

GOSPORT

Character Assessment

I	OVERVIEW	2
2	CHARACTER AREA DESCRIPTIONS	7
2.1	GOS01 High Street (Historic Core)	7
2.2	GOS02 Waterfront	11
2.3	GOS03 Stoke Road environs	15
2.4	GOS04 Forton	18
2.5	GOS05 Alverstoke & Clayhall	21
05a.	Clayhalls	21
05b.	Alverstoke Village and Anglesey environs	22
2.6	GOS06 Haslar peninsula	25
2.7	GOS07 HMS Sultan (Palmerston Fort Line)	29
2.8	GOS08 Fleetlands Industrial Estates	33
08a.	Lederle Lane environs industrial estate	33
08b.	Main Road environs industrial estate	33
2.09	GOS09 Residential suburbs	36
09a.	Newtown	36
09b.	Haslar Lake	37
09c.	Workhouse Lake	37
09d.	Alverstoke North (residential suburbs)	38
09e.	Western Way environs	38
09f.	Gomer, Ann's Hill and Privett	39
09g.	Hermitage	39
09h.	Brockhurst Road	40
09i.	Elson and Hardway	40
09j.	Priddy's Hard	41
09k.	Grange	41
09l.	Bridgemary	42

GOSPORT

Character Assessment

I OVERVIEW

I.1 Modern Gosport is a coastal conurbation in south-east Hampshire which forms part of the wider south Hampshire conurbation stretching from Havant and Portsmouth to Southampton. A narrow stretch of water at the mouth of Portsmouth Harbour separates Gosport from Portsmouth to the east, and Gosport's industrial history has been heavily influenced by its proximity to the harbour area. Large areas of Portsmouth Harbour are today internationally designated for their nature conservation value, despite the densely populated coastline.



Gosport occupies a relatively flat and low-lying coastal plain landscape which forms a promontory with Portsmouth Harbour to the east and the Solent coastline to the south and south-west. Two tidal creeks extend westwards across the promontory, one to the north of Gosport and one to the south reaching inland to the historic core of Alverstoke, a village which, historically, formed one of a number of small settlements in the area. To the west of the conurbation a small stream, the River Alver, flows to the Solent. The Alver Valley separates Gosport from Lee-on-Solent to the west. This is a narrow green corridor of open countryside and former gravel workings, many of which are now important for their nature conservation value. The north-western part of the town is fringed by open countryside but to the north, development along the principal transport corridor between Gosport and Fareham has resulted in the two conurbations meeting up.

I.2 In addition to Gosport and Alverstoke, there were a number of other hamlets that have been subsumed within the conurbation including Hardway, Elson, Forton, Camdentown and Brockhurst to the north, Bury and Rowner to the west, and Anglesey and Clayhall to the south. There were also numerous isolated farmsteads across the area.

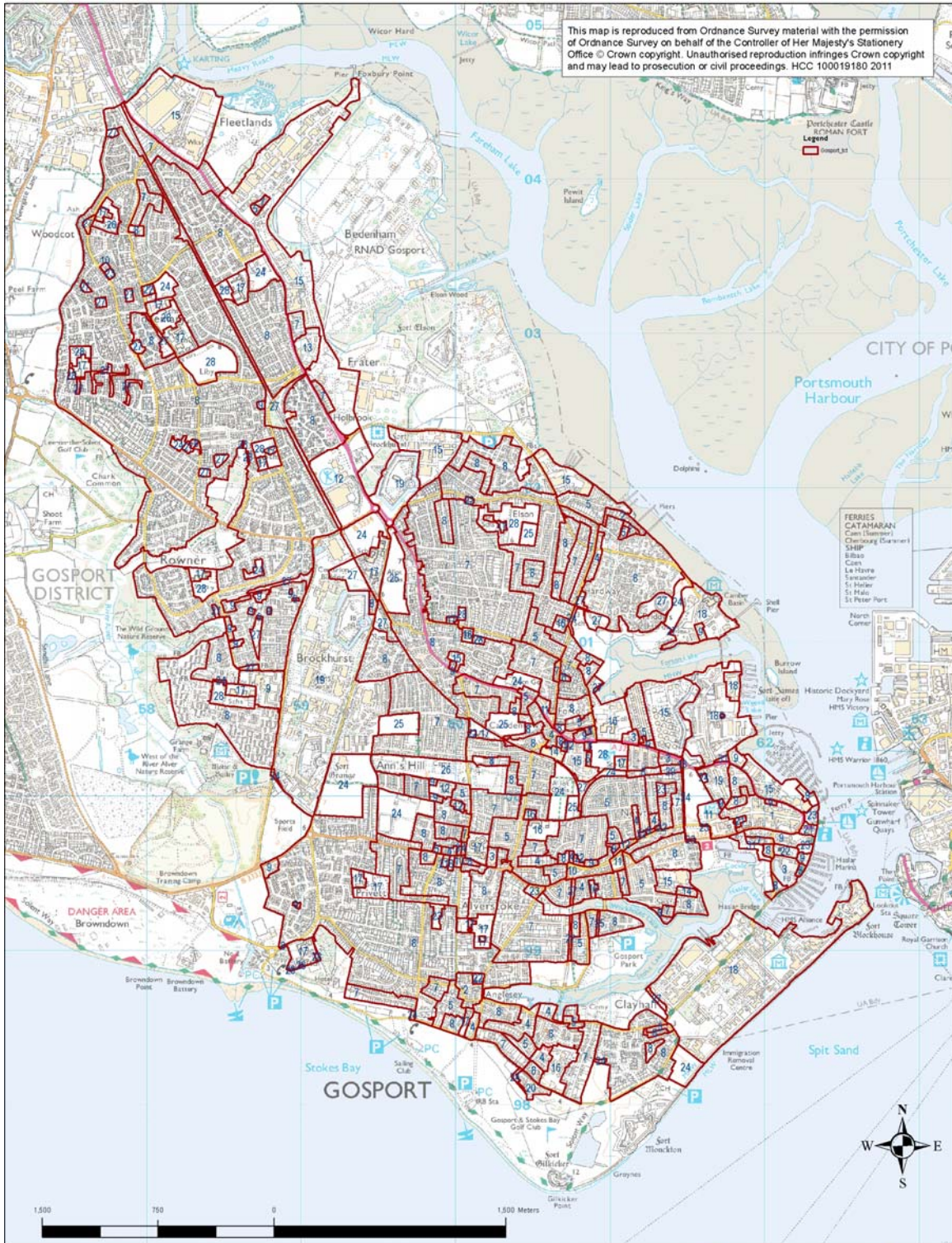
I.3 The earliest direct documentary reference to Gosport dates from 1241 but it is possible that a grant of land dated 1204 referring to 'the newly constructed villa adjoining the port in the manor of Alverstoke' refers to Gosport. The manor of Alverstoke was a possession of the bishops of Winchester and in the period around 1200 the bishop created several new towns in Hampshire and the Isle of Wight including New Alresford, Overton and Newtown, Hampshire as well as Newtown on the Isle of Wight. There does not appear to be a grant of market charter from this period and the new town did not achieve borough status. Whether the slightly irregular grid plan of streets was laid out at this time or is a later development is uncertain but it existed by the mid-seventeenth century before the defences were built. Whether the new town ever achieved success in the medieval period is

uncertain; it had competition from the towns of Portsmouth across the harbour, Fareham to the north and Titchfield to the north-west. A survey of the manor of Alverstoke in 1341 recorded that there were 'formerly fifteen ships and that there were no traders – all the occupiers were employed in agriculture'. In the mid-sixteenth century John Leland described Gosport as a small fishing village but the rise of Portsmouth as a naval base improved the fortunes of the town as strong links with the navy were created. An ironworks was founded and other industries supplying the navy developed, such as rope-making, brewing and victualling.

- I.4 The military importance of Portsmouth Harbour and the threat of attack from the Dutch led to the development of defences to both towns. Gosport's medieval defences along the stretch of coast from Blockhouse to Stoke's Bay were dramatically enhanced in the late-seventeenth century and were completed by around 1720. The intermittent threat of invasion by France during the eighteenth and nineteenth centuries led to further defensive structures including Forts Rowner, Elson, Brockhurst and Grange being built to protect the harbour from landward attack.
- I.5 During the eighteenth century certain naval functions were expanded in Gosport; in particular, the Stoke's Bay redoubts, Stoke's bay lines, Fort Monkton and Fort Blockhouse. The Haslar Naval Hospital was founded in 1745, Royal Clarence Yard was developed for victualling and brewing for the navy, and the Royal Ordnance Depot was moved to Priddy's Hard. Large barracks were also built (including Forton and St George's Barracks on the western edge of the historic core of Gosport).
- I.6 The eighteenth- and early-nineteenth century saw several areas of new housing or expansion of existing settlements developed, including Stoke Road and Bury Road. In the late-nineteenth century and early-twentieth century new development was concentrated in the area of Newtown between Gosport and Alverstoke. During World War II Gosport was heavily bombed which, combined with post-war clearance, opened up areas for redevelopment in the historic core of the town. The second half of the twentieth century saw large-scale expansion of the conurbation, particularly to the north-west and in the area of Privett in the south-eastern part of the area.

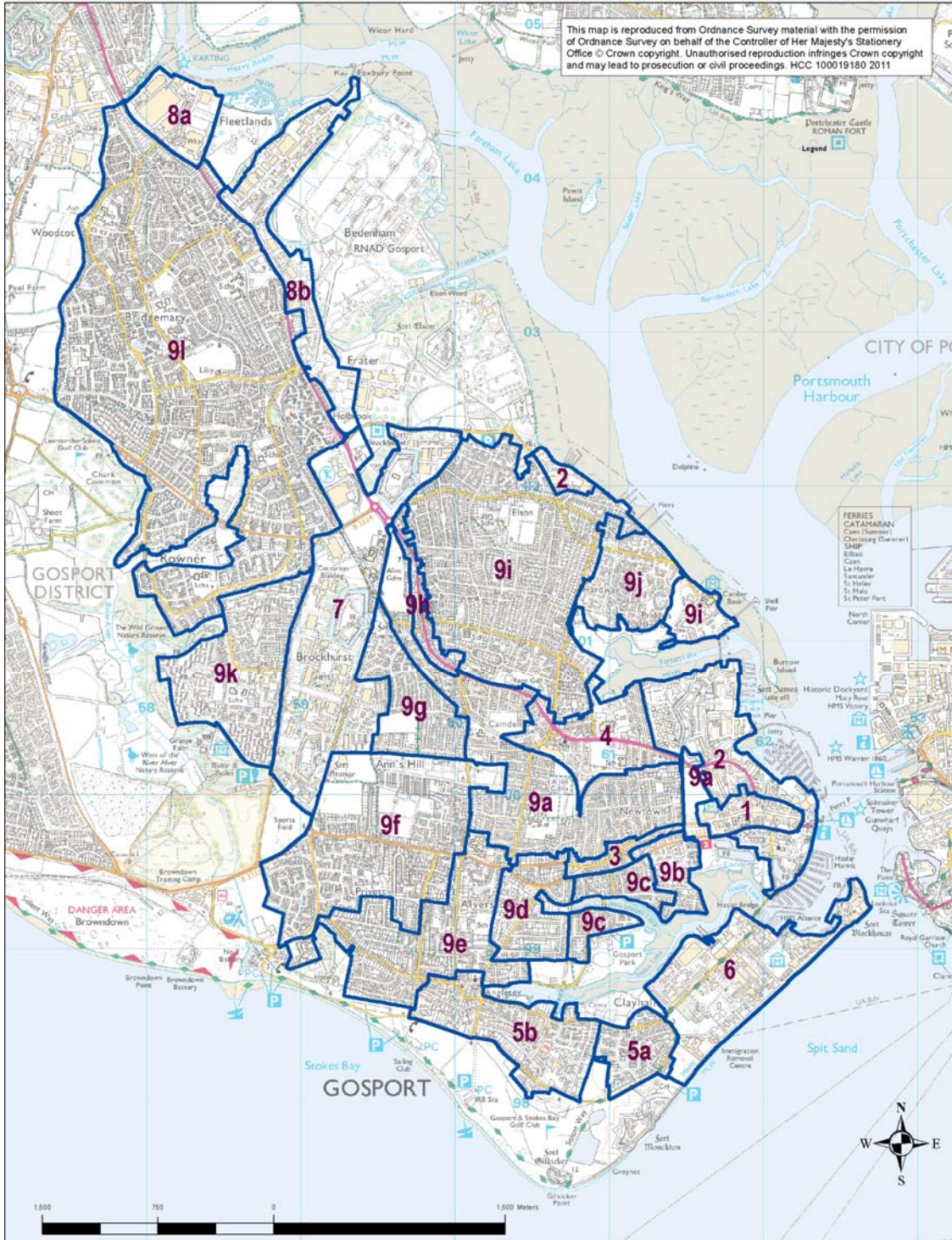
Hampshire Towns Character Assessment – Townscape Types

