
Comments Gosport Waterfront and Town Centre Supplementary Planning Documents
Consultation Draft June 2017.pdf

132

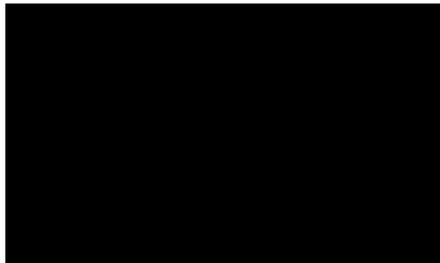
From: Mike.Bartlett [REDACTED]
Sent: 11 September 2017 17:06
To: Planning Policy Internet
Subject: GW&TC SPD June 2017

Deputy Head of Planning Services (Policy)
Town Hall
High Street
Gosport
PO12 1EB

Dear Sir
Please find attached my comments on the GW&TC June 2017

Thank you

Mike Bartlett
11/09/17



Please consider the environment before printing this email.

Comments - Gosport Waterfront and Town Centre Supplementary Planning Document
Consultation Draft June 2017

Within the Draft Planning Document, there are some 26 plans I have commented on plans 11 to 25 as these are the plans that show the proposed potential developments. The phrases below in bold have been copied from the Supplementary Planning Document. My comments are in blue Italics under each phrase

I have also made three general comments as they cover more than one proposal, they are: -

- A Loss of Public car park spaces due to development.**
- B Architectural style and continuity.**
- C The presentation and public consultation of the Gosport Waterfront and Town Centre Supplementary Planning Document Consultation Draft June 2017**

Plan 11 Bus Station and Falkland Gardens

Key entrance to the Borough

100% agree

But why is it not maintained as such now? On a typical summer's weekend evening visitors are greeted by rough sleepers, obese cheap alcohol drinkers sprawling about in the Falkland Gardens, large signs saying what's prohibited in the area. Finally, unusable, locked & vandalised toilets complete the welcome to Gosport.

Development will need to preserve and enhance the character and setting of the historic buildings within the Waterfront.

100% agree

Landmark building/exceptional design. Additional retail/commercial frontages Food and drink, retail, other commercial space. Residential development as part of a mixed-use development

I do not agree with the need for a high-rise landmark building be it office block or residential or retail. The world class harbour view is one of Gosport's greatest assets and should not be sacrificed to find a developer who is willing to fund the development of the bus station to obtain planning permission to build a high-rise.

The number of charity shops and empty shops in the High Street, shopping precinct and North Cross street clearly indicate that there is no demand for additional retail/commercial frontages. The likelihood would be to develop another Clarence Yard scenario with new empty unused shops disguised with decals.

The recent planning approval of 17/00233/Full Brockhurst Gate retail park, when complete, will exacerbate the underuse of shops with the diversion of trade to Brockhurst Gate.



The area of the bus station and the adjacent carpark should be cleared and represented as an addition to the public realm as a designated open space. Designed to respect and enhance the adjacent Falklands Memorial Garden. This open space should maximise the harbour view, the most valuable of Gosport towns assets. It could be provided with seating, removable picnic tables and children's play area complete with splash pool. The open area could be designed as a small-scale amphitheatre

such that it is suitable for open air civic occasions, receiving future triumphant around the world yacht sailors, witnessing the arrival of HMS Prince Charles, open air concerts, boat jumble, French markets etc.

One nearly invisible flat roofed building no more than two stories high could replace the existing Ferry ticket office, Ferry admin office, Tourist information office and public toilets. The daytime toilets should be inside, pay for & luxury with basic vandal proof 24/7 toilets accessible from the outside.

The flat roof could be used as a stage on civic occasions or concerts and have an integrated pop up screen to show appropriate large size video projections.

This building could have a ground floor with the majority glass clad, 1st floor mirrored finish to reflect the sky and view and thus disappear into the environment rather than dominate it.



The bus station and a companion development to provide the funding to be positioned in the area of the Gosport precinct and the Coates Road carpark. (Bus stops still being serviced at the Gosport ferry).

The Bus station could be very much smaller than the current facility, just providing drivers rest rooms etc and a place for the buses to park to maintain their timetable. All the Buses services apart from the No 11(2 Hr Service) that leave the current Bus station leave via the Creek Road bus stops which only has a double length shelter. Whereas the current Bus station has 10 Bays plus a large shelter.

Funding for the development of the Harbour view space could be achieved by the sacrifice and residential development of an area of open space such as between Spring Garden Lane & Morrisons and/or the area of land between what I believe is Arden Park Pavilion and the back of Morrisons Car park. Both these positions being convenient to the High Street, Stoke Road and a multiplicity of Bus routes. These locations are also within walking distance of the Gosport Ferry and Portsmouth Harbour station.

These areas of Arden Park are not accessible to the general public, they are screened by existing mature trees or existing buildings. There is no open view to lose as there are trees on both sides of Walpole Road and to the side of Spring Garden Lane. The sacrifice of this open space would be more than justified to gain the harbour side open space with extensive views to be enjoyed by the residents of Gosport and visitors.

Gosport will then be judged not by what it builds but by what it is sensible enough not to build on the side of the harbour.

Plan 12 Gosport Waterfront, north of Mumby Road

Route the Millennium Promenade as close as is realistically possible to the waterside avoiding busy traffic routes.

