Area sets certain parameters that influence future development. With the special historic and architectural character of the area set out in this document, the key priority will be to ensure that planning proposals 'preserve or enhance' this special interest. This will mean that proposals to add new development, or to demolish buildings, will need have particular regard to the scale and form of development and its impact upon the character and setting of the conservation area.

### **2. Scope and structure of the appraisal**

This appraisal highlights the historic and architectural interest of the area and its overall character; indicates enhancement opportunities, and highlights planning and design issues that would need to be considered. Historic plans and images are included to highlight why the area is considered important, and photographs and plans stress the key buildings and characteristics that would need to be preserved or enhanced as part of future proposals.

The need to designate Conservation Areas is often illustrated by the way in which poorly designed new buildings or inappropriate modern improvements or extensions have a major impact on the local character. The distinctive character of both the buildings and spaces within the Bury Road Conservation Area are therefore highlighted in this document.

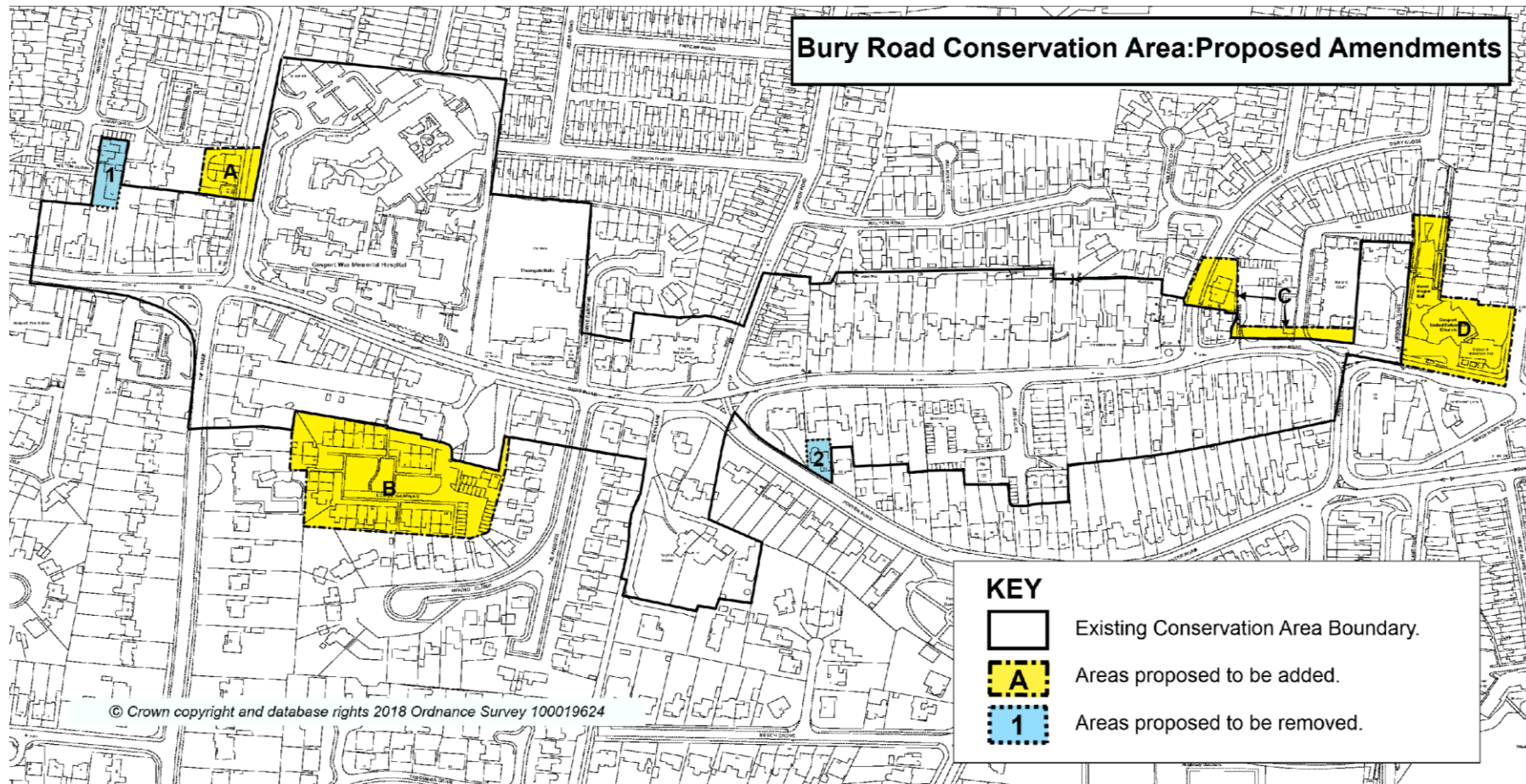


Bury House

### **3. Summary of the Special Interest**

The area embraces the old settlement of Bury Cross, large Georgian houses that appeared to its east, and villa style housing that developed along the north side of Bury Road east of the Napoleonic settlement of Newtown. 19<sup>th</sup> and early 20<sup>th</sup> Century suburban properties completed the development along Privett and Bury Road. In the 20<sup>th</sup> Century two notable additions include the Gosport War Memorial Hospital built in honour of men of Gosport and Alverstoke killed in the Great War, and the attractive 1960s development in Lodge Gardens. Trees, hedges and boundary walls are particularly notable features of the area.

#### 4. Proposed amendments to the current boundary



#### Key to sites

A: 258-262 (even), 280-282 (even), Anns Hill Road.

B: 1-25 Lodge Gardens.

C: 2-4 (even) Bury Crescent and land to south of Ballard Court.

D: Nicholson Hall, site of the former United Reformed Church, and railway cutting.

1: 1-2 Wilton Close, 16 Privett Road.

2: 64 Foster Road.



## **Proposed Amendments to the Conservation Area Boundary**

The reasons for the proposed amendments to the conservation area, detailed between pages 7 and 23, are as follows:

### Areas proposed to be added:

A: 258-262 (even), 280-282 (even) Anns Hill Road:

This northern extension would include a building of historic and architectural interest not currently in the conservation area (number 258-262 (even) Anns Hill Road). The special interest of the building is described within the detailed character Area 1.

B: 1-25 Lodge Gardens:

Lodge Gardens consists of short terraces dated to 1966, in a strictly consistent design, scale and detail, set within a highly attractive and well maintained landscape: once formerly part of the grounds to Bury Lodge. See detailed character Area 3.

C: 2-4 (even) Bury Crescent and land to south of Ballard Court:

This area includes an attractive semi-detached cottage built in the 1930s and the open land immediately south of Ballard Court: both of which have merit in inclusion due to the importance of protecting the open space as part of the wider character and integrating buildings of interest adjacent to the current boundary. See detailed character Area 4.

D: Nicholson Hall, site of the former United Reformed Church, and railway cutting:

Nicholson Hall is a notable landmark of historic and architectural interest, built as a memorial to Benjamin Nicholson, of Camper and Nicholson fame. It makes a fitting gateway building to the eastern end of the Conservation Area. The railway cutting is of historic interest and the land retains trees of landscape value.