TCT	Description
01	Medieval Planned Urban Settlement
02	Rural Settlement
03	Post Medieval Development 1600–1819
04	Residential 1820–1869
05	Residential 1870–1914 (Terraces, Semi-detached, Small Detached Houses)
06	Residential 1870–1914 (Villas)
07	Residential 1915–1945
08	Residential Post 1945–Present (Houses and Bungalows)
09	Residential Post 1945–Present (Flats, 4 storey and above)
10	Commercial 1870–1945
11	Large Retail 1950–Present
12	Office/Commercial 1945–Present
13	Business Park 1945–Present
14	Traditional/Older Industrial
15	Industrial 1945–Present
16	Hospital/Education – Older Core
17	Hospital/Education – Modern
18	Defence Pre 1830
19	Defence 1830–1914
20	Defence 1915–Present
21	Civic
22	Religious/Churchyard/Precinct
23	Open Space (Public Park)
24	Open Space (Sports/Recreation)
25	Open Space (Allotments)
26	Open Space (Cemetery)
27	Open Space (Green Corridor)
28	Open Space (School Playing Field)
29	Transport Corridor
30	Civil Infrastructure – e.g. Sewage Works
31	Car Park
32	Mobile Home Park



GOSPORT TOWNSCAPE TYPES





2 CHARACTER AREA DESCRIPTIONS

2.1 GOS01 High Street (Historic Core)

2.1.1 Character Summary

High Street is the commercial core of Gosport town and has some good groups of statutory listed buildings as well as some modern development. The area is broadly characterised by the gentle sweep of High Street and the positive sense of enclosure provided by the area's predominantly traditional buildings set to the back of pavement. There is a general consistency of scale throughout, with most buildings of three storeys and with a broad and diverse palette of traditional and modern materials and styles. The older buildings date principally from the eighteenth and, to a lesser extent, nineteenth centuries, although some may be older. Post-war development in places has partially eroded the historic character of the area, although the high street is the focus of a Conservation Area.

2.1.2 Key Characteristics

- Historic and commercial core of Gosport
- The area is low lying and flat
- Regular, narrow plots running back from High Street
- Consistent building lines, mostly set to back of pavement
- Brick; mostly red and some earlier examples with vitrified headers, buff and yellow brick for later buildings, painted render and a mix of clay tiles and natural slate
- Flat roofs with parapets to much of the modern development which is at odds with the traditional roofscape
- Buildings predominantly three storey (up to five storey to the town hall)
- Commercial mix of uses; shops to ground floor, community and public buildings, offices and some residential above shops
- There are some street trees to the pedestrianised High Street which serve to break up the civic space for markets and events
- The public realm is pedestrian-friendly and has created some good public spaces which are well-used within the town and form the setting to a number of important historic buildings undergoing refurbishment
- Access and connectivity is very good, with a series of roads, lanes and alleys linking High Street to adjacent areas although signage could be improved

2.1.3 Boundaries and setting

This character area forms a narrow zone orientated west–east. It is bounded to the east, north and south by the Waterfront character area (GOS02) with its marinas, public parks and high-rise blocks. To the north-west is the residential suburb of Newtown (GOS09a). To the west is Stokes Road character area (GOS03).

The area's setting comprises a diverse mix of closely-packed, mostly post-war, residential development to the north, the more industrial parts of the waterfront to the north-east, and a marked contrast to the south with high-rise development allowing views to Cockle Pond and Haslar Lake. There are important views to the

open waterfront to the east. A green corridor of open grassed spaces and sports grounds separates High Street from Stokes Road to the west but for the pedestrian the division is mostly experienced by a series of major, and in some cases over-engineered, road intersections with South Street, Creek Road or Walpole Road.

2.1.4 *Designations*

There are ten statutory listed buildings within the character area. The majority are eighteenth-century houses, most of which have been retro-fitted with later, mostly modern, shopfronts. (No.1 High Street is notable as its original façade has been reinstated). There is also an early-nineteenth-century gun bollard in a passage between Nos. 93 and 94 High Street.

The entire character area is contained within the High Street Conservation Area. To the north-west of the character area, the St George Barracks South Conservation Area abuts the boundary and this part of the character area could be considered to form part of its setting.

2.1.5 *Townscape types present* TCT01 and 11.

2.1.6 *Topography*

The High Street character area is set on flat, low-lying land adjacent to Haslar Creek and the waterfront of Portsmouth Harbour.

2.1.7 *Layout and Pattern*

High Street comprises a wide, gently curving principal street opening to a large public square at its eastern end (partly contained within the waterfront character area; GOS02). Smaller roads, lanes and alleyways subdivide High Street into a series of rigid blocks of buildings set within their early plot divisions (probably dating from the medieval period with traits of a planned settlement layout) , creating a fine urban grain to much of the character area with plots running perpendicular to the principal street). The resulting grid pattern is well-established and the scale of the town is clearly seen in views along the central section of High Street and along North Cross Street where the uniformity in the scale and form of the historic buildings in the historic core is best appreciated. To the rear of High Street (stretching north to Mumby Road and south to South Street) much of the earlier fine grain of the town has been removed with much amalgamation of plots for houses, offices and car parking.

2.1.8 *Buildings and materials*

The character area comprises a mix of buildings which is focused on High Street and the groups of older houses which have been retro-fitted with shopfronts (from various periods but now mostly twentieth century) and later purpose-built Victorian mixed-use commercial buildings (including the distinctive public houses of Gosport with their faience-clad facades) and post-war development, usually amalgamating a number of older plots but attempting to maintain the rhythm and grain of the facades through articulation of windows and bays. This is achieved with varying degrees of success. Buildings are mostly of two to three storeys. There is much use of the

parapet to traditional buildings with a pitched roof set behind, and a number of post-war buildings have flat roofs.

The centre of Gosport retains examples of various types of building materials reflecting its historical post-eighteenth-century development. Flemish Bond with hand-made red and vitrified bricks is seen in numbers to the earlier houses, often with steep clay tiled roofs behind parapet walls. Towards the end of the nineteenth century, Welsh slate is used as well as, and in some cases replaces, clay tiles. Timber weatherboarding was prevalent historically (particularly to outbuildings) and is seen on the restored Nos. 91 to 94 High Street.

The nineteenth-century buildings are dominated by the use of plain, rendered buildings incorporating simple details from the Roman and Greek Classical orders. Imitation ashlar is commonly mimicked by 'lining out' the Stucco render. Later Victorian and Edwardian buildings portray a more diverse palette of materials, including sandstone, marble, machine-made bricks and tiles, glazed tiles, yellow stock bricks and reconstituted stone.

Modern buildings incorporate curtain walling and large areas of glazing, and generally terminate in flat roofs. The Town Hall (W.H Saunders and Son, opened in 1964) is a good example of this.

2.1.9 *Predominant land use*

There is a good mix of commercial uses; independent shops to the ground floors with offices and some residential units above shops. There are also community (Town Hall) and public buildings (Library and Museum) giving a lively and well-used feel to town centre.

2.1.10 *Public realm*

High Street is entirely pedestrianised, with red clay block pavements, and is an uninterrupted street surface. The result is a sequence of civic spaces which are well-used by the public and form the setting for some important individual historic buildings and groups of buildings. These pedestrian-friendly spaces are complemented by street trees.

Parking is retained to large areas of surface car parks to the rear of High Street.

2.1.11 *Open space*

The wide section of High Street combined with the setting back of some buildings (most notably the Town Hall) provides a series of open civic spaces along its length. (These spaces are often in shade because of the scale of the Town Hall and some adjacent buildings). Further open hard-surfaced spaces are found to the rear of High Street, used for shoppers' parking and private parking for offices and residential buildings. There is a well-designed civic space to the eastern end of High Street accentuated by the chamfering of development to each side of the street. This pedestrian-friendly space links directly to the waterfront (GOS02). There is no open green space within the character area.

2.1.12 *Biodiversity*

Natural habitats within the historic core are very limited and there is almost no public or private green space within the character area. There are, however, some good street trees and these help relieve some of this distinctly urban space.

2.1.13 *Access and connectivity*

There is an excellent, though poorly signed network, of roads, lanes and alleyways linking the pedestrian north, south and east with neighbouring character areas. To the west and south the transport infrastructure is challenging for the pedestrian and car user alike, with a series of wide busy roads and junctions dominating the public realm. The road network is circuitous and tends to direct traffic to the edges of the town. Access by car to High Street is severely limited but this has created some positive, pedestrian-friendly civic spaces within the town.

2.2 GOS02 Waterfront

2.2.1 Character Summary

Gosport's waterfront is a diverse and historically rich area of the town. The area includes five separate conservation areas: Royal Clarence Yard, Priddy's Hard, Hardway, St George Barracks North and St George Barracks South. For much of its length it is edged by yacht marinas and maritime-related leisure and business activities and industries. The residential conversion of existing historic buildings (many of which are statutory listed) and new development, particularly to Priddy's Hard and Royal Clarence Yard, and the established high-rise, low-density development to the south and east of the town centre (dominating the skyline in distant views) means this area is an important developing mixed-use suburb to the north of the town, retaining much of its historic character.