Agree 100% - Nice Idea but very difficult

*The key on plan 12 shows Key pedestrian routes as red dots and potential pedestrian routes as red dashes. The route from the Harbour road spur to the harbour alongside the old Crewsaver site, over the Gosport ferry maintenance wharf, behind the Palfinger industrial site, the Waterside medical centre, Rope quays and then into Royal Clarence Yard is shown as a key pedestrian route. It should be shown as a **potential** pedestrian route.*

Access to the walkway behind Palfinger industrial site, the Waterside medical centre and Rope Quays could prove difficult. It would require people to walk through Clarence Wharf industrial estate a working industrial estate with no exclusive pedestrian walkways. This busy area is occupied by cars, vans, fork lifts, cranes and articulated lorries.

Even if the Mumby Road end of the site became a residential development, the harbour would more than likely remain as a marine related industrial area making a safe route to the harbourside difficult.

To add to difficulties for this route The Oil Pipe Line authority have made a planning application 17/00099/FULL in which they would like to re-jig the access to the oil pipe line jetty so that the Defence Infrastructure Organisation can sell the adjacent land. This means access to the jetty can only be from Weevil lane, following the route of the old railway line alongside the boundary of Rope Quays. This is shown as the OPA retained area on the Geospatial services plans published 7th March 2017. The oil and pipeline authority access statement published 17th March 2017 says under the heading

“ LOCATION & SURROUNDING AREA

“The site is in a secure guarded area and there are no public rights of way across the site, however the buildings are adjacent to Portsmouth harbour and there are high-rise tower blocks (Rope Quays) to the south of the site. The site entrance will consist of a double-gated vehicular gate and a pedestrian turnstile gate. The frontage is laid with tarmac, giving good access and egress to all types of vehicles. The site is operated and used by the Oil Fuel Depot Gosport, so access and egress is maintained at all times for operational staff, as well as visiting contractors undertaking maintenance and other fuel related fuelling tasks.”

It is across this Oil Pipe Line retained area that it is proposed the Potential pedestrian route should pass. To achieve a public right of way across The Oil Pipe Line retained area will be an interesting challenge.

Millennium Promenade

The route of the millennium walkway is marked by a chain motif (or should be) May I suggest that someone from the appropriate department walks the route from the Ferry to Explosions as a visitor would trying to follow the chain motif. Very quickly they will find the chain motif disappears with no indication of which way to go. It reappears in Harbour Road if you have keen eyes, but then disappears again where McCarthy and Stone have chosen to remove it but not replace it.

Before new routes are considered it would be better to complete, restore, maintain and sign the current route.

The reorganisation and intensification of the Gosport Marina site has the potential to create attractive new residential development whilst maintaining the important marine-related uses on this site.

100% Disagree

Being mainly a marina, the dry land part of the site has specific requirements, they are boat storage and car parking. In the sailing season, the area is used mainly for berth holders' car parking the boats being in the water. In winter, there is less car parking and more boat storage. Good efficient use of the land.

Gosport Marina offers berthing to 500 boats and a dry stack for 148 up to 11m vessels

Ref - Parking: Supplementary Planning Document 2014 Table 7 - Leisure Facilities and Places of Public Assembly should have 0.9 parking spaces per berth.

Thus $500 \times 0.9 = 450$ parking spaces Thus 450 parking spaces are required

Note this ignores the parking requirement for the 148 dry stack locations. The Parking: Supplementary Planning Document does not give a parking requirement for this type of use but it would not be unreasonable to assume every time a boat from the dry stack is put to sea a parking space is needed.

Gosport marina has approximately 368 parking spaces. That is after they recently added an extra 100 spaces. That results in a shortfall of 82 carparking spaces.

See Premier Marina web site quote below.

The 368 parking spaces also provide parking for STS Defence and various marine related organisations who operate from this site. Their parking requirement has not been considered in the above calculation. Consequently, the current parking arrangements are stretched particularly in the sailing season and other peak times

Premier Marina Quote from their web site.

" Many of our berth holders' and visitors have commented on the car parking availability at peak times at the marina; particularly evident during the construction of phase two of the dry stack and the departure of the Clipper fleet.

*We take our berth holders concerns very seriously at Premier Marinas and are pleased to announce that Gosport Marina has a **new overflow car park**. Situated in the old boatyard area, this newly tarmacked area creates an additional 100 car parking spaces for berth holders and visitors. Later in the year this will be used as a storage area for boats during the winter period. We will request that tenants, contractors and visitors use this area to save the areas closest to the bridgeheads for our berth-holders. "*

Gosport Marina have recently made a planning application: -

This application can be used as a barometer to measure the vitality of Gosport Marina and if successful, will occupy some of the area indicated as suitable for residential development.

Gosport Marina's parking is currently below what it should be and the possibility of developing residential properties on that site would use existing parking spaces and require extra parking for the development.

Retain most of the existing Gosport Marina site for marina related and ancillary uses.

100% Agree if most is replaced by all.

The potential for a further tall building on the waterfront within the Gosport Marina site, although it may be a shorter building with particular architectural quality (see Plan 12 for suggested location).

100% Disagree if the tall building is residential and replaces industrial (STS Defence) or marine related use. Employment is needed in Gosport Town.

100% Disagree if it blocks the Harbour view from Mumby Road.

50% Agree if built adjacent to and in the style and height of the Quarterdeck. This building could include the Boat House restaurant, the nearby portacabin facilities and some residential if there is space to accommodate the required parking.