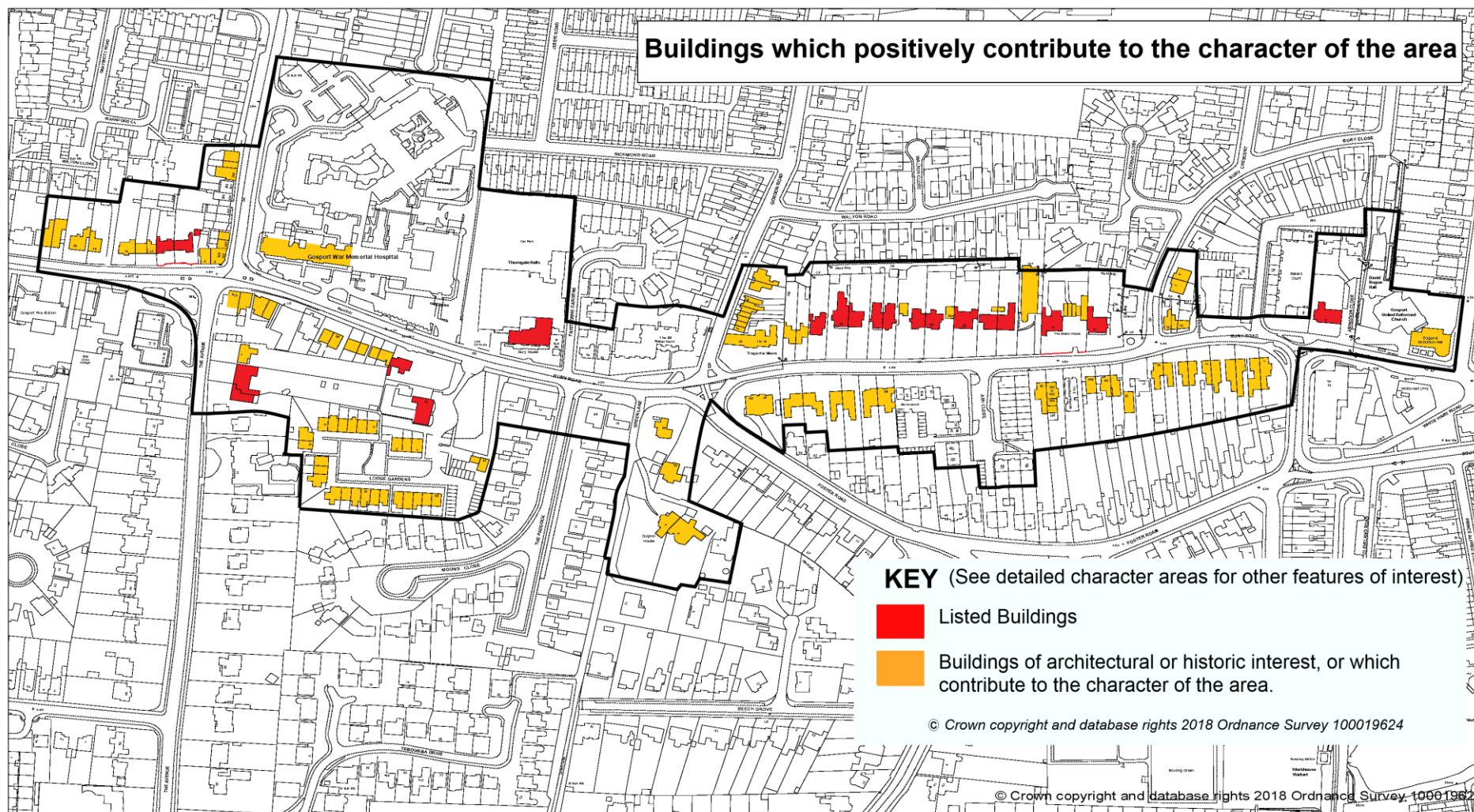
### Areas proposed to be removed:

1: 1-2 Wilton Close, 16 Privett.

The buildings within this small area are of relatively modern date and relate more to Wilton Close than Privett Road.

2: 64 Foster Road:

The building is screened from the key east-west historic route of Bury Road by soft landscaping and is therefore contextually separate from the prime area of interest. It faces south onto Foster Road and is also of relatively modern date.



**TOWN HALL, HIGH STREET, GOSPORT,  
HANTS, PO12 1EB.**

DATE : 24/05/2018

Scale 1:3267  
0 25 50 75 100 125 m

If this map has been transmitted electronically, use the scale bar in preference to the written scale



## **5. Character Statement:**

### **The Broader context of the area**

Bury Cross is an ancient crossroads at a north south road from Anns Hill to Alverstoke, and east west from settlements at Privett and Gosport. The road and field patterns in the area form an unusual grid pattern which certainly dates from the medieval period, and could even be of pre-Roman original. By the 16<sup>th</sup> Century the area of the modern Borough of Gosport was still lightly developed and largely focused on small groups of buildings dotted across the area. The only village of note was Alverstoke, and even Gosport was still being described as a 'small fishing village'. This character began to change with the rapid escalation in naval and military interest which began to impact on Bury Road when naval officers or staff began to set down roots or lease property: including several within the Conservation Area.

The broader character of the area is characterised by modest older settlements with suburban ribbon development eventually connecting each isolated community.

### **The Area's Historic Development**

The Bury Road Conservation Area is situated to the west of Gosport Town Centre and north of Alverstoke. Originally known as Bury, the hamlet is first mentioned in a charter granted for the Parish of Alverstoke in 1282. The western part of the Conservation Area is often referred to as Bury Cross, although it is not known whether the cross referred to was a standing cross, or the crossing of the two roads running north to south and east to west. By the 18<sup>th</sup> Century the settlement was still very small. Historically, the settlement was divided by the major route from Alverstoke to the Fareham Road, via The Avenue and Ann's Hill Road, and the relatively minor access to Gosport Town via Bury Road. This pattern has been retained and the area's main roads follow this historic layout.

Some notable eighteenth century buildings remain: Bury Hall, Bury Lodge and Bury Grange.

During the early nineteenth century Robert Cruickshank, the local entrepreneur responsible for the 'Angleseyville' scheme to the south, began a ribbon development of Georgian villas stretching westward from Stoke Road. These villas date from the 1820s-1840s and linked Bury with Newtown (the settlement that developed in the first decade of the nineteenth century now largely within the Stoke Road Conservation Area).

The south eastern section of the Conservation Area was not developed until the late 19<sup>th</sup> Century when three storey, brick townhouses were built on previously undeveloped land.

Built in 1921-23 as the Town's Memorial to the Great War of 1914-18, the War Memorial Hospital occupies a prominent position within the Conservation Area, paid for by public conscription and a reminder that Gosport and Alverstoke suffered heavily in the war. Field Marshall Earl Haig laid the foundation stone.

Throughout the twentieth century, the area covered by the Conservation Area gradually continued to develop as more properties exploited this principal routes into Gosport. It now forms a busy focus for community facilities in the Borough. Changes in social and economic trends have also seen some of the older, large properties of Bury Road converted to residential homes and guesthouses. However, most of the historic buildings have largely retained their original character despite various changes of use. A notable addition was the development of part of Bury Lodge's

garden into an attractive 1966 estate called Lodge Gardens. The architect took full advantage of the landscape to develop short terraces grouped around a former pond, now a sunken garden within an attractive green space at the centre of this development.

## 6. Archaeology

As an early settlement both the standing and below-ground archaeology in the Bury Cross area is likely to reveal important clues about the early development of this settlement. Within the area covered by the early settlement at Bury Cross (see historic plans below) an archaeological watching brief, or more detailed work, may be required through the planning process. The name Bury derives from the old English word 'burh', meaning fortified place, and although there is no visible evidence for such there are reports of what were thought to be burial mounds just to the south of the settlement.



Bury Cross in 1774 (Archer and Pitts Map)



Bury Cross in 1832 (Lewis Map)



## 7. Appraisal of the Area's Built Form

The presence of numerous Listed and historic buildings, many screened by trees, walls or hedges, is perhaps the best illustration of the distinctive character of most of the Conservation Area.