2.2.2 Key Characteristics

- A diverse mix of residential buildings (converted and new build) mixed with maritime leisure and business uses
- The area is flat and low lying
- Plot size and distribution vary widely
- Buildings lines vary widely
- Red brick, welsh slate, roughcast panels (to blocks of flats)
- Between two and five storeys for historic buildings and up to sixteen storeys for blocks of flats
- Predominantly residential; conversions of existing buildings to provide flats and houses and purpose-built flats (medium- and high-rise), marina developments, marine industries and businesses
- Good tree groups to the south of Trinity Green, otherwise sporadic groups usually to the boundaries of former military sites or surviving sections of former defences
- Generally high-quality public realm associated with recent development on the A32, with good attention to material detailing
- Access and connectivity is varied, with some areas offering only limited but valuable access to the public to the waterfront as a popular public space resource, and some areas, due to former uses, isolated from surrounding areas.

2.2.3 Boundaries and setting

This character area forms a long strip to the west side of Portsmouth Harbour. The area faces onto (and has an important relationship with) the water to the east and south. To the west, the area is bounded by residential suburbs (GOS04 and GOS09) and the character area almost completely encloses the historic core (GOS01).

The character of this area is dominated by its waterfront setting, including creeks, inlets and marinas, and the wider context of the harbour to the east. To the south-west, the urban grain of High Street (a designated conservation area) forms an important part of the waterfront setting. Views from High Street to the waterfront are an important part of its historic character.

2.2.4 *Designations*

There are three Scheduled Ancient Monuments connected with Gosport's naval and military history, and numerous maritime and land-based sites and monuments records in the character area. Earthwork Defences at Priddy's Hard and fortifications north of Mumby Road lie in a visible line to the landward side (west) of Priddy's Hard and Clarence Yard. Fortifications south of Trinity Church (Bastion No. 1) are to the south of the character area.

There are some excellent groups of statutory listed buildings, mostly concentrated in the designated conservation areas with an additional group on Trinity Green. The listed buildings include the Grade II* Church of The Holy Trinity and vicarage, Trinity Green; and a large group of buildings in the Royal Clarence Victualling Yard, including the granary and bakery (Grade II*), pump house, slaughterhouse and superintendent's house. The latter are a valuable group survival of these building types and rival Plymouth Dockyard for their quality and degree of intactness.

The character area includes five designated conservation areas: Royal Clarence Yard; Priddy's Hard; Hardway; St George Barracks North and St George Barracks South. The area also forms the setting to High Street Conservation Area. This conservation area is important in relation to long views from Portsmouth and the harbour towards the historic core of Gosport, as well as from High Street to the waterfront. The historic ordnance depot at Priddy's Hard is centred on the grade I listed Priddy's Hard magazine.

2.2.5 *Townscape types present*

TCT03, 07, 08, 09, 15, 18, 21 and 22.

2.2.6 *Topography*

The area is flat and low lying throughout with some very small variations in level to Priddy's Hard and sections of Trinity Green but these are barely discernible on the ground.

2.2.7 *Layout and Pattern*

This character area comprises a series of former historic military establishments and other residential areas. The former military areas have a consistency to their layout and plan form, with groups of buildings set around large and small spaces forming a series of formal squares. Grouped buildings are usually set at right angles to each other in an informal, in part open, grid. These informal grids are occasionally skewed from each other as buildings address the varied line of the waterfront. This is seen both in historic and new build to Royal Clarence Yard and Priddy's Hard.

The modern housing layout to the south of the historic core was laid out in 1961 and was designed to complement and enclose the Church of the Holy Trinity (Grade II*). There is a striking juxtaposition between the sixteen-storey towers of the twin high-rise blocks of flats, with staggered rectangular plan, and Blomfield's brick Campanile of 1889. Generally, despite the medium- to high-rise scale and massing of the housing in this part of the character area, the feel is of a spacious and uncluttered part of the town (especially when compared to the fine grain, high density of High Street immediately to the north).

2.2.8 *Buildings and materials*

The buildings to the former military areas are confident, well-built, robust structures with traditional proportions and features, such as mansard roofs behind parapets, but largely stripped of ornament or decoration. Their character is strongly related to their grouping and their utilitarian nature and unified use of materials. These can vary between areas, for example St George Barracks is strongly defined by its use of gault/buff bricks, slate roofs and distinctive cast iron veranda. The predominant material, however, is red brick usually seen with natural slate, but also clay tile to earlier buildings.

Post-war buildings within the character area have roughcast panels with some brickwork and large areas of glazing. The most recent development has self-colouring renders and mono-pitched zinc roofs.

2.2.9 *Predominant land use*

For most of the character area the predominant use is residential, with many converted buildings and new buildings providing flat accommodation. There are very few houses in this character area. Elsewhere, there are small areas of commercial uses; largely low-key, maritime industries and businesses relating to the repair, storage and servicing of yachts and craft for the leisure industry. These service the extensive floating marinas which line much of the harbour frontage to this character area and form an important positive part of its waterfront character and appearance.

2.2.10 *Public realm*

The spaces between buildings where there has been more recent development are generally of a high quality and reflective of the popularity of the waterfront as a leisure space and a newly developed residential quarter. Most spaces are shared or completely pedestrianised, and there is a series of open squares and green spaces with trees, either within them or adjacent, which adds to the quality of these areas. The Esplanade is notable for its use of good quality materials and unlimited access to the waterfront.

2.2.11 *Open space*

There is a complex series of open and enclosed spaces throughout the character area, mostly linked at least by footpaths. These include large open areas of surface car parking, formerly part of the storage areas for naval supplies and now used to service buildings converted to flats. There are also more formal squares and civic spaces, mostly adjacent to the medium- and high-rise buildings to the east and south of High Street but also found in the former military areas (although these spaces are semi-private). One of the most important open spaces is The Esplanade. This area is a valuable public access point to the waterfront to enjoy the openness of Portsmouth Harbour and views to the Portsmouth Naval Base and Porchester Castle. Green spaces include the formally landscaped Falkland Gardens and Trinity Green, both of which form an important part of The Esplanade. The scheduled defences, such as Bastion No.1 and those to the west of Clarence Yard, are also now highly valued green and tree-lined amenity spaces. The large urban Walpole Park to the south was originally an army horse field, developed for public use in the 1920s.

2.2.12 *Biodiversity*

Parts of the coastline within the character area are of international importance for biodiversity, particularly intertidal habitats within the two creeks and the variety of coastal habitats adjacent to Priddy's Hard. These areas are part of the Portsmouth Harbour Ramsar Site, Special Protection Area (SPA), and Site of Special Scientific Interest (SSSI), being particularly important bird sites. Parts of Haslar Marina are also designated as part of the Portsmouth Harbour SSSI. The moat of Bastion No. 1 is designated as a Site of Importance for Nature Conservation (SINC), as are the grassland areas of Priddy's Hard. The creeks and inlets are often of restricted access and have been left largely undisturbed for some time.

There are pockets of tree groups, particularly to Trinity Green and its environs and to parts of Priddy's Hard. Elsewhere, there is far less green space or tree cover. To parts of the former naval bases this is particularly apparent and landscaping has been kept to a minimum to ensure the areas do not lose their robust and functional character, despite residential conversion.

2.2.13 *Access and connectivity*

The degree of access to sites is varied, largely due to their former use. As a result there are often limited access points to separate former military sites. The water inlets are, in some cases, barriers to effective access and connectivity although this has been much improved by development and enabling works such as bridges and new footpaths.

Generally there is a far higher degree of access and connectivity to the south of High Street (GOS01) than to the north.

In the absence of a railway line, the Gosport to Portsmouth ferry is still a vital transport link for many people. The Solent Way crosses into the character area via the ferry terminal, and it is possible to walk uninterrupted along this pathway to Warsash and beyond.

2.3 GOS03 Stoke Road environs

2.3.1 Character Summary

The focus of this area is on the linear character of Stoke Road (despite its gentle curve) and the series of diverse but generally older buildings, developed in the first decade of the nineteenth century by the Reverend Bingham of the Holy Trinity Church, which line the roadside, providing good enclosure and interesting townscape throughout. The area has been known locally as Bingham Town for some years. A fine Edwardian Methodist Church with spire is an important landmark. There is a varied scale from two to four storeys, but with most traditional buildings of two or three storeys. The mixed use, of shops combined with cafés, public houses and galleries on the ground floor with mostly residential units above, creates active but poor quality frontages, throughout the day and into the evening. This character area includes the Stoke Road Conservation Area.

2.3.2 Key Characteristics

- Secondary shopping street with well-defined older townscape generally of a good quality
- The area is flat throughout
- Regular, narrow plots perpendicular to the road
- Strongly defined building lines with shops and houses generally to the back of pavement
- Predominantly painted render, some red brick and mostly clay tiles, flat roofs to post-war development
- Two- to four-storey buildings seen, but predominantly three-storey
- Mixed use throughout; shops, food outlets, cafes, restaurants to ground floor, - some of poor quality; residential above, some houses and purpose-built flat developments
- Very few trees or green spaces other than to a limited number of rear gardens
- Generally wide pavements with some attention to materials, some on-street parking
- Good access and connectivity throughout

2.3.3 Boundaries and setting

To the north are the Victorian residential suburbs of Newton (GOS09a) and to the south there are the mixed Victorian/Edwardian and inter-war residential suburbs of GOS09b and GOS09e, with GOS09d (Alverstoke) environs to the south-west.

Stoke Road forms part of a key linear route leading to the historic core and the waterfront. Its setting is defined by the tight urban grain of Victorian/Edwardian and inter-war development at a generally high density. Views from the character area are often along long, straight roads of terraced housing.

2.3.4 *Designations*

There is one statutory listed building in this character area; the Grade II listed Royal Arms Public House, distinctive for its ground floor cast iron portico, projecting over the pavement across the whole of the frontage. It includes Stoke Road Conservation Area. To the north, Peel Road Conservation Area, within GOS09a, forms part of the setting to this character area and vice-versa.

2.3.5 *Townscape types present*

TCT09, 10 and 11.

2.3.6 *Topography*

The land is flat with no distinctive level change.

2.3.7 *Layout and Pattern*

The linear character of Stoke Road (despite its gentle curve) is the strongly defining feature of the layout of this character area. Buildings are consistently set to the back of pavement providing good enclosure throughout. In its wider context, it is an important route to and from town, including for pedestrians, and is part of a complex grid network of mostly Victorian/ Edwardian rectilinear streets which form part of the neighbouring character areas (GOS09a, GOS09b, GOS09c and GOS09d).

Corners are important and generally well defined within the character area.

Given the linear pattern of development, larger buildings, such as the church, are important landmark buildings in oblique views along Stoke Road.

2.3.8 *Buildings and materials*

There is some degree of consistency to groups of buildings to the south side of the road, as opposed to the north. To the south, buildings are generally between two and three storeys and comprise short blocks of buildings on regular, narrow plots mostly east of Shaftesbury Road, and wider plots with more amalgamation and fragmentation to the west of Shaftesbury Road. To the north side of Stoke Road, whilst still retaining blocks of buildings dissected by rectilinear roads running northwards, the form of development is more fragmented and varied with three- and four-storey buildings mixed throughout with single-storey development.

Early built form is characterised by its simple and modest scale and design. The majority of the buildings are painted render, some with parapet walls and hipped clay tiled roofs behind. Red brick is limited but prominent on the Methodist Church and other significant individual historic buildings in the streetscene. Roofs are a mix of clay tiles and natural slate. Flat roofs, most with parapets, are seen on the majority of post-war development.