Consider the potential of a landmark building on the waterfront within the Gosport Marina site.

100% disagree

Lorry and Car Park

There is potential to redevelop the Mumby Road Lorry and Car Park for residential. A focal well-designed building and landscaped area will enhance this prominent gateway site. The building could be designed to recreate the former St. Matthew's Square. An alternative lorry parking facility will need to be provided elsewhere in the Borough.

There is scope for some form of residential development on this prominent site.

*100% Agree
Comments*

- a) *The following installation which I believe is sited below part of the Lorry park will need to be considered when developing the site.*

Southern Water Ltd Wastewater Treatment Works
Site Code GP020
Mumby Road Gosport WW Pumping Station,
Grid reference 462200 99925

- b) *The recreation of St Matthews square style if tastefully done could work well. For the purist the lorry park was not the location of St Matthews square. The Ordnance survey map 25 inch/mile 1892-1905 shows St Matthews Square location on the Rope Quays site.*
- c) *To make this area an even better gateway to Gosport it may be worth considering paving or cobbling the orphaned section of road outside the Clarence Public house. Further enhancements could be persuading the landlord to replace his oil drum tables with wooden barrels and to represent his black and white advertising fence using the subtle colours that the Clarence is painted.*
- d) *The Lorry park which is also a carpark is used by people attending the Waterside Medical centre which has minimal onsite parking for patients. The Lorry park is the closest public car park to the Medical Centre. North Cross street car park and the Clarence road carpark are both being considered for residential development. The only bus that serves the medical centre is the No 11 which has a 2-hour service which makes it virtually unusable for visiting the medical centre.*

Clarence wharf industrial estate. Potential long term residential use

100% disagree

Clarence Wharf industrial estate is a thriving mix of small industrial units ranging from car servicing, tyre centre, The Solent's Forts bosun's store, Brewery, Gosport ferry maintenance depot etc. This facility provides a service to the residents of Gosport Town and others. To cast a shadow of uncertainty over the Clarence Wharf industrial estate with the threat of residential development can only be considered an act of economic vandalism.

Plan 13 Royal Clarence Yard and the 'Retained Area'

100% Agree with the following provisos: -

- a) *Regular and frequent bus service must be provided. The nearest current bus service in Mumby Road (a good walk from Clarence Yard) i.e. the number 11 which has a Monday to Saturday frequency of **2 Hours**. **NO** service on a Sunday.*
- b) *Parking in Brewhouse square is a good idea if strong enough to take the weight, I recall when the square was build it was constructed over what looked like rain water surge tanks.*

Plan 14 North of the High Street (Masonic Hall)

There is the potential for a residential development associated with the Masonic Hall (c12 dwellings). Elements to consider include:

- 1. Retention of the historic frontage of the building facing Clarence Road.**
- 2. Development of between 12 and 18 flats.**
- 3. Development of a mix of one and two bed units.**
- 4. Access and parking arrangements for the flats.**
- 5. Relocation of the existing hall**

100% Agree only if the new building respects the adjacent conservation area and the provided parking fully meets the requirements of Parking: Supplementary Planning Document 2014

Plan 15 North Cross Street

Redevelopment of the car park on North Cross Street.

*100% agree but equivalent short-term parking should be provided a **similar distance** from the High street. The North Cross Street car park is conveniently positioned to give access roughly in the middle of the High Street. This is a very useful amenity particularly for less mobile people who do not qualify for a Blue Badge. Reference should be made to Traffic Advisory Leaflet 5/95 April 1995 and to the section on the location of parking bays & Table 1*

Location of Parking Bays

As pedestrians, many disabled people will have a limited mobility range, and will require specially designated parking bays closer to the places they wish to visit. Whether on street or off-street, parking bays for disabled people should not be further from major destinations (eg bank, post office, large store, supermarket) than shown in Table 1:

TABLE 1 - Recommended maximum walking distance without a rest according to disability ("walking" includes travel by wheelchair)

Disability Distance (metres)

Visually Impaired	150m
Wheelchair users	150m
Ambulatory without walking aid	100m
Stick users	50m

This would include commercial ground floor uses along North Cross Street with residential above.

100% agree with residential but 100% disagree with commercial ground floor. The number of charity shops and empty shops in the High Street, shopping precinct and North Cross street clearly indicate that there is no demand for additional retail/commercial frontages. The likelihood would be to develop another Clarence Yard scenario with new empty unused shops disguised with decals. The recent planning approval of 17/00233/Full Brockhurst Gate retail park, when complete will exacerbate the underuse of shops with the diversion of trade to Brockhurst Gate.

Reference page 68 of the Draft Planning Document

“ The Council will continue to work with local businesses on the management of the Town Centre including:

2. Use of decorative visual boards to improve the appearance of prominent **long term vacant units.**

3. Encourage use of **empty units** for arts

and community projects and pop-up facilities.

Where would residents park their cars?

Would it be possible to design a flexible property where the ground floor could be used as a commercial or residential property with its use dictated by demand rather than an inflexible planning residential classification.

End of road focal building

100% Agree if it's in the style of the Old North Cross Street and the current resident's car parking is replaced at an equally convenient position.

Renewed public space

100% Agree if the current car parking is replaced at an equally convenient position.

Provide pedestrian and vehicular connection to the North Loading Area

100% disagree with vehicle connection, 100% agree with pedestrian connection.