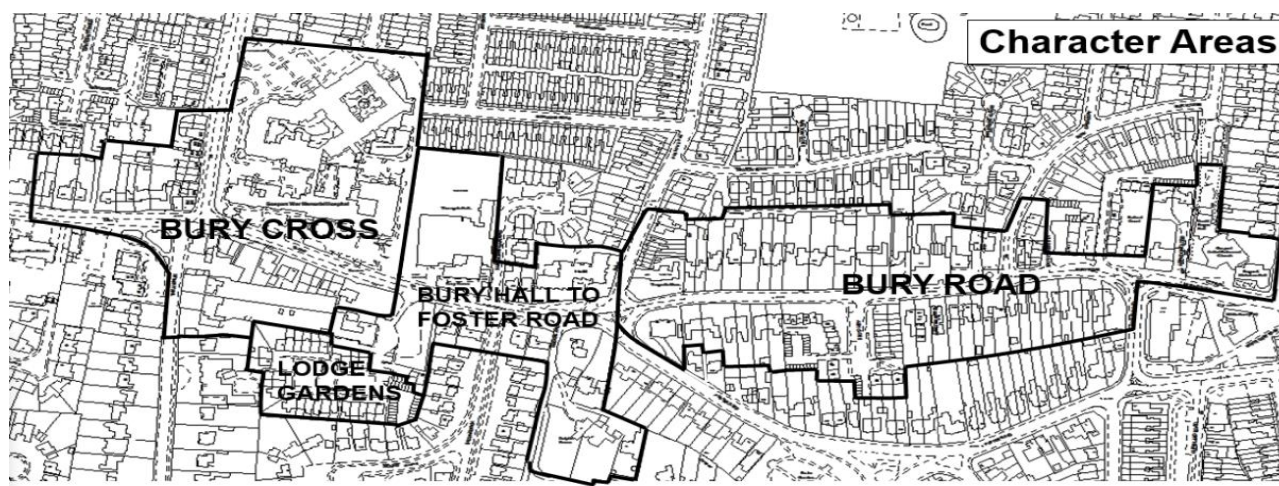
The buildings situated on the historic pattern of roads give a clear picture of the main phases of Bury's development. The older buildings are grouped more to east and west, with the intervening space linked by some more recent infill which is generally of a domestic scale and does not intrude on the setting of historic buildings which remain the dominant feature in the Conservation Area.

The predominant building material within the Conservation Area is red brick, with many of the Georgian villas displaying stuccoed facades. Most properties are set back from the road with many separated from the highway by brick walls of varying heights. Some of the historic walls have been rebuilt using inappropriate modern materials and should be reinstated wherever possible. Historic roofs are invariably constructed in hand made red-clay tiles, or, where the pitches are shallower, natural slate. The one notable exception is the landmark Gosport War Memorial Hospital built to an Art Nouveau design in pebble dash, with sash windows, and a steep clay tiled roof.

The Conservation Area benefits from the presence of many mature trees. In addition, many have been planted in recent decades and now significantly enhance the appearance of the Conservation Area. In some cases they enhance the setting of historic buildings and in others they mask more modern buildings of less architectural interest. There are a number of Tree Preservation Orders in place, but it is the overall presence of many trees within the Conservation Area that adds to its particular character.

## 8. Detailed Area Appraisals

For a more detailed assessment the Conservation Area is split into four character areas, each of which is described on the following pages. An appropriately informed understanding of each of these four areas will provide the basis for a positive approach to planning future change to preserve and enhance the character of the Conservation Area.



## Area 1 Bury Cross



### KEY

- Buildings by age:
  - Before 1800
  - c1800-1850
  - c1850-c1880
  - c1880-1909
  - 1910-1945
  - Post 1945 (Post war buildings which contribute to the area's character are outlined in black).
- LB Listed Building
- ★ Landmark Building
- Open space/gardens which contribute to the area's character.
- Trees/hedges
- Clearly defined building alignments.
- Important boundaries to retain/enhance or reestablish.
- Historic Roads
- Areas in need of enhancement.





Bury Grange, (3-5 The Avenue)

Centred on the road junction and the Gosport War Memorial Hospital this area contains a variety of land uses, building forms, scales and architectural details.

The conservation area takes in the north east section of The Avenue and includes the former Bury Grange (now known as No.3 Bury Grange and No.5 Bury Farm and Listed Grade II) which is the oldest building in the area. Part of its southern range dates from the 16<sup>th</sup> Century, later extended and in the 17<sup>th</sup> Century and refaced with a stuccoes façade in the 18<sup>th</sup> Century. It was subsequently split into two ownerships. The building retains many important features and extensive internal panelling.



The older south range, to Bury Grange (now part of No.5)

Numbers 1, 3 and 5 The Avenue are set well back from the road to a consistent building line. No.1 the Avenue is of early 20<sup>th</sup> Century date and is sympathetically designed to mirror the character of Bury Grange. The mature grounds of the Grange and the historic red brick boundary walls are a notable part of the character of this area.



Bury Grange. 1880 Ordnance Survey. Surviving buildings outlined in red.



Wiltshire Lamb & No.6 Privett Road

The buildings within the Conservation Area on Privett Road date from the late 18<sup>th</sup> to mid-19<sup>th</sup> Century. Numbers 6 and 8 Privett Road are Grade II Listed and built as a pair sometime around 1800. No.6 retains its original sash windows and a stable or coach house to its east. The façade to these listed buildings is enhanced by the use of vitrified blue bricks and the site retains its original boundary wall and red clay tiles. No.8 could be significantly enhanced by reinstating timber windows to match its The neighbour.



No 258-262 (even) Anns Hill Road

To the south of the Wiltshire Lamb was the original tram stop for the service running east-west to Gosport.

To the west is an unusual pair of cottages with notable clay tiled gambrel roofs (Nos 10, 12 and 14 Privett Road). They are of similar age to the neighbouring listed buildings.

The Wiltshire Lamb, former public house, makes an important contribution to the Conservation Area at the junction with Anns Hill Road. It is visible from the south and east for a considerable distance and the original entrance is on the chamfered corner to the junction. It is constructed in an attractive mix of red and buff brick. It retains many timber sash windows and a slate roof.

Attached to its north is a two storey range of similar date and although now converted to flats the building retains its historic character.

It is proposed to extend the Conservation Area slightly northwards on Anns Hill Road to include No 258 to 262 (even), which is a particularly interesting building of late 19<sup>th</sup> Century date, built in a modest Queen Anne style, with an especially attractive façade incorporating a mix of red bricks and stone dressings. The original function of the building, built as the Harvest Home public house, is distinguished by the surviving fascia extend along both the two storey and single storey range.