2.3.9 *Predominant land use*

Use is a mix of commercial; ground floor shops, cafés, restaurants and public houses, with residential and office uses above. Many shops have been retro-fitted to former houses. There are some purpose-built shop units and some post-war purpose-built blocks of flats. The Methodist and Holy Trinity churches are dominant landmark buildings in the streetscene.

2.3.10 *Public realm*

Wide pavements, with on-street parking successfully incorporated, and the use of varied surface materials have lifted the quality of the public realm, and the street is generally uncluttered and spacious.

2.3.11 *Open space*

There is limited green space within the character area, except for a part of Walpole Park to the east (GOS02). There are small rear gardens to shops and flats. Purpose-built blocks of flats have larger, green, landscaped courtyard spaces to the front and rear of blocks. There are some hard-surfaced areas of parking to the rear of the shops and flats to the north and south sides of the road. These are largely hidden from view and are accessed via rear lanes (Jamaica Place or South Street) to the south or connecting streets to the north.

2.3.12 *Biodiversity*

There are very few trees, other than a good group to the rear gardens of houses in Elmhurst Road, which are seen as a backdrop to development on the north side of this section of Stoke Road. There is limited opportunity for small gardens to link to form green corridors due to the complex small-scale grid pattern of the surrounding townscape.

2.3.13 *Access and connectivity*

There is good access and connectivity throughout, for both pedestrian and car user, attributable to the area's origins as an area with numerous residential side streets off Stoke Road. However, South Street, a twentieth-century addition parallel to Stoke Road, cuts across the fine-grain character. This has resulted in less easy north–south movements for pedestrians as they potentially have to cross two main roads.

2.4 GOS04 Forton

2.4.1 Character Summary

The Forton character area has two focuses which are diverse in character but are linked by the meandering Forton Road (A32), a major access route to the historic core and waterfront. The eastern section of the character area is diverse in terms of built form but is dominated by the spectacular range of buildings dating from the late 1840s which form the front range of the former Forton Barracks which now house part of St Vincent Sixth Form College. This range, along with its open setting to the south, and early boatbuilders' houses (Grade II listed) in Ferrol Road, are designated as the Forton Conservation Area. To the west of this group, the district centre of Forton lies around the junction of Forton Road and The Crossways with the prominent roadside fleche of the church of St John The Evangelist (Blomfield, 1907) to the south-east. This is a mixed-use area but dominated by the busy Forton Road (A32).

2.4.2 Key characteristics

- Suburb with early origins relating to its proximity to Forton Lake with significant survival of former military architecture
- The area is flat and low lying
- Generally small regular plots to residential sections, large open plots to former military areas (now grounds of college)
- Building lines are consistent throughout with houses and other buildings either to the back of pavement or slightly set back
- Red brick and natural slate to military buildings, weatherboarding and clay tiles to early cottage-scale houses and predominantly painted render and modern interlocking tiles to remaining areas
- Scale varies widely but is predominantly two storey, also includes blocks of flats of four storeys and medium-rise blocks of eleven storeys
- Predominantly residential; mix of flats and houses, some educational uses to former military buildings, commercial uses to ground floors in the district centre, shops and public houses
- Good public and semi-private open green spaces with only limited individual trees to boundaries
- Public realm is neglected and dated, and dominated by busy traffic routes (in particular Forton Road), on-street parking throughout (where not restricted), no grass verges or street trees
- Access and connectivity is good but Forton Road (A32) is a significant barrier to pedestrian flow north-south

2.4.3 Boundaries and setting

This character area is surrounded by development on three sides; south, west and east. To the south it is bounded by the Camden Town and Newtown residential suburbs (GOS09a) and to the north-west by the Elson and Hardway suburbs (GOS09h and GOS09j). To the east is Priddy's Hard, part of the waterfront character area (GOS02). The character area bounds Forton Lake to the north.

The setting, enclosed by suburbs, is one of a high-density urban grain, broken only by the 'Forton Lake' inlet to the north.

2.4.4 *Designations*

The area covers part of the Forton Road Conservation Area. The conservation area contains a number of statutory listed buildings on Forton Road itself. These include the Grade II Commandant's House and St Vincent School buildings. Ferrol Road has a short terrace of Grade II listed weatherboarded houses, thought to have been boatbuilders' cottages, which are valuable survivals in this much redeveloped part of the town.

2.4.5 *Townscape types present*

TCT03, 04, 05, 08, 09, 14, 15, 16 and 23.

2.4.6 *Topography*

The area is flat and low lying.

2.4.7 *Layout and Pattern*

The area is dominated by Forton Road (A32), a major access route to and from Gosport town centre (historic core; GOS01) and waterfront (GOS02), which meanders through the character area with rectilinear roads set perpendicular to the main route.

The quality and consistency of townscape varies throughout with much post-war development (blocks of flats set in community gardens) set back off the building line and some voids in the streetscene caused by buildings being replaced with car parks or hardstandings. Traditional townscape is well defined where found and to the back of pavement, or just set back with small gardens/front areas with brick boundary walls.

2.4.8 *Buildings and materials*

There is a very wide range of building types to this character area, falling broadly into three types. The first group is the military survivals of individual houses, buildings, and groups of buildings largely found within the Forton Conservation Area, including the fine range of brick-built barracks to the north side of Forton Road, St. Vincent House (built as the Commandant's residence by Captain H. James (RE) in 1847) and No. 1 Armstrong Close (whose boundary contains an Admiralty boundary marker) and also Nos. 2-12 Halliday Close which form an important focal point on the western edge of Forton Field. The terrace was originally built as Officers' Quarters for the Barracks during the late-nineteenth century and is now Grade II listed. The second group comprises older surviving houses and buildings such as Nos. 36-46 Forton Road, possibly a late-eighteenth-century group, and the two groups of what are believed to be boatbuilders' cottages to Ferrol Road. Further to these, but of a later date, are the church, and terraces of mostly two-storey houses and some purpose-built shops, houses, and public houses of the late-nineteenth century. Though much altered, these buildings still form good groups; Parham Road being a good example. The final group is the post-war development which largely comprises small and large groups of purpose-built flats, some at eleven storeys, which tend to

dominate the skyline in distant views. These are generally set in their own green spaces.

Materials are varied but tend to be the typical Gosport split of red brick and tile or slate for the surviving military buildings, and a combination of painted render and some brick for non-military housing and other buildings. A notable survival is the weatherboarding to the group in Ferrol Road. This material is suspected to have been more widespread but there are very few survivals of this vernacular material; making the Ferrol Road group all the more significant.

2.4.9 *Predominant land use*

The area is predominantly residential with a mix of purpose-built flats and houses. St Vincent College is an important educational establishment in the area and is a good reuse of historic military buildings and spaces. The church of St John the Evangelist is a prominent landmark in the streetscene. Further to this, there is a low-key mix of district uses such as small shops, cafés, takeaways and public houses.

2.4.10 *Public realm*

The wide pavements in this character area do little to relieve the busy nature of Forton Road. Elsewhere, most roads have on-street parking but are usually well defined by strong boundary treatments. A notable lack of grass verges and street trees gives a very strong urban feel to this part of the town, reinforced by some of the robust boundary treatments; railings and brick walls, particularly to former military buildings.

2.4.11 *Open space*

Forton Field is a valuable open amenity space with few trees, and forms an important setting to a number of statutory listed buildings and groups of buildings. Otherwise, there is further semi-private space within St Vincent College and there is some semi-private amenity space to the grouped blocks of flats to the north side of Forton Road.

2.4.12 *Biodiversity*

Internationally protected intertidal habitats, described in GOS02, lie adjacent to the north at the creek mouth. The school playing fields and other open spaces form a green swathe through the character area, and abut the creek, providing some urban habitats and links. Some reasonably sized gardens are linked but there is limited tree cover and no significant tree groups within the character area.

2.4.13 *Access and connectivity*

There is good access and connectivity throughout due to the network of roads and streets linked to footpaths leading south across the allotment spaces. Forton Lakes, and the former military establishments with closed boundaries, are a barrier to connectivity, particularly to the east.

2.5 GOS05 Alverstoke & Clayhall

2.5.1 Character Summary

This area grew around the village of Alverstoke (which is of Saxon origin) at the end of Haslar Creek. Through various incarnations, including the Regency suburb of Anglesey (after its benefactor the Marquis of Anglesey) which never developed further than a few streets, it has become a large and diverse suburban area with small pockets of much older buildings (mostly Regency and most statutory listed), surrounded by much later development. Despite this, the area has a pleasant and distinctly spacious character with some good set-piece historic townscape. Much of the character area is designated by Conservation Areas, including Alverstoke Conservation Area (associated with the early village) and Anglesey Conservation Area (to the south of the creek, taking in part of the creek itself). The area known as Clayhall has been identified as a sub-area because, whilst it is closely related to the creek, Anglesey and the general residential suburban character, it is a larger area of a single build phase with a distinctive late-twentieth-century plan. There are two sub-areas to this character area reflecting the different periods of development within the character area.

2.5.2 Key Characteristics

Sub-areas of GOS05

05a. Clayhalls

- Mostly post-war, medium- to high-density residential development
- The land is flat and low lying
- Regular plots, most houses have front and rear gardens, mix of detached, semi-detached and short terraces
- Varied building lines, consistent to terraces and older development, more diverse to post-war development with staggered and offset building lines to cranked feeder roads
- Red brick, but much rendered and painted, tile hanging, clay tile, slate and modern interlocking clay tiles
- Two-storey houses throughout
- Entirely residential; mostly single-family dwelling houses, isolated low-rise blocks of flats
- Limited number of mature trees, mostly ornamental varieties, to front and rear gardens
- Some larger areas of green space and wide verges with some trees, on-street parking throughout putting pressure on older streets
- Good access and connectivity despite peninsular location

05b. *Alverstoke Village and Anglesey environs*

- Older areas interspersed with inter-war and post-war housing generally at a low to medium density together with subsumed village core
- The area is flat and low lying but with a slight rise south towards Stokes Bay, and a shallow valley form over a filled creek in the central part of the character area
- Regular plots, most houses with large gardens, semi-detached and detached (the notable exception being The Crescent)
- Consistent building lines to streets, houses set back in small and medium-sized gardens often with front boundary walls or mature hedges or both
- Buildings almost entirely two-, with occasional two and a half storey (with dormers) or three storey (and more) to older pockets of development (e.g. The Crescent and environs)
- Almost entirely residential; single-family dwelling houses, low-rise blocks of flats and houses converted to flats
- Occasional good tree groups to the rear gardens of older houses, otherwise mostly ornamental trees to front and rear gardens
- Generally good public realm with uncluttered streets, some wide roads with on-street parking and some grass verges
- Good access and connectivity, especially to the waterfront to the south and parts of the creek

2.5.3 *Boundaries and setting*

The southern boundary to the character area comprises the open green spaces and golf course to Stokes Bay. To the east is Haslar Hospital (GOS06), and to the west and north are the residential suburbs (GOS09c, GOS09d and GOS09e).

The setting of the character area is strongly related to its open relationship to the green spaces of Stokes Bay to the south, and contrast with predominantly medium-urban-grain suburban extensions of Gosport (sub-areas of GOS09e) to the north. This contrast is striking and gives this area a pronounced edge. Part of the northern boundary is very strongly defined by the edge of the creek and its setting, although the character area includes the upper sections of the creek. This is particularly important in views from Haslar Peninsular (GOS06).