- 1 *What would be gained with vehicle access? North Cross Street being narrow is just about satisfactory now as a cul-de-sac as it is self-limiting in terms of traffic flow.*
- 2 *North Cross street and the North Loading Area currently both have good independent access.*
- 3 *Linking North Cross Street and the North Loading Area would tempt cars, delivery vans and lorries (large articulated) to enter at one end and exit at the other, creating very undesirable traffic flow in the narrow North Cross Street.*
- 4 *The route of the proposed link would require the demolition of what I believe is a storage facility for the market stalls. This would need to be located at an equally convenient position.*
- 5 *Reference planning application 16/00396/FULL-granted 19/01/20017
With particular reference to the approved amended plan of the ground floor layout. The boundary of that development shown by the thick red line would seem to indicate that they are claiming ownership of the land where it is proposed to build the new link road.*
- 6 *If the link road was built as proposed it would create a traffic hazard in the North loading area, there would be cars needing to manoeuvre into/out of parking places perpendicular to the road and large articulated lorries needing to reverse and manoeuvre into tight locations to facilitate unloading. Both in conflict with the normal flow of traffic.*

Plan 16 High Street

Encourage reuse of empty units above shops.

100% Agree

Develop underutilised back land plots.

100% Disagree The development density is high enough already

Increase building heights where appropriate to create space above shops.

100% disagree Not needed: there is already empty unused space above shops (see above)

Encourage reuse of empty units above shops)

Improve frontages and street scene.

100% agree

Cultural Square improvements to help facilitate an improved cultural offer

100% disagree

Cultural Square improvements to stimulate the evening economy.

100% Disagree if this is likely to result in over amplified music, drunkenness and disorderly behaviour.

Identify a package of public realm improvements.

100% Agree The problem with the High Street is it looks like what it is -a road that has been blocked over. It is too wide, other than the Saturday market in good weather, the low foot fall makes it look like a ghost town. How about a children's play area, a Summer beach area, a busking area, crazy golf, winter ice rink, roller blade area?

There is a need to conserve and enhance the historic built form of the High Street.

100% Agree. Building on top of existing buildings is not the way to achieve this.

Improve adjoining building frontages at the High Street and Premier Marina.

100% Agree

Plan 17 South Street

6. South Street

Reinforce frontage facing onto South Street through the development of a number of key sites including the former Police Station.

100% agree

Create retail frontage at ground floor level on South Cross Street.

100% disagree There is no need for more retail units. The empty units in the Gosport precinct and the High street are evidence of this. It is far better to concentrate all the retail units in the High street. The recent planning approval of 17/00233/Full Brockhurst Gate retail park, when complete will exacerbate the underuse of shops with the diversion of trade to Brockhurst Gate.

Create avenue feel with street tree planting.

100% Agree

Create high density mixed height residential blocks.

100% Agree but only if area and the provided parking fully meet the requirements of Parking: Supplementary Planning Document 2014

Reinforce frontage of Coates Road and Thorngate Way.

100% Agree

Plan 18 Trinity Green area

Create new development which reflects historic pattern.

- Maximise the benefits of key spaces such as Trinity Green.**
- Reinforce key frontages.**

Church Path Carpark

Terraced housing with rear Gardens

100% Disagree

The Church path carpark must remain to provide convenient parking for the regular church services, weddings, funerals, civic carol services, concerts etc.

Development opportunities corner of Haslar Road & Trinity Green.

100% Disagree

The close proximity of the 11 storey Blake Court would not allow this development if Local Development Framework Design Guidance: Supplementary Planning Document February 2014 with particular reference to Residential Privacy – Separation was complied with. The current green space is needed to balance the height of Blake Court

Development opportunities eastern end of Trinity Green.

100% Disagree

The close proximity of the 11 storey Hammond Court would not allow this development if Local Development Framework Design Guidance: Supplementary Planning Document February 2014 with particular reference to Residential Privacy – Separation was complied with.

The current green space is needed to balance the height of Hammond Court

Terraced town houses with rear gardens between Hammond house and Harbour towers

100% Disagree

The close proximity of the 11 Storey Hammond Court and the 15 storey Harbour Towers would not allow this development if Local Development Framework Design Guidance: Supplementary Planning Document February 2014 with particular reference to Residential Privacy – Separation was complied with.

The current green and open space is needed to balance the height of Hammond Court & Harbour Towers

Potential for Café/restaurant harbour side of Harbour towers

100% Disagree if a permanent structure

100% Agree if the area has a flexible use i.e. Summer season pop up café, market stall, fresh fish stall. It would be good if the area could be integrated with the promenade rather than being separated by the current wall.

Potential for Café/restaurant harbour side of Seaward towers

100% Disagree if a permanent structure

100% Agree if the area has a flexible use i.e. Summer season pop up café, market stall, fresh fish stall. It would be good if the area could be integrated with the promenade rather than being separated by the wall.

Some disabled parking should be retained with access limited from Trinity Green.

Plan 19 Historic Trinity Green

No comment

Plan 20 Haslar Marina

8. Haslar Marina

Encourage the development of marine business with the potential for some residential as enabling development.

Other residential opportunity sites identified could include conversion of space above ground floor commercial units, increasing the heights of buildings on the High Street and residential uses within marine-led mixed-use sites such as Haslar Marina.

Reorganisation of the site to include primarily marina/marine related employment and leisure uses with the potential for some residential. Retention of sufficient parking facilities.