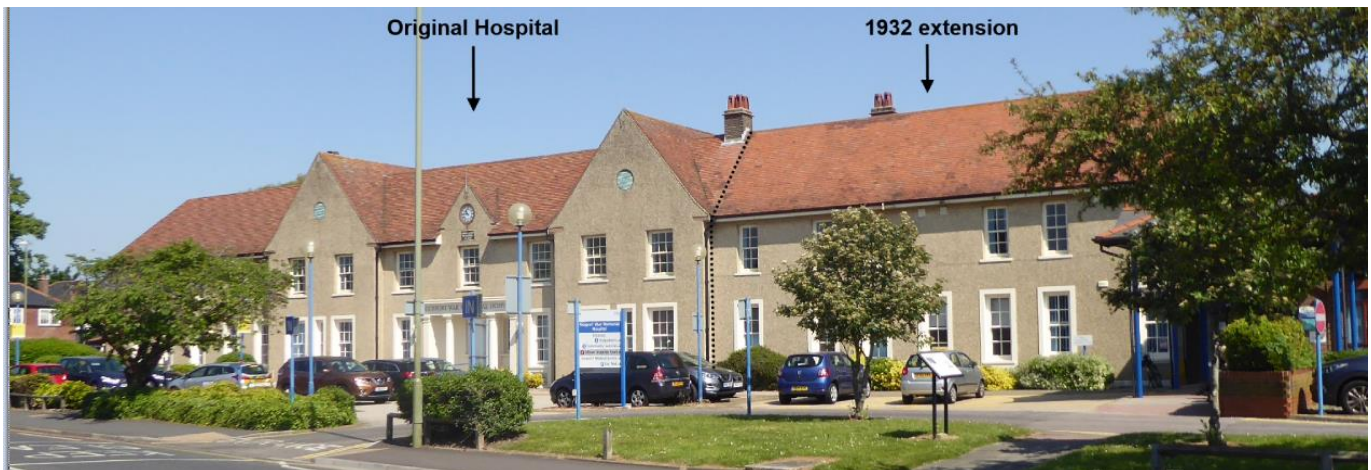
The premises 97-103 (odd) Bury Road lie in a particularly prominent location and numbers 101 and 103 retain important elements of an original shopfront of some merit. The context of these building (particularly to their immediate east and south) has suffered numerous modifications to the older properties and varying quality alterations. Future proposals should work carefully to ensure that original details are enhanced, where possible, and that the proportioning of the windows, doors and facing materials on the buildings of interest reflect the historic and architectural character of the building. New build will need to carefully respect the surrounding character and mass in its built form follows the form. Opportunities to enhance the landscaping to the rear of the shops, and alongside the road to their north, will be encouraged. Safety railing, for example, could be sensitively designed, and the parking area enhanced by appropriate aggregate materials, subtle marking of bays, and enhanced soft landscaping.



The row of semi-detached housing (Numbers 81-91 (odd)) was developed in the 1920s and 1930s to a domestic scale in red brick. They are set back behind gardens and with boundary walls to the footpath. All contribute positively to the character of the Conservation Area, and follow a consistent form and building line, which ends with the detached Listed Building at 79 Bury Road (Bury Cottage). Opportunities to enhance forecourts with more soft landscaping will be welcomed.

Bury Cottage is a modest two store property with a hipped clay tile roof, and a mixture of vitrified blue brick headers and red brick detailing to its façade. This façade retains its timber sash windows. The building, one of the older properties in the area, is largely concealed by its boundary hedge.

### **The Gosport War Memorial Hospital**



The Gosport War Memorial Hospital. The dotted line marks the eastern extent of the original 1920s building.

The Gosport War Memorial Hospital is the dominant building within the western half of the Conservation Area by virtue of its scale and position. A plaque on the hospital notes 'This Hospital was erected to the undying honour of the men of Gosport & Alverstoke who fell in the Great War'.

The plan to build the hospital was agreed within two weeks of the end of World War One and the community rallied behind the idea and raised over half of the necessary funds: most of the rest being donated by the Joint War Committee and Central Demobilisation Board (the British Red Cross and Order of St John). Above all it was aimed as a memorial to the men of the Portsmouth Division of the Royal Marine Light Infantry killed in the War and who have strong historic links with Gosport.

In a moving ceremony on 3<sup>rd</sup> July 1921, attended by many ex-servicemen, Field Marshall Sir Douglas Haig laid the foundation stone. In his speech Earl Haig said the War Memorial Hospital was the best tribute to those who had lost their lives in the War. The Hospital was officially opened by Major General Sir John Davidson MP, on 23<sup>rd</sup> April 1923.

With the main façade being south facing, wards and operation facilities were to the rear and nursing accommodation was on the first floor.

As money continued to be raised, a matching eastern extension was added in 1932 and used mostly for outpatients. A further minor addition included the small gable with the Memorial Clock to the Reverend Guy Landon, President and Chaplain to the hospital from 1923 until 1947 who had dedicated the hospital at the opening ceremony. The single storey rear range was demolished in the late 20<sup>th</sup> Century to make room for the current facilities. The front range, however, remains remarkably intact. It is built in a restrained Art-Nouveau style with a steep, hipped, red clay tile roof and gables and a pale buff pebble-dashed façade common to that era. The building retains its timber sash windows on the façade, and has an

ornate Tuscan recessed-portico marking the original entrance. On the fascia to this portico are inscribed the words GOSPORT WAR MEMORIAL HOSPITAL.

South west of the hospital, close to the road junction, is a small Royal British Legion Field of Remembrance: the main focus for Gosport's remembrance ceremonies.

The adjoining Health Centre and associated late twentieth century hospital buildings are subservient to the 1930s hospital block and any future development within the hospital grounds must be mindful of retaining the dominance of the original hospital and a strong sense of separation from this historic core.



The car park to the south separates the building from the road and this setting is reinforced further by a low planting screen of shrubs and small trees to the perimeter of the site. This soft landscaping seems particularly appropriate in this location as it masks views into the car park without obscuring the building itself. Future efforts to further enhance the soft landscaping to the frontage will be welcomed.

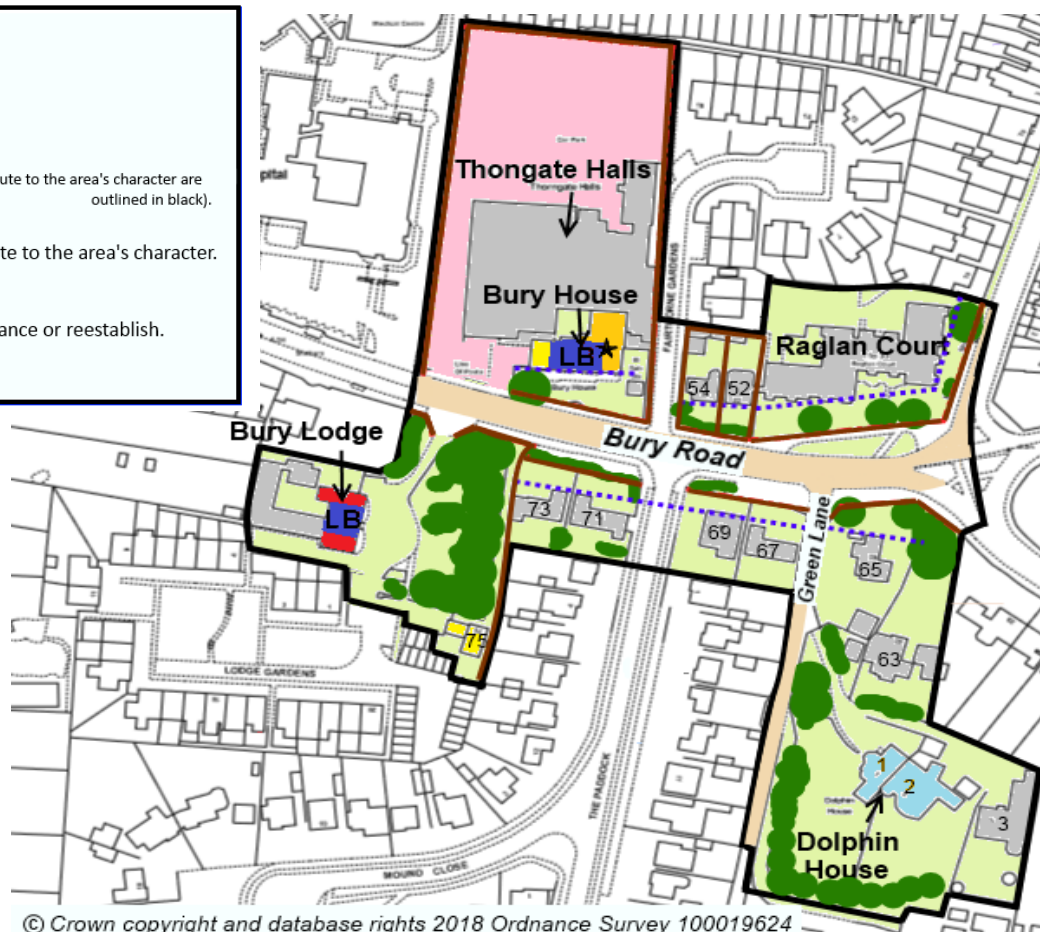
At the entrance to The Avenue, a selection of mature trees and shrubs mask views out of the Conservation Area towards numbers 2-22 The Avenue and the petrol station. The planting screen in this area should be retained.