2.5.4 *Designations*

Gilkicker Fort and Fort Monckton are both Scheduled Ancient Monuments, protected within the open space setting of Stokes Bay and Gilkicker point, as are the fortifications of Fort Road, protected as part of Crescent Park.

The Crescent (built 1830) is Grade II* listed and is described by Pevsner as an 'Architectural Tour de Force'. Nearby, a series of semi-detached pairs of stuccoed villas are also statutory listed at Grade II. Alverstoke village has a series of individual and groups of statutory Grade II listed (mostly early- to mid-nineteenth-century) houses and villas but with the odd vernacular timber-framed survival.

There are four conservation areas which cover most of the character area and include the creek but exclude the Clayhalls area (sub-area GOS05a and an area to the west).

2.5.5 *Townscape types present*
TCT02, 05, 07, 08, 20, 24, 25, 26 and 27.

2.5.6 *Topography*
The landform rises very gently towards the south and the boundary with Stokes Bay, but this level change is very subtle and most of the area would be considered flat and low lying.

2.5.7 *Layout and Pattern*
There are four phases of development within this character area which have distinct layout patterns but are insufficiently large or individual to warrant sub-area definition. The very early development still defines the historic core of the village of Alverstoke; narrow winding roads and lanes leading off, and defining, a small green to the south-west of the imposing Church of St Mary, with continuous development on tight plots forming a tight historic urban grain. This quickly gives way in all directions to the second, more planned layout, phase of the rectilinear roads of first Regency (including The Crescent; a shallow, curving, grand terrace of stuccoed town houses), then grand, mostly semi-detached, mid to late Victorian villas and Edwardian houses. The third phase is the wide streets with semi-detached and detached inter-war and post-war houses set in large plots, still with a consistent building line but with generous space around houses, and large gardens. The final phase is that of post-war infill which takes on a number layout forms but is mostly small cul-de-sac development of low to medium density.

The distinctive characteristic, when this is combined, is the surprise and delight of happening across a grand road of houses, or smaller group of houses within a road, rather than the consistent and rhythmic repetition of buildings seen to the north.

2.5.8 *Buildings and materials*
The villa is the dominating building type defining the older periods of this character area. These are found in a grand terrace form (for example, The Crescent), as semi-detached pairs and individual houses. They range between two and three storeys and occasionally more (e.g. The Crescent's three storey and attic storey). The semi-detached villas of the Victorian and Edwardian periods are seen in numbers with gabled bays, attic storeys and decorative joinery and an array of elaborate materials, such as terracotta for architectural details. Inter-war and post-war housing is less distinguished with occasional architecturally-striking individual buildings set within groups of townscape.

For the older Regency periods, painted stucco with natural slate dominates. This is also seen to the more varied buildings (stylistically) in the village. Red brick and clay tile is seen to later large houses through to the post-war period, but also painted render and modern concrete interlocking tiles are seen in numbers.

2.5.9 *Predominant land use*

The prevailing use is residential. This is mostly single-family private dwelling houses but there is also a series of isolated and individually-designed low-rise blocks of flats, and some conversion of houses to flats. Alverstoke village has some commercial and former commercial businesses and the Church of St Mary sits within its large churchyard to the north-east of the village centre.

2.5.10 *Public realm*

Roads are generally wide and well defined (with the exception of the village core) with on-street parking which can, particularly to the village core and sections of Clayhalls Road (GOS05a), create the appearance of a car-dominated townscape. Elsewhere, there are well-defined boundaries throughout; some trees and mature hedges. There is a notable absence of grass verges or street trees in this character area. Lighting is generally low-key and unobtrusive.

2.5.11 *Open space*

Public open space is relatively limited within GOS05a other than landscaped areas alongside the roads, although private gardens are often generous. GOS05b, however, contains large swathes of both public and private open space, often coastal, which is an important characteristic of the area. To the south of half of the character, the area around Gillkicker Point and Stokes Bay is given over to coastal amenity green space along the Solent shoreline – with coastal common origins. This is partly a private golf course, but the Solent Way gives access across it to Gilkicker Point and the forts, and along the coastline to the large Stokes Bay Public Park and recreation ground. To the north, there is a series of open spaces around the creek, including two public parks with views over Stoke Lake, an allotment site and the large Haslar Royal Navy Cemetery which is also open to the public. Crescent Gardens is also a notable area of landscaped green space to the south of The Crescent which forms an important part of the setting of these Grade II* listed buildings. To some parts there are large private gardens or open spaces related to flats.

2.5.12 *Biodiversity*

The area is important for biodiversity. There are seven SINC's within or adjacent to the character area. Most of the coastal and waterside green spaces are designated for their local biodiversity value, including the shingle foreshore and much of the golf course. These sites also form an important setting for the various historic coastal defence sites. Gilkicker Point to the south is a 'cusped foreland', a triangular-shaped accumulation of sand and shingle supporting specialist plants. Within the built area, large gardens (often backing onto the green spaces), together with green links such as the cycle path, also interlink to form larger urban habitat patches.

2.5.13 *Access and connectivity*

There is good access and connectivity throughout with an effective grid of roads and spaces, despite at least part of the character area being located on the Haslar Peninsula. There are also good pedestrian and cycling links through the character area linking the town centre and esplanade with the coastal paths and parks, making these an important asset for the whole town.

2.6 GOS06 Haslar peninsula

2.6.1 Character Summary

The key characteristic of this character area is the formality in the layout of Haslar Hospital (most dominant), the Victorian gunboat yard and Fort Blockhouse (many of the buildings are statutory listed, some at the higher grade of II*); the form of the buildings and grounds and the subservient scale of surrounding buildings to the principal hospital buildings. There is a carefully considered hierarchy in the formal layout, with the hospital dominating the character area with its main elevation forming a notable landmark within the character area and beyond. Surrounding the hospital complex is a series of military establishments including the former HMS Hornet, Coastal Forces base, now housing (amongst other naval uses) the Royal Naval Sailing Association's sailing club. There is also the gunboat yard and the former submarine base at Blockhouse where highly functional buildings, spaces and groups of structures remain and are of mostly historic and some architectural interest. The entire character area is designated as the Haslar Peninsular Conservation Area.

2.6.2 Key characteristics

- Mid-eighteenth-century hospital complex (first large hospital built by the Royal Navy) and associated groups of naval buildings with a strong association with their waterside setting
- The land is flat and low lying
- A series of mostly large plots with large buildings or groups of buildings set within them
- There are three formal landscapes associated with Haslar; the gunboat yard, the ship testing tanks and Fort Blockhouse
- A very important and sensitive series of buildings set out within a careful hierarchy and strongly defining and enclosing formal spaces
- Red brick and natural slate, profile metal walls and roofs to industrial-type buildings and hangars, flat roofs to twentieth-century buildings
- Buildings range between two and four storey, with some individual functional buildings (such as the hospital water tower) higher and having landmark qualities
- Military and civilian hospital, stores, offices, ancillary buildings, sailing club, operational naval buildings
- There are some good groups of formally arranged trees (avenues) and informally planted mature trees (to the front and rear gardens of eighteenth-century houses)
- The public realm is generally very good with formal well-defined wide roads, shared spaces within the hospital site, some street trees and wide grass verges or open green spaces adjacent to roadsides
- Access and connectivity varies due to the nature of some of the uses. Once within sites, there is a good grid of roads and footpaths through the sites

2.6.3 *Boundaries and setting*

This character area forms a peninsular, surrounded by water on three sides. To the north is the inlet known as Haslar Lake, to the east is Portsmouth Harbour and to the south is the Solent. Its western boundary is formed with the Clayhall suburb (GOS05a).

The setting of the area is strongly defined by the various surrounding stretches of water; the Solent, Portsmouth Harbour and Haslar Lake. The setting can extend for some considerable distance in the case of the harbour and the Solent.

2.6.4 *Designations*

Fort Blockhouse and the Haslar Gunboats Yard are Scheduled Monuments. There is a collection of statutory listed buildings concentrated on the Royal Naval Hospital Haslar. These are buildings which form important functional groups, ranging from the mid-eighteenth- (mostly circa 1756) and mid-nineteenth century. The chapel is notable for its Grade II* listing.

The entire character area is designated as the Haslar Peninsula Conservation Area, and the Royal Naval Hospital Haslar is designated as an Historic Park and Garden.

2.6.5 *Townscape types present* TCT18.

2.6.6 *Topography*

The area is flat and low lying throughout with long-distance views out to the Solent and Portsmouth Harbour and corresponding views (particularly from Portsmouth) towards the hospital complex at the centre of the character area.

2.6.7 *Layout and Pattern*

The hospital is laid out as a very formal and carefully considered series of buildings and spaces, relating formerly to a series of functional buildings and areas that related to its origins as the first large Royal Naval Hospital in the country. It officially closed as the last military hospital in the UK in 2007. Very broadly, the original hospital complex comprises three-quarters of a perimeter block, each range with a central light-well with the western range missing. To the west, set axially, is the chapel. The block has now been filled with modern buildings to create the perimeter plan. Around the perimeter of the hospital complex is a series of groups of buildings from eighteenth-century townhouses to larger complexes of modern buildings. The scale does not exceed that of the hospital's principal buildings; a grand three storey.

Further sites within the character area are more industrial in their character and form grids of buildings largely dictated by topography; particularly the line of the various waterfronts. This is especially the case to the very eastern tip of the peninsular where buildings set in a tight fine-grained group attempt some degree of uniformity but are constrained and defined by the waterfront and the historic presence of Fort Blockhouse to its centre. This has created a group of buildings of some interest and complexity.

2.6.8 *Buildings and materials*

There are three main phases of building within the character area. The first reflects the fixed period of development of the hospital in the mid-eighteenth century and comprises essentially classically-detailed buildings strictly governed by proportion and the use of the sash window and red brick and natural slate. Later buildings, within the Victorian period of expansion, are also of red brick and natural slate making these materials a very strongly defining element of the character of the hospital site. Within the twentieth century there is more variation to materials and, in particular, the colour of brick and the use of zinc and other materials for very-low-pitched or flat roofs to modern extensions to the hospital complex.

To the surrounding sites, red brick and natural slate are the dominant materials with grey and off-white profile metal for more industrial-type buildings, such as the Gunboat Sheds, which form a significant landmark visible from the north and forming a distinctive backdrop to Haslar Creek.

Of note are some of the more unusual buildings on the site, such as the Submarine Escape Tower, dating from the 1950s, and the more elaborate and striking water tower to the hospital site beyond; both form notable landmarks on the skyline of Haslar Peninsular.

Boundaries to the sites, most notably the hospital, form an important part of the strongly defined geometry of the built form and this includes a series of long stretches of red brick boundary walls and to a lesser degree cast iron railings.

2.6.9 *Predominant land use*

There is a complex mix of land uses including a private hospital, mixed residential, ancillary offices, student accommodation, a sailing club and former, highly functional buildings such as the Submarine Escape Tower and sections of Fort Blockhouse.

2.6.10 *Public realm*

The quality of the public realm is generally good with well-defined public spaces and formal and informal areas within the sites. Materials vary and there is a good use of trees to line spaces and routes across green space. Modern, high-level fencing in places is unattractive but part of the restrictive access policy for some sites within the character area.