100% Disagree

With reference to plan 20

At the bottom of the plan is a yellow coloured area over written with the words Existing marine related use. Hardy's wine bar/restaurant which is open to the public and mariner users has been forgotten about.

*The key on plan 20 shows this yellow area as retained **residential**/mixed use. Are there really residential properties there?*

*The plan shows a potential development area out lined with a red line it omits the word **residential**.*

The plan shows a light grey cross hatched area defined as potential marine led employment this occupies most of the site. A small area at the top says "retain as car park."

*The Haslar Marina has **600** annual berths which to comply with - Parking: Supplementary Planning Document 2014 Table 7 - Leisure Facilities and Places of Public Assembly should have 0.9 parking spaces per berth.*

Thus $600 \times 0.9 = 540$ parking spaces

Haslar Marina berth holders' carpark currently has only approximately 244 parking spaces.

These 244 spaces also provide parking for Hardy's, and all the marine related businesses on that site.

The Haslar Marina berth holders' carpark is already under-provided and is borne out by a large percentage of the spaces being occupied particularly in the summer and weekends. i.e. the popular sailing times. When it is Cowes Week or something similar it is full. Just look at the satellite pictures on Google map the berth holders' car park is shown nearly full. If this site is developed as per plan 20 where do the berth holders park?

Plan 21 Gosport Lines

100% Agree but the following should be taken into account.

The potential millennium promenade is shown as passing between the Clarence wharf industrial units and the old Crewsaver site in Harbour road. Plan 12 shows the proposed route as passing between the old Crewsaver site and the Gosport boat yard.

*The potential millennium promenade is shown as passing across land owned by the Oil Pipeline Authority passing down the side of blocks D2 & D3. This route is **within** the OPA secure area.*

There is a blue dashed line with no key or explanation on plan 21.

Plan 22 Forton Ramparts

100% agree

Plan 23 Arden Park

100% agree

Plan 24 Walpole Park

100% agree

Plan ~~24~~ 25 Bastion No. 1

100% agree

Note Plan 25 is incorrectly numbered plan 24 (i.e. there are two plan 24s and no plan 25)

A Architectural style and continuity

Recent developments in Gosport Town to date provided no continuity of style resulting in an odd mix of different styles that do not harmonise or sit comfortably in their location.

Gosport Waterfront and Town Centre Supplementary Planning Document Consultation Draft June 2017 makes several references to new developments reflecting the design of the past for example :-

Page 59 section 20 says

A focal well-designed building and landscaped area will enhance this prominent gateway site. The building could be designed to **recreate** the former St. Matthew's Square.

Page 7 section 7 says

- Create new development which reflects **historic pattern**.

Page 73 section 12 says

Protect and enhance the existing areas of open space and ensure that buildings fronting open space incorporate appropriate **visual cues and styles**.

These architectural phrases are said with good intent but care must be taken to ensure that the sentiment is turned into reality.

Take for example the nearly completed McCarthy and Stone development in Harbour Road. In their DESIGN AND ACCESS STATEMENT PART 2 they say: -

“Appearance

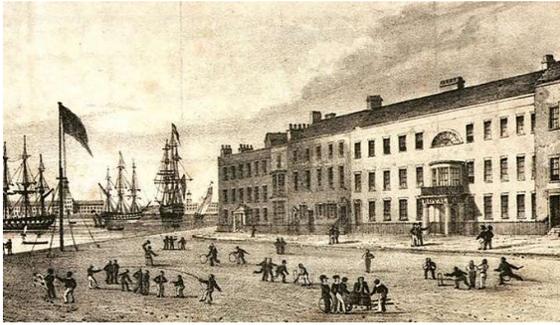
The scheme design takes reference from the 18th Century architecture of the historic Clarence Square. This architectural style of the buildings incorporated vertical full height punched windows which subtly varied from building to building with differing surrounds. The square was divided into the different buildings, constructed from varying materials with feature elements having a contrasting pallet.

In plan form the old buildings step in and out from the old square gradually tapering back to the corner of Harbour Road, where the proposed tower element of the new scheme is proposed. The building also had varied projecting balconies, bays and porticos creating varied visual interest as well as feature windows.

The roofs were predominately pitched behind a parapet with stone coping however three cut gables are prevalent at the corner of Harbour Road and the only remaining Old School Building is defined by a feature gable and mini tower behind.

The proposed scheme pays homage to the old buildings of Clarence Square in a modern way. The north façade of the building is divided into vertically emphasised elements of varying widths, reminiscent of the historic buildings, likely to be built by different landowners and builders. This tower element creates a landmark focal point to the corner of the site addressing the public slip way and acting as a marker for those out on the water. The tower part of the scheme follows the principles of the architectural language of the lower buildings in that it is divided into narrower building portions expressed with varying materials and infill panel window designs. The cut corner feature detail further expresses the corner of the building with a curved balcony to the corner flat. A palette of complementary materials including three shades of brick and two shades of aluminium rain screen cladding are used on the building to create variety. The materials are used to express the openings and provide variety of lightness to the building façades.”

Now compare the 18C original with what was built



Can you see any relationship between the two?

What is sad is that an opportunity has been lost. Gosport Town is now left with a building that bears absolutely no similarity to the original Clarence Square and appears to be built with a hotchpotch of different materials and colours, presumably left over from previous builds. This build taking place on top of what appears to be a semi buried pillbox or fortified gun emplacement.