1933 Ordnance Survey showing the original rear wing and mortuary.

## Area 2 - Bury House to Foster Road

### KEY

Buildings by age:	
Before 1800	
c1800-1850	
c1850-c1880	
c1880-1909	
1910-1945	
Post 1945 (Post war buildings which contribute to the area's character are outlined in black).	
LB Listed Building	
★ Landmark Building	
Open space/gardens which contribute to the area's character.	
Trees/hedges	
Clearly defined building alignments.	
Important boundaries to retain/enhance or reestablish.	
Historic Roads	
Areas in need of enhancement.	



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Architecturally and historically, the two most notable buildings within this section of the Conservation Area are Bury Lodge (77 Bury Road) and Bury House.

### **Bury House**

Bury House dates to the 1720s and stylistically retains many internal and external details typical of this key phase in the development of English Architecture: notably panelled rooms with robust detailing more reminiscent of the Queen Anne era. Externally the facade includes elongated sash windows, with brick aprons beneath the window cills and a parapet concealing a multi-hipped red clay-tile roof.

What appears to be an original staircase runs up through the building. The rooms are arranged in pairs either side of back-to-back fire places on each floor: archetypal of the era. The detailing and quality of the internal panelling diminishes as you rise up through the building reflecting the historic function of each space. The house retains substantial cellars, albeit only shallow in depth.

The original detached 'Mansion' was extended to the rear in the late 19<sup>th</sup> Century, and two side extensions were added by the mid-20<sup>th</sup> Century. Subsequently Thorngate Hall was developed over a large part of the original gardens to the house. Thorngate Hall consists of low buildings let set well behind the Bury House building line and allows for uninterrupted views eastward towards Bury House.

The house has a fascinating history and many key owners are detailed in Appendix 1. Most intriguingly there is an access door to the roof which enabled the original owner to view south to the Isle of Wight and undoubtedly assisted with his well recorded smuggling operations.

The original house is a very fine building of its type and particular sensitivity is required to ensure that the internal fixtures and fittings are not harmed but rather enhanced as proposals come forward.

The extensive grounds are now largely developed by Thorngate Hall and the car park, although important sections of the original boundary wall survive. These extensive grounds could be significantly enhanced by rationalising the area occupied by Thorngate Hall, whilst ensuring that the scale and form of future development accentuates the dominance and landmark value of Bury House. Further opportunities to improve boundary treatment and encourage softer landscaping would enhance the setting of Bury House.



Two early images of Bury House. Left: the façade from a painting in the ownership of Hampshire County Council. Right: a rear view of the house and gardens from the early 18<sup>th</sup> Century. Note the brewhouse and stables to either side.





Bury House based on a survey of the 1860s



The 1720s façade to Bury House.

### Bury Lodge

Bury Lodge is set back from the road with its main façade facing east and within large mature grounds. It is screened from the main road by many large trees and the high brick boundary wall. The trees in this area are particularly important, enhancing both the setting of Bury Lodge and the wider Conservation Area.

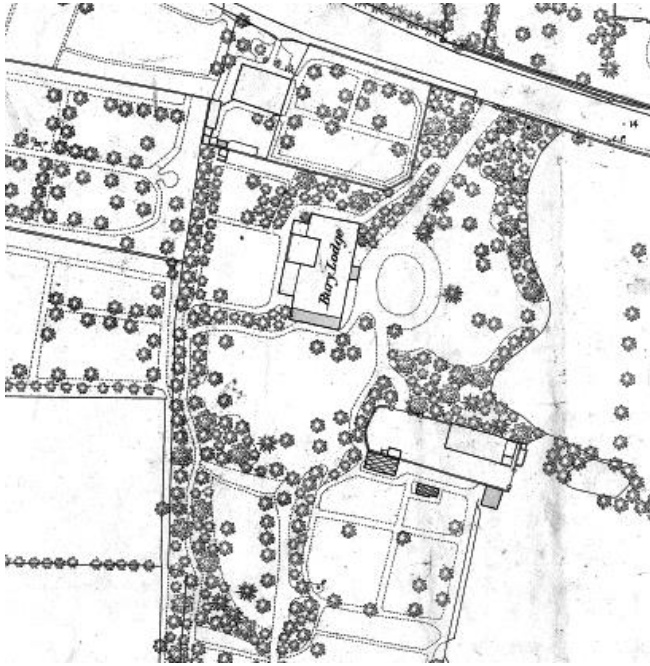
The local historian, Philip Eley, indicates that it seems likely that Bury Lodge was built for Francis Lys, who was the most successful brewer in Gosport in the third quarter 18<sup>th</sup> Century. He adds that Bury Lodge was later occupied by Admiral Sir Edward Thornbrough GCB (1754 –1834), who, when not at sea, occupied Bury Lodge during the 1790s until 1801. Thornbrough saw action in the American Revolutionary War, the French Revolutionary Wars and the Napoleonic Wars, being wounded several times. He won praise for taking his frigate into the thick of the Battle at the Glorious First of June (1794) to rescue and tow the shattered HMS *Bellerophon* to safety.



Bury Lodge

The central three bays of the existing building, with its hipped clay tile roof, appears to be the original 18<sup>th</sup> Century property: extended with two parapetted ranges in the early 19<sup>th</sup> Century: all in buff brick. The central three bays comprise a slightly stepped forward central bay with a pediment, balanced by two pairs of tripartite sash windows. the dormers are not original. The main entrance is marked by a classical portico. To the rear is a later extension.

No 75 Bury Road is located in the site of an original outbuilding to Bury Lodge and may retain some elements of an earlier structure. It has pedestrian access from Bury Road through an attractive brick archway and along a path immediately east of Bury Hall grounds.



Bury Lodge. 1880 Ordnance Survey.

The two large properties of Bury House and Bury Lodge were at the top end of the Creek when first built. The area along Bury Road to their east is characterised by mature landscaping, hedges, trees and late 20<sup>th</sup> Century buildings. However, these building are to a domestic scale and follow the general pattern of the historic layout more evident to their east.



The Grounds to Bury Lodge

The 1980s flats, known as Raglan Court, are carefully designed to reduce their impact by breaking up the facade and keeping a strong eaves line at two storeys. It articulates will at the junction and its impact is further reduced by the use of a soft red brick. It is also set back on the historic building line screened by trees and enclosed by a low boundary wall.

The historic Green Lane survives as a wide footpath west of Dolphin House: a particularly large multi-gables and asymmetrically designed late Victorian red-brick house, set back from the road in mature grounds. Without the many trees, hedgerows and boundary walls the Conservation Area setting in this section would be distinctly harmed.





Green Lane



Raglan Court and properties to its west.

In the area between Green Lane and Foster Road lie more buildings of domestic scale, which contribute to the variety of architectural styles within this part of the Conservation Area. Future proposals will need to carefully reflect the positive landscape characteristics of the area, ensure sufficient boundary treatment, and be designed to a rhythm, scale and form that complement the older buildings and layout of the area. A multi-red brick is likely to work well, with natural clay or slate roofing material.