2.6.11 *Open space*

To the south-west of the main hospital, the chapel, boundary wall and officers' terrace enclose semi-formal planting; large green spaces which are well defined by trees and have avenues of trees within them. These make up the core of the historic 'Airing grounds'. To the immediate east of the hospital are sports grounds; football, rugby pitches and tennis courts. To the north and west are Haslar Cemetery and the Paddock. The cemetery dates from 1826 and was in use until 1859. It contains a number of important memorials, and is bounded by a brick wall and notable tree groups.

There are a large number of hardstandings to buildings, particularly on the periphery of the hospital, with most buildings defined by surface-level car parking to at least one and often more facades.

2.6.12 *Biodiversity*

There are a series of large and intimate green spaces throughout the character area and a good degree of formal and informal tree cover throughout. These open spaces are also linked directly to the designated intertidal habitats within the creek, to the Solent waterfront and further large green spaces beyond (for example, Stokes Bay).

2.6.13 *Access and connectivity*

Once within sites there is good connectivity between areas, most of which is very pedestrian-friendly. Given former and some present uses, access is restricted to some sites making connectivity across the character area a significant issue, especially when combined with the constraints of the character area as a peninsular.

2.7 GOS07 HMS Sultan (Palmerston Fort Line)

2.7.1 Character Summary

This large character area effectively divides Gosport suburbs into two, running north–south. It largely comprises the Royal Naval Training Establishment, HMS Sultan. The area was originally one of the earliest Royal Flying Corps and Royal Naval Air Service airfields in the country. The present HMS Sultan, established in 1956, is the headquarters of the Defence College of Electro mechanical Engineering (DCEME). It is home to the Royal Naval School of Marine Engineering (RNSME) and the Royal Naval Air Engineering and Survival School (RNAESS). The area's military connections go back to circa 1850–1860 when Forts Grange, Rowner and Brockhurst were built as a series of polygonal fortresses; each a heavily ramparted symmetrical six-sided polygon with a moat (partially filled in places). The forts, known collectively as the Palmerston Forts, formed a formidable defensive ring around Portsmouth and the harbour. Two of the forts (Rowner and Grange) are within the perimeter of the naval establishment. Fort Brockhurst is north of Fareham Road with an industrial estate to the far north. Fort Brockhurst is a major landmark on entering and leaving Gosport, but Grange and Rowner are lost within the naval base, which is largely characterised by industrial-type sheds, workshops, hangars and classrooms set within generous open areas of grass, parking and sports pitches.

2.7.2 Key characteristics

- Royal Naval training establishment including two forts from the Palmerston Fort Line and a further fort and industrial estate to the north
- The area is flat and low lying apart from the ramparted sections of the forts (particularly Fort Brockhurst seen from Fareham Road)
- Medium-sized to large, regular plots (interspersed with the polygonal forts)
- Modern buildings set on a grid, with consistent building lines to groups interrupted by the forts
- Profile metal (mostly grey coloured), brick (various colours), asbestos-cement sheeting or profile metal for roofs, either flat or at very low pitches. Red brick and granite to the forts
- Two-storey or equivalent to two-storey domestic buildings (height to eaves)
- Good open green spaces throughout and good tree groups, particularly to fort settings (within the former moats)
- Absence of publicly accessible space except the green space around Fort Brockhurst (owned by English Heritage). Roads are generally well defined with grass verges and occasionally tree lined
- Access and connectivity (apart from Brockhurst Industrial Estate) is very limited due to the sensitivities of the uses on the site

2.7.3 *Boundaries and setting*

The character area forms an area of land orientated north–south dividing the northern residential suburbs (GOS09f, GOS09gm, GOS09h and GOS09i) from the outer residential suburbs (GOS09l and GOS09k). It is bounded to the east for the most part by Military Road, with the residential suburbs of Gomer, Ann’s Hill and Privett (GOS09f), Hermitage (GOS09g), Brockhurst Road environs (GOS09h) and Elson and Hardway (GOS09i), and to the west by the Bridgemary and Woodcot suburbs (GOS10l) and Rowner suburbs (GOS09k).

Divided by the railway line, the character area’s setting is dominated by the often high-density urban grain of the surrounding residential suburbs. However, due to the use, patterns and building types, this area feels cut off from adjacent parts of Gosport and its heritage importance is often not appreciated.

2.7.4 *Designations*

There are five statutory listed buildings. These are the Grade II listed Fort Rowner, two boundary markers on Military Road and Fort Grange and Fort Brockhurst, both the latter are also Scheduled Ancient Monuments.

There are no designated conservation areas within the character area.

2.7.5 *Townscape types present*

TCT12, 15 and 19.

2.7.6 *Topography*

The area is flat and low lying throughout. The forts have significant earthworks associated with their construction and sit higher than ground level. Often these level changes are masked by heavy vegetation and/or tree groups. The level changes are most notable to Fort Brockhurst which sits adjacent to the busy A32; one of the principal routes to and from the town.

2.7.7 *Layout and Pattern*

The character area can be divided into two sections, to the east and west of the A32, but they share very similar characteristics in terms of layout. To the east of the A32 and to the north of Fort Brockhurst is Brockhurst Industrial Estate. This area shares a common layout to buildings set within the Royal Naval Training Establishment to the west of the A32 (Fareham Road); namely a single access road leading to feeder roads with buildings distributed along their length in a grid with consistent building lines to the roadside. They are set on a mix of small, medium-sized and large rectangular plots. Buildings are often set within hardstandings (to the far north), or large areas of tarmac for storage, or grassed areas. To the west side of the A32 buildings are built around the fortifications (Forts Rowner and Grange) which comprise low profile structures disguised by earth and grass banks on a polygonal plan and often surrounded on two sides or more by moats (some have been filled). In the case of Fort Brockhurst (to the east of the A32), the southern edge of the moated area defines the edge of the A32, giving this particular feature much prominence when travelling to and from Gosport.

2.7.8 *Buildings and materials*

The industrial-type buildings found throughout the character area are of a simple form and a range of small, medium-sized and large, rectangular-plan industrial sheds, hangars, workshops, some offices and classrooms (the latter have slightly more architectural detailing and higher quality materials). Roofs are generally very low pitched or flat. There are many different colours and types of brick and some buildings are entirely clad in profile metal with the same used for the roofs.

The forts were built between 1858 and 1863 as part of an outer defence line for the protection of Gosport and Portsmouth dockyards. The three are almost identical in their form; six-sided, symmetrical polygonal plan surrounded by a moat. The two outer lines often make a very obtuse angle, at which point caponieres project; these generally have a series of rifle loops above gun casemates, facing the line of the former moats. To the centre, the keep is a circular courtyard with a two-storey barrack elevation. A roadway passes along the axis, crossing the moats (some of which are partly filled) via drawbridges. The earthworks above the keep provided gun emplacements capable of firing across the parade. Inner barracks are brick-lined, and exposed brick is seen in places to the outer defences (caponieres). Detailing is usually brought out in stone.

2.7.9 *Predominant land use*

Fort Brockhurst is owned by English Heritage, which allows occasional public access. To the north is a small industrial estate with largely storage and warehouse distribution uses.

HMS Sultan occupies the majority of the character area to the south of Fareham Road (approximately 179 acres). It is the largest of the Royal Navy's training establishments, with around 3000 service and civilian personnel. The establishment comprises two sites divided by Military Road. The larger site (to the west) contains administration, training and officers' facilities. The eastern site comprises mainly living accommodation and recreational facilities. Facilities within the larger site include a bank, post office, shop, bars, clubs and service community facilities such as medical and dental surgeries.

There is a large sports and recreation centre, an astro-turf all-weather pitch and extensive playing fields, and indoor and outdoor tennis and squash courts.

2.7.10 *Public realm*

The public realm is well defined throughout and for much of the naval base comprises shared spaces, wide grass verges and often tree-lined roads. There are less trees and green spaces to Brockhurst Industrial Estate to the north.

2.7.11 *Open space*

There is a very generous provision of open space to HMS Sultan but this is largely restricted to authorised personnel only. Sports fields, recreation grounds, tennis courts, artificial sports pitches and general areas of open green space are found throughout HMS Sultan. There are also large areas of surface-level parking throughout the character area. The forts are characterised by large areas of open space which form the considerable earthworks to their outer defences. These outer

defences have often been left to turn semi-wild, with vegetation and self-seeded tree groups. Fort Brockhurst, in particular, has an attractive backdrop of trees seen across the water-filled moat.

2.7.12 *Biodiversity*

Alder Lane sports pitch, at the southern end of the character area, is a SINC and connects up with larger coastal green spaces in GOS05b, and Browndown Common. Although much of the open space is hardstanding there are large patches of semi-natural scrub and tree cover around the two forts, which both have moated settings. There is a good tree belt along Military Road. Together with the open spaces these provide various wildlife habitats and links. Fareham Road is a barrier to linkage across the site but the former railway line (route for the Bus Rapid Transit (BRT) scheme) is a good wildlife corridor linking green sites and small areas of woodland within and beyond the character area.

2.7.13 *Access and connectivity*

Access to HMS Sultan is restricted to authorised personnel only because of the sensitivities of the site's use. Elsewhere, access is adequate but reflective of the industrial uses. Once within the restricted site access and connectivity is excellent, with tree-lined footpaths and open spaces linked to provide good pedestrian access to all areas. Car users are similarly well connected once inside the site.

2.8 GOS08 Fleetlands Industrial Estates

2.8.1 Character Summary

The industrial estates of Gosport have a single entry access road with feeder roads to units in a loose grid pattern. Whilst the two estates are physically separated, and the Main Road environs estate is a far more constrained site, both have a similar grid plan. Both the Lederle Lane environs estate (GOS08a) and Main Road environs estate (GOS08b) share very similar characteristics and are set on the north-eastern edge of the urban extensions to the town, adjacent to military establishments lining the harbour frontage

2.8.2 Key characteristics

Sub-areas of GOS08

08a. Lederle Lane environs industrial estate

- Mix of large and very large industrial units
- The topography is flat
- Large, regular plots set in a skewed grid of access and feeder roads (set on the line of Fareham Road)
- Consistent building lines to roadsides
- Brick, profile metal cladding (mostly grey, some buff and green), also used for roofs
- Large- and very-large-scale buildings, equivalent to one-and-a-half- to two-storey domestic buildings (to eaves height), with northlights
- Industrial; manufacturing, some warehousing, distribution and ancillary office uses
- Limited trees to character area, mostly single trees to boundaries
- Public realm is car-dominated but pedestrian routes to and from buildings are landscaped in part and well maintained
- Poor access and egress and connectivity due to the use and road layout

08b. Main Road environs industrial estate

- Some small, but mostly medium- and large-scale industrial buildings
- The topography is flat
- Medium-sized to large, regular plots, some with multiple buildings on a plot
- Consistent building line, structures set in grid of access and feeder roads
- Profile metal cladding to steel frame to walls and roof (grey and buff colours)
- Some small, mostly medium- and large-scale buildings, equivalent to one-and-a-half- to two-storey domestic buildings (to eaves height)
- Light industrial, manufacturing with some office units
- Very limited tree cover other than to boundaries
- Public realm is car-dominated but pedestrian routes to and from buildings are landscaped in part and well maintained
- Generally good access but poor connectivity due to the single access and egress feeder roads to units

2.8.3 *Boundaries and setting*

The character area is divided into two sub-areas; Lederle Lane environs estate (GOS08a) and Main Road environs estate (GOS08b). Both share their western boundaries with the Bridgemary and Woodcot outer residential suburbs (GOS091). To the east lies a tidal inlet of Portsmouth Harbour with the prominent Bedenham Royal Naval Armaments Depot, and Fleetlands Royal Navy Aircraft Yard beyond.