It was a shame that there was no liaison between the brick laying teams as some is laid horizontally in the conventional way whilst other areas of brickwork are laid vertically. The inconsistency of build continued with the external cladding, the panels being applied in a meaningless random manner. I'm sure the architect will say this was to echo the dazzle camouflage used by the naval ships in the early part of the 20th century!

Imagine how it could have been with Georgian style buildings on two sides of Gosport boat yard, the boat yard fence replaced with iron railings, opening up the view. The pavements and street furniture re-placed with period reproduction similar to Peel Road, Gosport.

The opportunity to recreate Clarence Square with the McCarthy & Stone and the old Crewsaver site developments in Harbour Road has now been lost for ever.

I would suggest that developers when making planning applications are required to offer different design styles at the time of application so the public can make their views known by public comment as to what they would like. It is, after all, the Gosport residents that have to live with the developments when they are built and developers and planners have long disappeared.

Now look at the McCarthy and Stone development in Weymouth below



Everything in the picture is new build, not a restoration, it truly reflects the old harbour side at Weymouth. **It can be done.**

B Loss of Public car park spaces due to development.

Gosport currently has ample public car parking. However, what needs to be taken into consideration is the future requirement for parking.

***Gosport Waterfront and Town Centre SPD Companion Document: Background Study
June 2017***

Says :-

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

This statement is not correct as shown below

Current developments are being under-provided with parking and thus need public parking to absorb the shortfall

With reference to - Parking: Supplementary Planning Document 2014

which says: -

“It informs developers of the required parking provisions and will be used by the Borough Council when assessing and determining planning applications. It seeks to ensure the delivery of adequate levels of parking to good design standards using best practise to meet the needs of development whilst protecting the interests of the highway user, the neighbouring community, businesses and services.”

However, the pattern seems to be evolving that planning permission **is granted** although the requirements of the parking SPD are not met. Mitigating arguments are made to minimise parking provision. Samples of these arguments are given in the following examples along with calculations that evaluate the shortfall.

Example 1

Planning application 17/00143/FULL Former Crewsaver Building Undecided Apartments

Argues in their transport statement that flats require less parking than houses with equivalent number of bedrooms and car ownership in Gosport town is less than the national average. Thus, they don't need to meet the requirements of Parking: Supplementary Planning Document 2014

This completely ignores Parking: Supplementary Planning Document 2014 3.19 which says: -

Developers will be required to provide evidence to demonstrate that parking proposals below the Parking Standards will meet the needs of the proposed development consistent with the core objectives of the SPD. An assessment of the parking demand of existing uses of a similar nature and location may be required to demonstrate that households will likely own fewer cars.

A development with a similar nature and location would be Rope Quays. The adjacent McCarthy & Stone development is not a similar development because it is a later life facility with its own car ownership profile.

the tables below show the shortfall in parking spaces for three recent developments:

Planning application 17/00143/FULL Former Crewsaver Building Undecided Apartments	No	Parking spaces per dwelling called for in Parking: Supplementary Planning Document (SPD) 2014	Required Parking spaces in accordance with Parking: Supplementary Planning Document (SPD) 2014	Actual Parking spaces provide/proposed	% of requirement	Parking spaces Short fall as called for in Parking Supplementary Planning Document (SPD) 2014 & TRO
No of 1 bed rooms	10	0.8	8			
No of 2 bed rooms	39	1.25	49			
No of 3 bed rooms	0					
Visitor spaces		0.2	10			
Disabled spaces		0.05	5% of total 3			
Contractor/services vehicles spaces						
total			70	46	66%	24
Estimated Parking lost to TRO (double yellow lines) To give line of sight						6
					Total	30

Example 2

Reference Planning application 16/00396/FULL Hotel 8-17 High Street
Gosport PO12 1BX now approved

*The applicant says there is no need to provide 1 parking space per room as called for in Parking: Supplementary Planning Document (SPD) 2014 because of proximity to public transport and quote various Hotels around the country that provide little or no parking. One example they quote in their transport statement 4.34. is the Holiday Express Hotel at Gunwharf Quays with 150 rooms and **zero** parking. What is overlooked is Holiday Express offer discounted Gunwharf Quays parking which is undercover, 24/7 and 1500 spaces. The Gunwharf car park alone exceeds Gosport Town's 1448 spaces which include 434 supermarket spaces.*

the table below shows the shortfall in parking spaces for this development.

Planning application	No	Parking spaces per room called for in Parking: Supplementary Planning Document (SPD) 2014	Required Parking spaces in accordance with Parking: Supplementary Planning Document (SPD) 2014	Actual Parking spaces provide/proposed	% of requirement	Parking spaces Short fall
16/00396/FULL 8-17 High Street Gosport PO12 1BX approved Hotel						
No of bed rooms	54	1	54	38		
Delivery/service				0		
Staff spaces				0		
Disabled spaces		5% of total	3			
total			57	38 (including 2 disabled spaces)	67%	19

Example 3

5/00065/FULL | ERECTION OF NEW BUILDING, INCLUDING TEN STOREY TOWER, TO **PROVIDE 28 NO. ONE BEDROOM AND 20 NO. TWO BEDROOM** RETIREMENT APARTMENTS, WITH ASSOCIATED COMMUNAL FACILITIES, ACCESS, CAR PARKING, ELECTRIC BUGGY, CYCLE AND REFUSE STORAGE AND FLOOD DEFENCES (as amplified by Extended Phase 1 Habitat Survey received 11.03.15) | Land Adjacent To Harbour Road Gosport Hampshire PO12 1BG

McCarthy and Stone. They seemed to have ignored the requirement for visitor spaces, staff spaces & disabled spaces as per Parking: Supplementary Planning Document 2014 table 1b note 7

Table 1b note 7 suggests 0.5 to 1.2 unallocated parking spaces per unit. 0.6 unallocated spaces per unit has been used by the developer and in the table below.