### Area 3: Lodge Gardens



Lodge Gardens

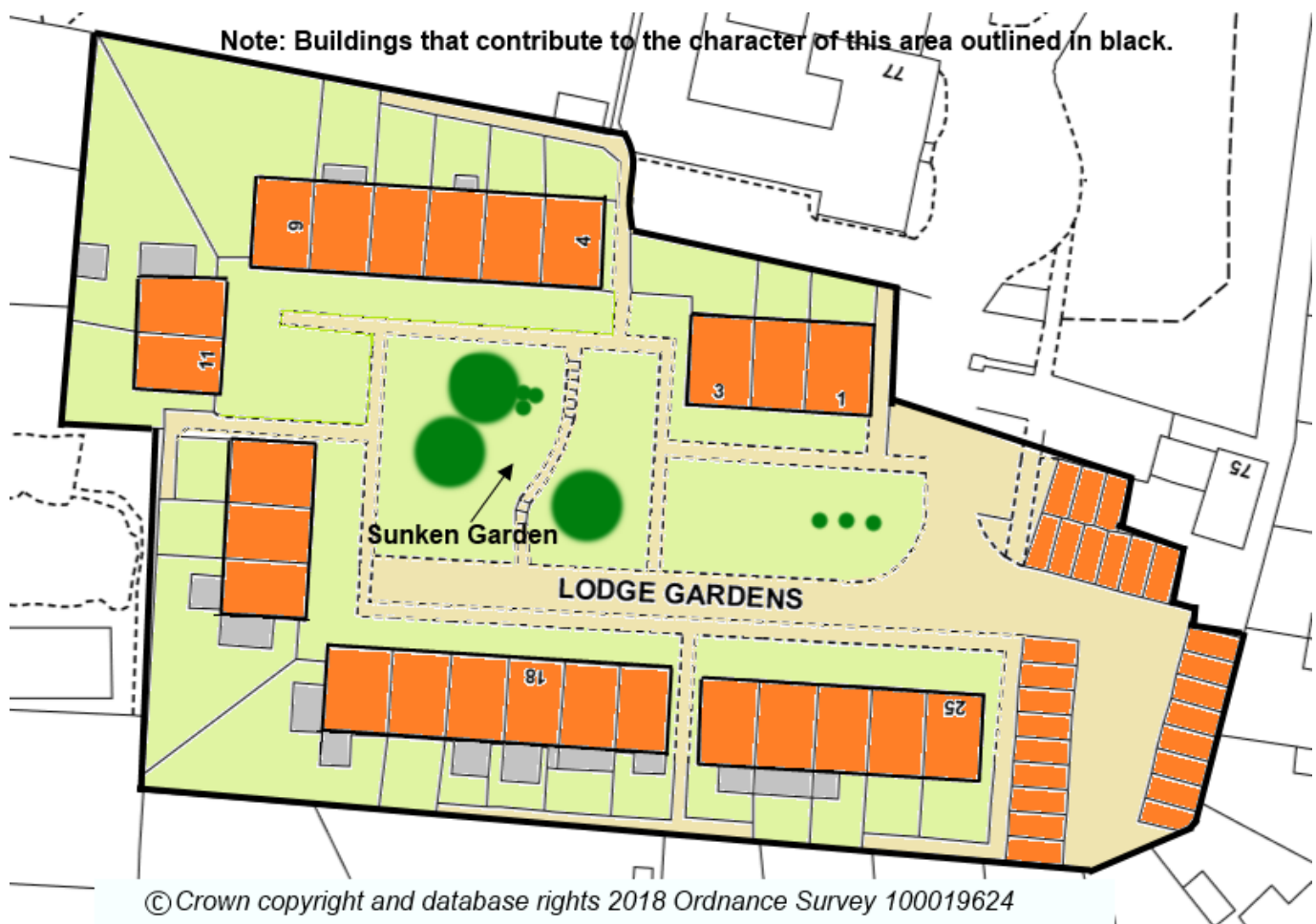


Lodge Gardens is a very attractive and successfully designed development dating to 1966. Housing, in this pioneering era, was strongly influenced by the Parker Morris principles of space design, published in 1961, and Building Regulations instigated in 1965.

Lodge Gardens follows the 'Radburn Principle' with regard to the layout of this small estate, popularised in the United Kingdom in the 1960s, and influenced by the Garden City movement (first instigated in the 1920s USA). The houses are grouped around a single dead-end road and face onto a 'village green' which utilises the former pond within the grounds of Bury Lodge: retained as a sunken garden.

This small estate retains a high quality soft landscape with its short terraces nestling around and facing onto this central communal space. Parking is isolated away from the houses under the Radburn Principle and the properties are accessed by footpaths leading from the road. The buildings comprise uniform two storey terraces and retain matching facing material and details. The setting is of high quality and merits inclusion in the Conservation Area due to its design and layout: successfully illustrating how 1960s development could, when handled well, work in an historic landscape.

## Plan of Lodge Gardens



### KEY

- Buildings forming part of the 1966 development of Lodge Gardens.
- Important open landscape that contributes to the character of the area.
- Trees.
- Original 1966 road and path network.

Future proposals will need to respect the dominant historic form and layout and avoid variation in treatment to the facades to ensure a consistency in detail and external finish.