The area's setting is split between the urban grain of the suburbs to the west and the open character of the partly tree-lined tidal inlet to the east.

2.8.4 *Designations*

There are no statutory listed buildings or designated conservation areas within the character area.

2.8.5 *Townscape types present*

TCT15.

2.8.6 *Topography*

The area is flat and low lying throughout, and adjacent to the harbour edge.

2.8.7 *Layout and Pattern*

Sub-areas GOS08a and GOS08b comprise small, medium- and large-scale, medium- to coarse-grained built form with no remains of previous historic landscape features. Buildings sit within a rigid (but sometimes skewed) grid of single point access roads and feeder roads (providing direct access to the units). The grid is generally set to provide a standard rectangular plot. In Lederle Lane environs (GOS08a) this is upset somewhat by the dog-leg character of Fareham Road and the constraints of the site being adjacent to the water's edge. Some plots (particularly to GOS08b) have been subdivided and smaller buildings set in groups, providing a variation to the grain. All buildings have areas of hardstanding used for car parking and/or storage. Some have limited soft landscaping.

2.8.8 *Buildings and materials*

There is some use of modern brick (various colours and textures) mostly to gables and plinths, corrugated asbestos-cement sheeting, and profile metal sheeting to steel frames with very-low-pitch roofs or flat roofs. The walling material is often carried up over to form the roof.

2.8.9 *Predominant land use*

The predominant use is industrial manufacturing, warehousing, distribution and ancillary offices.

2.8.10 *Public realm*

It is a car-dominated public domain, because of the nature of the uses, with some grass verges and limited soft landscaping. Trees line some of the roadsides.

2.8.11 *Open space*

Open space is dominated by hard-surfaced car parking throughout. There is green space to some edges to roads and wide corners and junctions. Towards the waterfront more green spaces are seen around buildings (especially to the northern edge of GOS08b).

2.8.12 *Biodiversity*

Coastal habitats abutting both sub-areas are internationally important for biodiversity (see GOS02), and adjacent Royal Navy Bedenham and Fleetlands are designated as SINC. The Main Road environs (GOS08b) has a series of green spaces towards the harbour edge, providing opportunities for natural habits especially given the close proximity to the tree-lined waterfront. Otherwise, there are green verges and some trees to roadsides and footpaths through the sub-areas.

2.8.13 *Access and connectivity*

Access is good but, generally, connectivity is poor with single access and egress feeder roads to units and limited pedestrian access other than to and from units.

2.09 GOS09 Residential suburbs

2.09.1 Character Summary

This is an extremely large and diverse character area with a series of large residential areas mainly dating from the early-twentieth century through to the late-twentieth century with some Victorian sub-areas. Most of the housing is at a medium to high density. The main roads and housing estates are predominantly formally laid out with varying degrees of allocation of green public space to the plans. Despite some significant differences (not least period of development) no areas are considered to be sufficiently unique or strongly defined as to be separate character areas. However, differences in terms of layout, presence and character of open space, and period of development have necessitated the defining of twelve sub-areas.

2.09.2 Key characteristics

Sub-areas of GOS09

09a. Newtown

- Victorian/Edwardian residential suburb
- Mostly flat topography
- Terraces (occasional semi-detached houses) set in small plots with small gardens/spaces to the front and narrow rear gardens
- Mostly consistent building lines in streets; houses just set back, often behind low boundary walls topped with railings. Occasional houses hard up to the pavement. Regular grid pattern of streets. Many terraced properties are separated from each other brick walls. Modern infill terraces staggered along the roadside
- Mostly traditional red brick, often painted render combinations. Houses on Peel Road have rendered/stuccoed facades. Slate predominates as a roofing material, but has been replaced by concrete tiles in some instances. Some instances of pebbledash, clay tiles and fishscale tiles
- Predominantly two-storey dwellings, with occasional 'interlopers' of blocks of flats, limited use of roofspace for additional accommodation
- Residential throughout; private dwelling houses
- Limited public open green space (Spring Garden to the east and an area of open land and allotments to the west). Trees in the open greens, but few street trees and limited number of trees in gardens
- A hierarchy to the roads with the side roads being narrower than the principal through-routes. Pavements, some public realm improvement schemes; including Peel Road with pavements in riven York Stone slabs with granite curbs, cast iron ornamental channel grating from rainwater outlets, and street lamps to match originals. On-street parking
- Well connected, within easy walking distance of parks and shops

09b. Haslar Lake

- Mixed area of flats, retail outlets and gas towers on the north-western bank of Haslar Lake
- Flat topography throughout
- Terrace blocks set around closes in small plots, flats in large plots of hardstanding and large retail/industrial units in an irregular grid of plots of varying sizes
- Varied building lines throughout with terraces set tight along closes, large blocks of flats set at right angles to each other and retail/industrial units at angles to the access roads
- Mix of building materials reflecting building types. Brown/grey brick to domestic buildings with white painted render, some timber wall panels, slate, clay or concrete interlocking tiles. Steel-framed retail/industrial units with brick cladding and/or asbestos-fibre-cement sheeting, profile metal cladding
- Two-storey terraces, mixture of two- to four-storey blocks of flats, medium-sized to very large retail/industrial units
- Residential, retail (including supermarket) and industrial
- Very little green open space or tree cover. Some greens outside flats and at the centre of closes. Small number of trees on Dock Road, Willis Road and east of the terraces
- Large areas of hardstanding/car parking, some pavements, some on-street parking
- Close to retail outlets

09c. Workhouse Lake

- Area of terraces and semi-detached houses set in regular streets parallel to one another
- Flat topography throughout
- Historic (many Victorian) narrow plots set in a grid network of streets
- Building line mostly consistent throughout. Residential buildings have small gardens with boundary walls/or fences. Some terraces set on the roadside
- Red brick (the majority of which have been painted or rendered) and slate traditionally, modern brick and modern concrete or clay interlocking tiles to twentieth-century buildings
- Predominant built form is two storey, some higher blocks of flats including modern waterside developments
- Predominantly residential
- No open spaces, save a narrow strip of land on the waterfront on the south side of Old Road. Few, if any, street trees, occasional trees to private gardens
- A hierarchy of streets of varying widths, mostly on-street parking and good enclosure throughout
- Within walking distance of essential amenities, some distance away from recreation grounds/parks

09d. *Alverstoke North (residential suburbs)*

- A good and distinctive mix of residential streets, Victorian/1930s suburb, older origins as Bury Cross.
- Generally flat topography throughout
- Buildings are predominantly detached and semi-detached family houses, set in spacious plots, often hidden from view by planting. Some larger eighteenth- and nineteenth-century buildings, contrasting with 1930s developments
- Grid pattern of streets to the south-west, and softer, curved streets with a less formal arrangement, to the north-east. Mostly consistent building lines in streets; houses set back, often staggered
- Mostly traditional red brick, render and pebbledash combinations with survival of clay tile, some slate. Concrete interlocking tiles to more modern buildings
- Mainly two-storey houses with limited use of roofspace for additional accommodation, substantial 1930s houses, many with characteristic bays, three-storey town houses, occasional bungalows and 1970s three-storey blocks of flats (Bury Road)
- Predominantly residential with some shops on Bury Road
- Some green open spaces including bowling greens and a formally laid out park. Many mature trees, both individual and in groups, contained within rear gardens, some forming wildlife corridors
- A hierarchy to the roads with the side roads being narrower than the principal through-routes. Occasional narrow grass verges to some roads, pavements throughout. Some good boundary walls and hedges
- Good access in most areas to local recreation grounds. Easy access to Bury Road shops in the northern half

09e. *Western Way environs*

- Inter-war and later residential suburbs
- Generally flat topography throughout
- Semi-detached and detached houses set in generous plots with gardens to the front (many given over to car parking), side access and rear gardens. Very occasional closes of terraces
- Mostly consistent building lines in streets; houses set a good distance back
- Mostly traditional red brick with buff and brown brick, render and pebbledash combinations with survival of clay tile, some slate and fibre-cement slate. Some replacement with concrete interlocking tiles. Some mock timber-framing
- Mainly two-storey houses with use of roofspace for additional accommodation, very occasional bungalows and three-storey houses. Larger waterfront houses. Large hotel (Alverbank House) set in sizeable grounds. Large War Memorial Hospital complex to the north
- Predominantly residential, hospital, schools etc.
- Few open spaces. Large green to a terraced close accessed off Bury Hall Lane, landscaped grounds with mature trees (part of Stanley Park) to the large house accessed from Western Way. School playing fields. Some street trees, mature trees to gardens and corners of roads
- Good public realm with well-maintained boundaries, wide roads, stretches of grass verges, footpaths and boundary hedges
- Easy access to waterfront, some recreation grounds and shops on Bury Road

09f. Gomer, Ann's Hill and Privett

- Large suburb of busy roads, curving avenues and closes, interspersed with large open spaces. Kingfisher Caravan Park to the west. In close proximity to military areas including HMS Sultan to the north-west and Browndown training camp to the west
- Predominantly flat topography
- Semi-detached and detached houses, with modern terraces, set in medium-sized to small plots
- Mixed building lines. Predominantly buildings set back off the road behind small front gardens/driveways. Some set at right angles to the road and accessed via footpaths, others in closes set back some distance, and some groups of buildings staggered along the roadside
- Mix of modern materials. Characteristic red/buff brick, some render, tile hanging, timber-cladding etc. Some mock timber-framing. Concrete interlocking tiles, clay tiles and very occasional natural slate, otherwise fibre-cement slates
- Mix of scales from bungalows and modest two-storey houses to larger detached houses and three- and four-storey blocks of flats
- Residential with schools, some retail and industrial units. Large recreation grounds
- Good number of large green open spaces including school playing fields, recreation grounds, Stanley Park and Ann's Hill Cemetery. Both the park and cemetery contain large numbers of mature trees
- Generally wide roads with pavements, some grass verges and footpaths. Parking in front of houses, otherwise mainly on-street parking
- Excellent access to recreation grounds and general amenities

09g. Hermitage

- Residential suburb with a high-density grid network of streets and very distinctive semi-detached houses
- Flat topography throughout
- Tight grid of semi-detached houses and terraces set in small plots with small front gardens and rear gardens backing on to one another
- Consistent building lines; homes set back
- Red/buff brick construction throughout with painted render, bays to terraces with tile hanging, distinctive clay tile roofs, some slate, concrete interlocking tiles
- Two-storey terraces and semi-detached houses. Large groups of bungalows
- Residential throughout
- Few open green spaces apart from a large area of allotments to the south. Woodland copse to the north-western corner. Former railway line, now a footpath/cycle way, forms a green corridor to the north-east
- Wide pavements, occasional grass verges, on-street parking
- Within reach of recreation grounds