The resident age is limited to 60 years or over, with people driving into their 80s or even more, the 0.6 used is probably below what is really needed.

It is interesting to note that their planning application title quotes 28 x 1 bed units and 20 x 2 bed units total of **48** units. Their online marketing quotes a total of **48** units, their floor plans showing what they have sold shows they have **48** units

But their Transport Statement quotes 26 x 1 bed units and 19 x 2 bed units total of **45** units i.e. 3 units short! Thus, their parking space calculations are short.

The table below shows the shortfall in parking spaces for this development.

Planning application	No	Parking spaces per dwelling called for in Parking: Supplementary Planning Document (SPD) 2014 Table 1b Note 7	Required Parking spaces in accordance with Parking: Supplementary Planning Document (SPD) 2014 Table 1b Note 7	Actual Parking spaces provide/proposed	% of requirement	Parking spaces Short fall as called for in Parking Supplementary Planning Document (SPD) 2014
15/00065/FULL Land Adjacent To Harbour Road Gosport Hampshire PO12 1BG Later Life Living Nearly complete						
No of 1 bed rooms	28	0.6	17			
No of 2 bed rooms	20	0.6	12			
No of 3 bed rooms	0					
Visitor spaces		0.25	12			
Disabled spaces		0.05	5%of total 2			
Staff space			1			
Contractor/services vehicle spaces						
total	48					
			44	34 (including 1 disabled space)	78%	10
Parking lost to TRO (double yellow lines) To give line of sight						13
					Total	23

The above three examples alone show that these developments are unable to satisfy the parking requirements by $24+19+10 = 53$ spaces.

It doesn't stop there. Two of these developments require Traffic Restriction Orders (better known as double yellow lines) to maintain a line of site for vehicles entering and leaving the basement car parks. This results in road side unrestricted parking spaces being lost. Only the extent of the TRO for Planning application 15/00065/FULL (McCarthy and Stone) is known. This is shown on Hampshire County Council Drawing 242/1140 and shows a Prohibition of waiting at any time for a distance of approximately 66m which equates to parking for approximately **13 cars**.

17/00143/FULL Former Crewsaver Building the extent of the TRO is not currently published only an estimate of lost parking spaces can be made - say **6 spaces**.

Consequently, the over spill of parking $53 + 13 + 6 = 72$ spaces needs to be accommodated in public parking areas.

Both the Crewsaver development & The Hotel suggest that additional parking can be made in the North Cross Street Car Park.

North Cross Street Car Park is shown on Plan 14 of the Gosport Waterfront and Town Centre S P D Consultation Draft June 2017 as a proposed **development site with no public parking!**

Gosport Waterfront and Town Centre SPD Companion Document: Background Study June 2017 reference tables 15 & 16

(671 potential +84 outstanding=755)

Taking the under provided parking provision of the three developments above as the future trend:

that is **72** under provided spaces for a total of 159 dwellings& hotel bedrooms it would seem logical that for a total build of 755 dwellings then $(72/159) * 755 = 342$ public parking spaces would be required to absorb the shortfall in development provided parking.

Gosport Waterfront and Town Centre SPD Companion Document: Background Study June 2017

Says in 11.22 When considering just GBC car parks at the peak survey time (15/12/12) there would be 134 vacant parking spaces after 160 spaces had been released for development. But as shown above 342 parking spaces will be needed to absorb the shortfall in development provided parking. This would give at peak time (342-134) **208** cars with nowhere to park.

Unless a legally binding agreement can be made with the supermarkets to provide parking for non-shoppers it would be reckless to count on their car park spaces. Once their customers are unable to park because of non-shoppers occupying their carpark they will introduce much tighter parking regimes.

Parking: Supplementary Planning Document 2014

APPENDIX C

CAR OWNERSHIP DATA BY WARD IN GOSPORT 2001 AND 2011 (Table)

Says in Note 3

“The table indicates that the growth in car ownership in Gosport over the ten years period from 2001 to 2011 was 6.5%. However, this period includes the economic recession from 2008 and thus may not reflect future trends. **National forecasts indicate longer term growth around 1% per year.** The general trend between 2001 and 2011 was a reduction in the number of households with no car and one car, and an **increase in the number of households with two or more.**”

Suggestions

- a) Each development must be self-sufficient with regards to parking and **fully meet** the requirements of: - The Parking: Supplementary Planning Document 2014 and thus, prevent overflow into public carparking spaces.
- b) The effect of the TRO's is that currently Gosport residents will no longer enjoy free parking and will need to pay to use a public carpark. Consider hard-working Gosport residents who parked for free in Harbour Road and travelled to work in Portsmouth each day by ferry or worked in the High Street. With the loss of free parking in Harbour Road they would now need to buy a GBC long stay parking permit at the cost of £460/year. This process will continue for the life of the building (let's say 80 years) and for all the 13 spaces lost to the TRO. Hence $13 \times 80 \times £460 = \text{£478,400}$ ignoring inflation will be paid for parking by Gosport residents. The developer pays only the TRO fee!