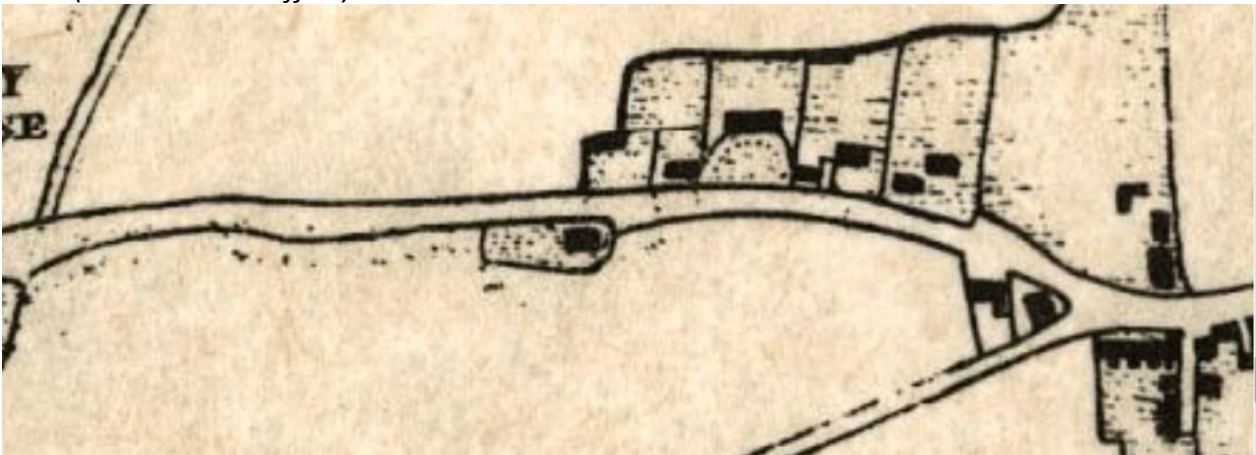


## Area 4: Bury Road (East)

### Plans showing the sequential development of Bury Road



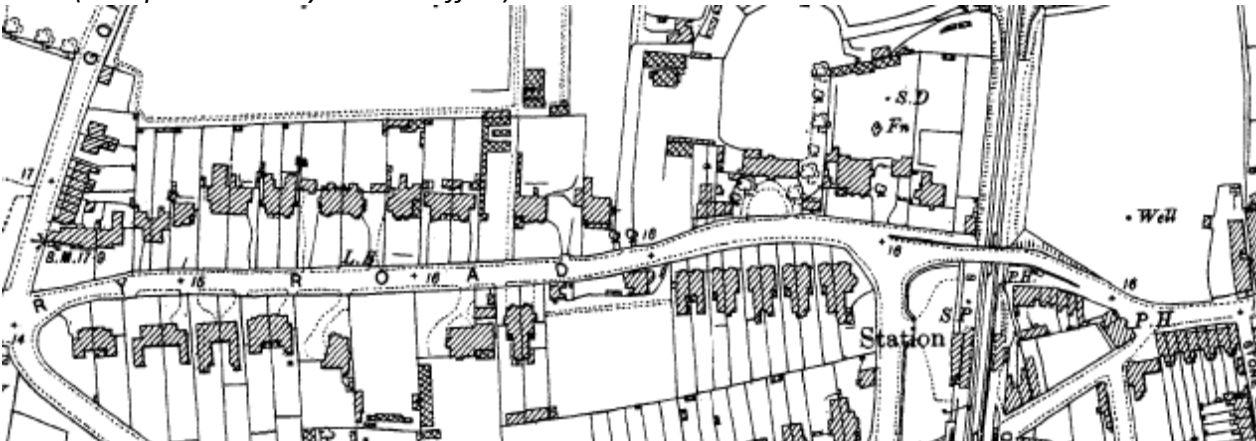
1774 (Public Record Office)



1832 (Hampshire County Record Office)



1840 (Hampshire County Record Office)



1897 (Ordnance Survey)





## KEY

### Buildings by age:

- Before 1800
- c1800-1850
- c1850-c1880
- c1880-1909
- 1910-1945
- Post 1945 (Post war buildings which contribute to the area's character are outlined in black).
- LB** Listed Building
- ★ Landmark Building
- Open space/gardens which contribute to the area's character.
- Trees/hedges
- ⋯ Clearly defined building alignments.
- Important boundaries to retain/enhance or reestablish.
- Historic Roads
- Areas in need of enhancement.

This area splits into two distinct characters: the northern side with its Regency villas and the southern side with its later 19<sup>th</sup> Century housing. There is a strong building line to both the north and south of Bury Road, reinforced by the presence of many mature trees, hedges and boundary walls, which greatly enhance the part of the Conservation Area and add to its distinct character.



16 Bury Road and its modern 'Coach house'

Following the construction of Newtown to its east in the first decade of the 19<sup>th</sup> Century, the north side of this section of Bury Road was gradually developed for upmarket villa style housing typical of the Regency era and would have appealed to naval officers. Many of the buildings along the northern side are listed and reflect in their detail a variety of styles popular in the era: including various classical forms and gothic. Most were historically accessed from the rear along a service road that backed onto a large nursery to the north. The properties are neatly divided into regular plots by red brick walls to front and rear: all of which are historically important.



Walls along Bury Road (North side)

The detached villas, and semi-detached residences, are arranged formally in large plots and on a consistent building line set well back behind mature grounds. The trees, hedges, and boundary walls emphasise the enclosed character of this section of Bury Road and the secluded nature of the intended design. The external individuality of design is reflected by a number of equally unique interiors. As with all listed buildings it is the historic fabric in its entirety, both internal and external, that is protected by law.



No 28 Bury Road, glimpsed over its boundary wall.

Opportunities to develop new buildings within the vicinity for these properties are limited. The southern half of the plots should remain dominated by soft landscaping and separated by the boundary walls both from each other and from Bury Road. Some coach houses have been converted and some modest scale development reflecting this coach house style has been successfully added. Tregantle Mews, at the western end, could be enhanced by more robust soft landscaping: particularly along the southern boundary.

There is also limited scope to the rear of the properties due to the importance of retaining the historic grounds to the villas.

Part of the development was cut off when the railway line cut through the area but has subsequently been reintegrated with the removal of the line and bridge west of the site of Nicholson Hall.

### **Nicholson Hall**

Nicholson hall was built in memory of Benjamin Nicholson (of Campers and Nicholson fame) who died in 1906 and a committee was established in 1909 to deal with the matter. Mr Nicholson's family had a strong wish that the building should be on a main thoroughfare. The Nicholson Memorial Hall was officially opened on 28 September 1910 by a Mrs A.J. Blake, Mr Nicholson's daughter, and a bronze memorial plaque was added.



Note the mature landscape and succession of Regency buildings viewed beyond Nicholson Hall

It was immediately popular and let for most of the week: in the daytime being occupied by a school and let to different organisations in the evening. The hall was used as a recreation room for soldiers in World War 1 and by the scouts from 1919. Although damaged in an air raid in WW2, when the nearby church was destroyed, it was repaired and back in use by 1943.

Nicholson Hall is a notable landmark at the eastern end of Bury Road and a good point from which to begin the Conservation Area: a fitting tribute to Benjamin Nicholson and Gosport's link to this famous yacht



designing family. It is built in a distinctly Art-Nouveau style in red brick, mock-timber framing and with a steeply pitched clay tile roof. The corner is accentuated by stepping forward and with a small copper bell tower. The original windows appear to survive on the main elevations and the asymmetrical design is typical of this style of architecture. The shallow sloping buttresses, dormers, and casement windows are notable features. It is believed that the timber interior may have been constructed by Camper and Nicholson workers.

The post war church is of little merit in itself but any future development on this site would need to have regard to retaining the prominence of Nicholson Hall and being set back from the building line of this historic building.

Behind the church is a small garden, known as the Joan Compson Gardens, which are set within the cutting formed by the Railway Line. This railway line had a short existence. It was first opened in 1863 by the Stokes Bay Railway Company, to provide access to a pier on the waterfront, but by 1930 the track was taken up. The red brick walls to either side of the route may relate to the railway line and the cutting is a reminder of this brief but important historic phase. Some notable trees are located within the church grounds.

Abingdon House, to its west, stylistically differs from the other Regency properties on the north side of Bury Road, and is the only one to retain an exposed brick façade (all the others being rendered or stuccoed). The flats to its west are set back on the historic building line and the open landscape between these properties and the road provides an important visual link to the older properties to east and west. Its surrounding high red brick boundary wall is a notable feature.



The portico to Abingdon House

No 10, 12 and 14 Bury Road includes 'Providence Place'. These properties appear on early nineteenth century maps and include parts of a former coach house and a double-fronted property now split into two ownerships. This design of this latter building is more modest than the villas to the west but is of a style seen in the first decade of the 19<sup>th</sup> Century elsewhere in Gosport. Although its appearance has altered over the years, it retains some of its original character and forms an important focal point in this section of the Conservation Area. Its external restoration would be encouraged.



Providence Place



1930s Thatched Cottage.

To the rear of this property are numbers 2 and 4 Bury Crescent, built in the English Country Cottage style in the 1930s. This was a movement opposed to the more modernist Art-Deco style which adopted a more traditional approach to domestic architecture: including on occasion the use of thatch. Integrating this



South side Bury Road (eastern end)

At the south end of Gordon Road are two groups of mid-nineteenth century terraced cottages, which provide a contrast to the formality and presence of the larger buildings. These are consistent in their architectural characteristics and are historically associated with the neighbouring Georgian villas, providing homes for workers of the former nurseries (now Walton Road).



South side Bury Road

property into the Conservation Area would recognise the contribution it makes to the setting of Bury Road and the importance of this brief architectural movement which ended with the Second War.

The southern side of Bury Road was developed in a short space of time towards the end of the 19<sup>th</sup> Century. The buildings are mostly 3 storeys in height and red brick (with some towards the western end being rendered). Retaining and reintegrating boundary walls and soft landscaping is key to preserving and enhancing the character of the area which has been partially diminished by larger areas of parking in some instances: particularly towards the eastern end.