09h. Brockhurst Road

- Medieval village origin with small, narrow, linear area following Brockhurst Road from north to south, and eighteenth- and nineteenth-century buildings
- Predominantly flat topography
- Generally high-density small plots on the west side, larger plots on the east side, but still small
- Generally consistent building lines, buildings either set back behind front gardens or hard onto the pavement
- Predominantly red brick with white painted render, clay tile roofs, some slate, replacement with concrete interlocking tiles
- Two-storey, semi-detached houses and terraces interspersed with larger three-storey town houses and later blocks of flats
- Residential/retail, builders' merchants
- Open space is limited to the builders' merchant's yard. Occasional groups of street trees and trees in private gardens
- Functional public realm. Pavements, standard street lamps. Occasional boundary walls and hedges
- Good access to shops, formal sports recreation grounds are a short distance to the north of the character area

09i. Elson and Hardway

- Large, high-density, grid-pattern residential suburb
- Predominantly flat topography throughout
- Back-to-back terraces and semi-detached houses set in small plots with small front gardens/spaces and larger rear gardens. Detached houses, sometimes infill in closes, often with larger plots
- Consistent building lines, houses set back. Some houses in closes set at angles. Houses follow the curve of some roads including the circular Beryton Road
- Mix of red/buff/grey brick with white painted render, clay tile roofs, some slate, replacement with concrete interlocking tiles
- Predominantly two-storey terraces, semi-detached and detached houses with three-storey blocks of flats
- Mostly residential with amenities, school, allotments etc.
- Green open spaces include recreation grounds/parks, school playing fields and allotments. Occasional clusters of trees, few street trees, some good groups in private gardens
- Functional public realm. Pavements, standard street lamps. Occasional boundary walls and hedges
- Southern access to shops, good access to recreation grounds and the waterfront to the north

09j. *Priddy's Hard*

- Waterside suburb of residential closes
- Predominantly flat topography throughout
- Detached houses and short terraces arranged in small to medium-sized plots around closes with small rear gardens or communal greens
- Irregular building lines of curving closes to the east contrast with the regimented lines of the terraced closes, with buildings placed at right angles, to the west
- Predominantly red/brown brick with white painted render, some clay tile roofs, mostly concrete interlocking tiles and fibre-cement slate
- Mix of scales from modest two-storey houses to three-storey terraces and large 'executive'-style houses
- Residential, with shops and museum
- Open green spaces to the south with recreation grounds. To the east are former defences, now two large circles of broadleaved trees
- Estates built for the car, but generally good pedestrian walkways, grass verges, well-maintained paths etc. Standard street lighting
- In close proximity to recreation grounds, local convenience shops and the waterfront

09k. *Grange*

- Residential suburb of gently curving roads and short closes backing on to woodland to the west
- Mostly flat topography with one or two higher ridges
- Predominantly terrace blocks set in small or very small plots, some with gardens and others with communal green lawns
- Consistent building lines, terrace blocks set back from streets. Complex grid pattern, blocks of terraces parallel to one another, some at right angles
- Predominantly red/buff/brown brick and white painted render with clay tile or concrete interlocking tiles, hipped or mono-pitched roofs
- Predominantly blocks of two-storey terraces with some larger three-storey groups
- Residential, plus electricity sub-station, nursery, junior school and youth centre
- Undergoing major regeneration as part of Rowner renewal
- Pockets of green space limited to school playing fields. Good tree cover to the playing fields, occasional street trees around wide verges at the entrances to closes. To the west (outside the area) good woodland screening, the west of the River Alver Nature Reserve and the Wildgrounds Nature Reserve
- Good mix of footpaths, wide grass verges and greens to closes
- Within easy access of schools and green spaces.

09l. *Bridgemary*

- Large residential suburb. A mix of closes, crescents and grids interspersed with schools, playing fields and recreation grounds
- Flat topography throughout
- Medium- to high-density development of detached and semi-detached houses set in small, medium-sized and larger plots around communal greens
- Houses either set back from main roads or in closes accessed via footpaths and set in landscaped grounds
- Red/brown brick, some render, with concrete interlocking tiles, fibre-cement slates. Occasional timber wall panels and tile hanging
- Predominantly two-storey detached or semi-detached houses with occasional terraces on crescents. Groups of bungalows
- Residential with some local amenities, churches, schools, recreation grounds, isolated industrial units
- Major open spaces include school playing fields, large recreation grounds, churchyards and central greens to closes. Good tree cover in places including municipal planting to landscaped closes. Excellent tree cover and green corridor provided by the disused railway line (which will be developed as part of the BRT scheme)
- Good public realm in most places. Landscaped modern estate closes with grass verges, central greens, trees, footpaths, street lighting
- Within close proximity to recreation grounds, served by local amenities. Some distance away from Gosport's commercial/retail centre
- Cut off from other parts of Gosport by A32 and Palmerston Forts

2.09.3 *Boundaries and setting*

This character area, covering a large part of Gosport, is divided into twelve separate sub-areas. To the south they face the Solent, to the east Portsmouth Harbour. The interlinking suburbs are separated from west to east by the HMS Sultan character area (GOS05).

To the east, the sub-areas enclose the Forton character area (GOS04) and South Street, Bury Road and Privett Road character area (GOS01) on three sides. The eastern area is bounded by the waterfront area (GOS02) to the east and HMS Sultan area (GOS05) to the west.

To the west of GOS05 lie two sub-areas – GOS09l is to the north and the smaller GOS09k is to the south. Sub-area GOS09l is bounded to the east by the Fleetlands industrial estates (GOS08). To the south-east, the area is bounded by the HMS Sultan character area (GOS05) and to the west by Chark Common and the Lee-on-Solent Golf Course. Sub-area GOS09k is bounded by the HMS Sultan character area (GOS05) to the east, sub-area GOS09l to the north and an area of woodland, streams and rough pasture to the south-west.

The diverse nature of the character area and its sub-areas is in contrast to the tight urban grain of the town centre, the more open nature of the large buildings of the engineering schools at HMS Sultan (GOS05) in the centre, and the open harbours of

the waterfront area (GOS02) to the east. To the west, the area's setting is woodland and common land, to the north-east are the tidal inlets and harbour. The character area comes into contact with a number of conservation areas and completely encloses Rowner Village Conservation Area to the west.

2.09.4 *Designations*

The area contains a number of statutory listed buildings, scattered throughout, in small groups. Sub-area GOS09d contains part of the Bury Road Conservation Area. Sub-area GOS09i contains part the Hardway Conservation Area.

2.09.5 *Townscape types present*

TCT04, 05, 07, 08, 09, 12, 15, 16, 17 and 27.

2.09.6 *Topography*

Mostly low lying, flat topography throughout

2.09.7 *Layout and Pattern*

There is much variation in layout and pattern across the character area reflecting site constraints, density of housing and period of development. There are some notable distinct phases and/or types of development which are reflected in the sub-areas identified within this character area. The following is a broad overview of the key layout patterns seen within GOS09.

Victorian/Edwardian/1930s areas of terraces and semi-detached houses (GOS09a, GOS09c & GOS09d) are arranged in medium/high-density grid patterns. The buildings are generally set in historic narrow plots with some larger plots to 1930s developments.

Sub-area GOS09h represents a linear Victorian (and later) development along Brockhurst Road. It comprises a mix of plot sizes and strong building lines, either just set back from the roadside or hard on to the pavement.

Inter-war and early-post-war suburbs also comprise grid layouts, but with some closes of modern terraces (GOS09e). Again, building lines are consistent, this time with houses set back a considerable way.

Later modern estate developments (including GOS09f, GOS09g, GOS09i, GOS09k and GOS09l) contain a mix of layouts with grids, closes, cul-de-sacs and crescents. Post-war blocks of terraces dominate some sub-areas. These distinctive terrace blocks are set in small or very small plots, many with central communal greens. They are laid out in complex grid patterns with staggered lines, courtyards or in regular blocks set at right angles to each other.

Haslar Lake (GOS10b) contains a mix of planned blocks of high-rise flats, large retail outlets and industrial units. An area of terraced housing sits in small plots whilst the flats stand in isolation with hardstanding all around. The area contains varied building lines throughout with closes of terraces, large blocks of flats at right angles to each other and retail and industrial units placed at angles in their large plots.

2.09.8 *Buildings and materials*

Houses are predominantly two storey with large areas of terraced housing, occasional groups of bungalows or larger three-storey houses. Most would be considered to be of traditional build; brick-built with pitched roofs and chimneys. There are some flat-roofed buildings, including terraces, occasional 'contemporary' designs and staggered building lines.

Predominant building materials are red/buff brick, and brick and render, especially to first floors (some entire streets contain all rendered houses) or pebbledash, with plain clay tile, natural slate or modern concrete interlocking tiles or fibre-cement slates. Some buildings have wooden wall panels or tile hanging.

In the late-twentieth-century developments brick is the predominant walling material throughout. There are many different colours, textures and finishes, from red, orange and buff bricks. Roofs are mostly clay tile, machine-cut or concrete interlocking tiles of various styles. There are occasional slate roofs or fibre-cement slates.

2.09.9 *Predominant land use*

Land use is predominantly residential interspersed with recreation grounds and parks and large areas of allotments. There are retail centres, shopping parades and supermarkets as well as occasional industrial units. The area is well served by primary and secondary schools.

2.09.10 *Public realm*

The roads are generally well maintained, with pavements. Some areas have many grass verges with street trees, others just pavements. Boundaries and enclosure vary with some estates having open boundaries to front gardens, some timber fencing and limited use of hedging, while others having a more sylvan quality. There are some areas of on-street parking, but many houses have parking to the front of the house (gardens converted to spaces for cars), private driveways or, in some cases, private parking courts and garages. Modern estates are generally well-landscaped with grass verges, tree planting, play areas, footpaths and good street lighting.

2.09.11 *Open space*

The character area is generally well-served by large areas of open space, although some sub-areas have a tighter urban grain and have few open areas. Often these are combinations of playing fields, recreation grounds, parks, allotments and bowling greens. Notable green spaces include Stanley Park and Ann's Hill Cemetery.

There is a notable survival of trees and tree groups/broadleaved plantations. It should also be noted that areas to the west of the character area are heavily wooded.

Most houses have small private garden spaces. Some estates have small to medium-sized greens and grassed areas distributed throughout the planned estates. Some wide verges also act as informal open spaces and add to the amenity of the area.

2.09.12 *Biodiversity*

Parts of the character area abut the tidal creeks and the internationally important bird habitats they support. There are occasional small SINC, including two school playing fields in GOS09a and GOS09f respectively, and Oakdene Wood, a small woodland fragment in GOS09l. The Alver valley adjacent to the west is also a very important large green corridor, with a complex of designations including SINC, SSSI and Local Nature Reserves. Within the character area itself habitats include small, isolated pockets of trees, the large recreation grounds, parks, allotments and churchyards. There are a number of good green corridors, including back-to-back gardens with mature trees in various locations, and the disused railway, which is a fantastic tree-lined route through Gosport. The new BRT route follows this former railway.

2.09.13 *Access and connectivity*

The character area generally has good connectivity, with many areas having easy access to shops or recreation grounds. Some areas favour the car user.