Each planning application should **declare** the number of public car parking spaces lost to TRO's and **pay** a proportionate financial contribution to the upkeep of public carparks calculated for the expected life of the development to compensate Gosport residents for the loss of **free** parking spaces.

- c) Public Carparking spaces **must** remain conveniently positioned relative to the High Street & Ferry
- d) Sufficient public carparking spaces must remain after any development to give a sufficient **surplus** of spaces at peak times to allow for the growth in car ownership. 1% per year see above
- e) If there is a surplus of parking spaces then the parking space size should be increased particularly on the width. Parking: Supplementary Planning Document 2014 quotes a **minimum** parking size of 4.8m x 2.5m. The size quoted is a **minimum**, if there is room then make the parking spaces wider. It seems crazy to have surplus spaces and yet require people to squeeze into the minimum size, particularly with the increase in the number of 4X4s and large cars. **This could be the one and only thing that every car owning resident in Gosport would support!**

- f) *If the car parks nearest the High street had wider spaces a for parent & child & people with mobility problems i.e. a shared space (there are a good number of folk who have mobility problems but not bad enough to qualify for a Blue Badge) They would find it a great help if they could park closer to the shops with a bit more space to get in and out.*

- g) *To prove the viability of the proposal to develop Car parks and to demonstrate it will be acceptable to the residents of Gosport: this coming **December**, for a month close those car parks that it is proposed to redevelop i.e. North Cross Street, Church Path, Coates Road, Bus station etc. On those closed car parks post a notice to explain why they have been closed. It is then you will receive the true public reaction and the views of the traders.*

C The presentation and public consultation of the Gosport Waterfront and Town Centre Supplementary Planning Document Consultation Draft June 2017

I would like to comment on the way Gosport residents have been informed and consulted on this consultation draft.

I have lived in Gosport for 35 years and have always been interested in planning and development. The first I heard of the SPD Consultation draft was when a Neighbour said, "I see they are going to build on the carpark in North Cross Street" – it was just a chance remark.

I next attended the Discovery centre one evening (planning officer in attendance for 1 hour)

Approximately 8 other members of the public were present each with their own queries and questions. The planning officer only managed to take us through 4 of the 20+ plans before we were asked to leave by the Discovery centre staff. (they needed to lock up)

The majority of Gosport people I have spoken to have never heard of the SPD Consultation draft.

I eventually received a letter from two town ward councillors advising of the SPD Consultation draft.

I believe each Gosport resident should have been informed individually in writing about the SPD Consultation draft.

I believe the meetings with the planning officers should take place at a much larger venue and allow much more time.

*Whilst writing this, I have received a Copy of Coastline Autumn 2017 (received 05/09/17) **14 days prior** to the deadline for comments. That is the only written notification I and many others have received.*

The documentation to be commented on consists of

Gosport Waterfront and Town Centre Supplementary Planning Document Consultation Draft June 2017

107 pages

Gosport Waterfront and Town Centre SPD Companion Document: Site Profiles (Consultation Version)-

176 pages

Gosport Waterfront and Town Centre SPD Companion Document: Background Study

112 pages

Gosport Borough Local Plan 2011-2029 Adopted October 2015

284 pages

Total of 679 pages

In those 679 pages, many proposals are mentioned and discussed many times. Take, for example, the development on the Bus station site which is one of the more controversial issues.

The Bus station is referred to a total of 162 times throughout the four documents. Can Gosport residents really be expected to read all these documents cross reference all the entries for the Bus station and draw a valid conclusion? I THINK NOT

The supplied Comments form prompts for agree disagree or any additional ones?

It is far to black and white. It would have been far better to have based the comments form on the options given in the Site Profile document for example

Options for the Bus Station part of the site include:

Option 1: retain Bus Station in current form

Option 2: Redevelop as residential site with revised and improved transport interchange

Option 3: Redevelop as a mixed-use site with retail, bar/restaurant and commercial use on ground floor with commercial/residential on upper storeys

Option 4: Redevelop as open green area with very simple minimal size transport interchange.

Option 5: Other

Gosport Waterfront and Town Centre Supplementary Planning Document Consultation Draft June 2017 page 4 says :-

What happens next?

All comments received will be reported to the relevant Council Board together with any proposed amendments to the SPD as a result of the consultation process. **The SPD will then be recommended for adoption** and Councillors will be able to make any **further amendments** before formally adopting it. The document will then become a material consideration when determining future planning applications within the Gosport Waterfront and Town Centre area.

It would seem from the statement “The SPD will then be recommended for adoption” implies there is a presumption of acceptance. Amendments made by the council officers reflecting the views of the public following the public consultation could be reversed by Councillors after adoption. Thus, making the public consultation irrelevant.

It is for those reasons I consider the Public Consultation inadequate and ask the question of the planning department.

What mechanism is used to ensure the methods to communicate the Gosport Waterfront and Town Centre Supplementary Planning Document Consultation Draft June 2017 and its companion documents have been carried out in an effective and timely manner?

What mechanism is used to ensure this Public Consultation meets the requirements of Gosport Borough Council, Local Development Framework, September 2012, Statement of Community Involvement 2012?