The scale of buildings, the way they are set back from the boundaries, and their landscape all contribute to the area's character. New build would need to reflect the layout and character that dominates this area. Every effort should be made to retain architectural detail.

In the plot of land now occupied by Ash Close and the associated modern flatted development stood two large villas; 'Clopton House' and 'Portland House'. This flatted development does little to enhance the character of the Conservation Area, although its position behind the general building line of the Victorian development is appropriate, and the avenue of trees positively contributes to the areas character.

## 9. Management Proposals

Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places on local planning authorities the duty to draw up and publish proposals for the preservation and enhancement of conservation areas. This section outlines enhancement opportunities which can be used to inform development to conserve the special quality of the area.

The Council may consider implementing an Article 4(2) Direction, through which further controls on permitted development rights may be considered appropriate, for single occupancy residential properties

in the area not currently Listed. Flats do not have the same permitted development rights and applications to alter such buildings will be assessed on how the proposals preserve or enhance the areas character.

A number of key landscaping works would help to preserve or enhance the areas character. Notable amongst these would be:

- Replacement of more modern brick boundary walls with walls constructed from more sympathetic reclaimed bricks, or bricks matching historic boundaries in tone and texture. It will be important to ensure that new boundary treatment follows and reflects the scale and form of historic boundary treatment within its context. Where railings are proposed these should follow clear evidence that the form and design is appropriate to its setting. In the south side of Bury Road, for example, stretches of railing set into brick plinth walls, or brick walls capped with stone, could work well. When linked with taller brick piers this could help re-establish missing boundary sections whilst retaining a degree of transparency.
- Retention of soft landscaping to front gardens and restoration of areas lost to tarmac. This could include simple measures to add some soft landscaping to boundaries to screen such areas, or new tree planting. New hedgerows and trees could help screen areas and strengthen the traditional character of the streetscene.
- Regency gardens could be enhanced by integrating traditional surface materials for paths, such as Portland or York stone, traditional pavements, or pea-shingle where the evidence supports such materials. Modern brick or concrete pavements should be avoided.
- 'Decluttering' of frontages, both from parking, but also ensuring outbuildings are not located forward of any existing frontage and that such buildings remain noticeably subservient.
- Retention of the historic plot sizes and layout of buildings, ensuring that new build reflects the historic pattern of development or enhances its immediate setting and the setting of historic buildings.
- Improvements to street columns and street furniture (such as bollards, fences, benches and bus stops) to ensure these are appropriate to the broader setting and settle into the broader landscape without being too visually prominent.
- Restoration of architectural detail and retention of key features such as natural slate or clay tiles, chimneys, and timber windows and doors to historic properties.
- Retention and enhancement of the soft landscaping boundary treatment to the Gosport War Memorial Hospital to further limit the visual impact of the car park to the south of the building.

## 10. Planning Policy Framework

The Gosport Borough Local Plan (Adopted October 2015) sets out the policy position for sites in the local authority area. Key Local Plan Policies particularly relevant to this site include Policies LP12 and LP13. LP12 sets out the need for proposals within a Conservation Area or its setting to have particular regard to the features of historic interest and Policy LP13 highlights the importance of sensitivity towards locally listed non-designated heritage assets. Design and Parking SPD: The Council adopted a Supplementary Planning Documents with regard to Urban Design and Parking Standards in February 2014. These important documents will be material considerations in determining the suitability of new development within the area and can be accessed through the following link: <https://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-developmentframework/supplementary-planning-documents/>

Planning controls are more restrictive within Conservation Areas and it may be necessary to apply for planning permission for some works that would normally be considered 'permitted development'. This includes:

- the size of some extensions and garden buildings;
- additions and alterations to roofs, including dormers;
- cladding the outside of buildings;
- satellite dishes in prominent positions;
- demolition of a building with a volume of more than 115 cubic metres;
- demolition of gates, fence, wall or railing over 1 metre high next to a highway (including a public footpath or bridleway) or public open space; or over 2 metres high elsewhere.

Works to trees in Conservation Areas, where trees are not already covered by a Tree Preservation Order, also require consent from the Planning Section.

Planning applications for sites within Conservation Areas are required to be supported by a 'Heritage Statement' to demonstrate that the significance of heritage assets and/or their setting affected by a development, and of the impacts of that development upon them, have been taken into account when development is brought forward. Further details can be found on the Council's website: <https://www.gosport.gov.uk/sections/your-council/councilservices/planning-section/applying-for-planning-permission/>

## **11. Further Information or Advice**

The Borough Council's Conservation Officers can provide further information or advice regarding the built heritage of the Borough; in particular with regard to the following;

- Listed Buildings
- Conservation Areas
- Buildings of Local Interest (The Local List)
- Conservation Planning Policy

Issues relating to planning policy and planning applications can be discussed with Planning Policy and Development Management respectively.

Applicants are encouraged to discuss any proposals at an early stage, prior to the submission of an application. Gosport Borough Council welcomes and encourages discussion before a householder, developer or landowner decides to submit a planning application. Details of the Council's pre-application advice service can be found here: <https://www.gosport.gov.uk/sections/your-council/council-services/planning-section/pre-application-advice/>

## **Acknowledgments**

With thanks to local historians Philip Eley and Malcolm Stevens for providing important historic information integrated within this appraisal.

## Appendix

### The History of Bury House and some of its notable residents

*(With thanks to Malcolm Stevens for providing this information).*

- The house was built c.1720 and the first occupant is noted as John Hatch, a 'merchant' and notorious smuggler.
- Captain Peter Solgard, naval officer, and given the Freedom of New York for his success against pirates, owned it between c1733 and 1739;
- His cousin, Samuel Marshall, also a naval officer subsequently owned it and died at the house in 1768). Whilst in his ownership it was often rented out.
- In c1755 to 1757 it was inhabited by Major General Peregrine Hopson, former Governor of Nova Scotia.
- Samuel Marshall's son, also Samuel, was born in the house in 1740 and inherited it in 1768. He was a distinguished naval officer having fought at the Battle of the Saintes in 1782, and later knighted by George III.
- It was purchased in 1791 by Thomas Atkinson, a Naval Agent for prize money; on his death in 1795 the house was leased for the next 24 years.
- From 1814 until 1819 it was used as an asylum, run by a Charles Finch and his wife *"fitted up in superior style, at a great expense for the reception of patients of the first respectability afflicted with Mental Derangement"*.
- Thomas Atkinson (junior) next lived in the house and eventually sold it in 1837. Captain John Clavell, a Trafalgar veteran who served with Collingwood on the Royal Sovereign, he lived at the house from c1825 to 1827.
- In the 1830s a Captain Philip Henry Bridges was in residence.
- In 1840 Thomas South and his daughter, Mary Anne, lived in the House and were noted for their interest in alchemy and spiritualism.
- Henry Duncan Preston Cunningham, an inventor of naval and military equipment, which earned him international fame, died at the house in 1875.
- Benjamin Marlow, an army surgeon, veteran of the Crimean War (later Inspector General of Hospitals), lived in the house from 1891 to 1893.
- Arthur Peel, Lieutenant Colonel of the 7<sup>th</sup> Hussars, was in residence from 1908 to 1911.
- Admiral Sir Cecil P Talbot DSO with bar, lived at Bury House c1934 to 1936 when he was Flag officer Submarines based at Fort Blockhouse. He served on submarines in World War One.
- It ceased being a family home in 1936 and was used to house bombed out families in World War Two and the building was saved from demolition thanks to the War Memorial Hospital, who purchased it for use as a nurses' hostel.
- In March 1957 Bury House and its remaining grounds was purchased by the Trustees of the Gosport Community Association with whom it remains to this day.



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