

How can any local resident provide a comprehensive response to the application when such large amounts of information and detail have been redacted. The rate of comings and goings from the site, or the height of the buildings and fencing for example appear to have been redacted for reasons that cannot be justified on security grounds. I trust that the Secretary of State accounts for the fact that residents have been left in the dark on much of the detail of this application including fundamentals on the height and size of buildings. Simply unacceptable and not democratic at all, let alone devolving powers to local areas – the Borough Council should be deciding on this application, especially given the rhetoric of the new government to devolve powers.

The noise assessment assumes all staff and visitors park in car park – unlikely given the distance from entrance. Cars are much more likely to fill the residential streets first for convenience and the coming and going and opening and closing of doors at all hours of the day will be a disturbance simply not assessed by the submission documentation.

The noise assessment has not considered the noise that will be generated by 600 likely young male dwellers exercising (e.g. repeatedly kicking balls against the fencing), chanting, protesting, cheering etc. The noise from school playgrounds is an example of the level of sound that can be expected, this is very much louder than the background noise of the local area. The recreational area of the site is not shielded by any buildings from the wider residential area, it would be far better to shield the recreational area by buildings so the sound is sent out into the Solent than into the wider residential area.

The noise assessment also fails to consider the noise from protests outside the site, which are likely to occur frequently or indeed on a permanent basis given the level of political interest in this type of establishment. It also fails to consider the noise of the increase in traffic arriving and leaving the site of the surrounding road network – the road surface of Fort Road is particularly noisy (coarse chippings) and the development will lead to a significant increase in vehicle journeys along Fort Road at all hours of the day. This will be a disturbance to many more houses than those considered in the submitted noise assessment.

The noise assessment fails to consider the disturbance of emergency vehicle sirens, the area is shown by the background noise readings to be very quiet, it is not a through-route and so there are rarely any sirens or high speed vehicles but with this development the potential for police, ambulance and fire vehicles being called to the area will be significantly increased. This impact is not considered anywhere in the submitted documentation.

The applicant is mistaken in assuming that the car park will be the primary parking area for staff and visitors to the development. The car park is at the complete opposite end of the site from the entrance. Therefore, staff and visitors will first fill up all the on-street parking areas: both sides of Fort Road, Clayhall Road, Haslar Road as far as the entrance to the gardens are all more convenient for the entrance to the site than the provided car park. This has been demonstrated by the ongoing construction where workers have caused chaos in the surrounding streets parking anywhere they possibly can even when they have had access to the expanded car park. There is no way that the operator will be able to compel staff and visitors to not park in the local streets and so if the problem inevitably occurs it will lead to parking restrictions in the area which will be detrimental to the residential amenity of the area to local residents. Changing from a site that houses 200 people to 600 people makes this issue 3 times worse – this is not a small change in use of the site it is a massive intensification of the site.

Parking issues also need to be considered against the backdrop of parking problems that are going to be caused by developments already approved for which insufficient parking has been provided within the site boundary for real world level of car use. This includes: construction of 9 houses next to the Fighting Cocks pub, Construction of 60 dwellings to the west of the QinetiQ site (The Piggeries) – where there will be extensive overspill parking into Haslar Road, thousands of houses approved for development in the old Hospital site will inevitably lead to parking further along Haslar Road. The proposed development here will substantially add to these baked in problems already set to hit the area in the coming years.

This development cannot in any way be considered sustainable as required by the NPPF. The site is at the end of effectively an 8 mile cul-de-sac / dead-end. Dwellers will have to be transported to and from the site for processing and sending home. The vast majority of repatriations are from major airports, the nearest being Gatwick and Heathrow each of which are over 80 miles away. The location is not near any strategic road or rail network and the development will add to the major traffic problems already suffered by the Gosport peninsula on a daily basis. The Stubbington bypass and new Newgate lane have not resolved these issues with significant daily traffic congestion making accessing and departing Gosport very difficult. Adding a 600-bed detention centre will significantly increase traffic. If the system functions efficiently, there will be a very regular turnover of dwellers together with the numerous visitors and staff, the majority of which will travel from afar. This will add further to Gosport's already significant congestion issues.

The local road network to access the site is not fit for purpose and cannot cope with this level of development. Again, the backdrop here is thousands of extra houses already approved for development in Haslar Road and the piggeries along with a marina at the gunboat yard on Haslar Road, so the traffic levels of today are going to be substantially increased even without this proposed major development. Access to this part of Gosport is via one of 3 roads: The formal route is via a single width bridge over Haslar creek but this is not the route that any sat-nav takes people and when the bridge comes to the end of its life the local highway authority will not have the funds to replace it so this route is likely to become unviable in the coming decades in any case. The most likely route that the vast majority of traffic will take will be along Stokes Bay Road and then Fort Road. Fort Road for much of its length is a very narrow winding road with no footpath. It is already a hazard for pedestrians and cyclists to transit without a massive increase in traffic volumes that will (in reality even if not admitted by the submitted documentation) be caused by the proposed development. The third and final route in is via Clayhall Road, this has parked cars along much of its length and has significant stretches where parked cars reduce the road to a single-track road. It is particularly hazardous around the bend from Dolphin Way to Haslar Road and this will be exacerbated by on-street parking that will be caused by the proposed development.

Whilst the planning documents have redacted much of the detailed information on the proposed buildings it is clear the scale and design of the buildings are entirely out of keeping with the area and completely inappropriate. This scale and particularly the height of the buildings is required to squeeze in such a large number of dwellers. The buildings proposed are completely inappropriate for the setting and shows this is a significant over development and intensification of the site.

I have seen no definition of what the fencing will be along the west side of the proposed car park bordering the new route of the coastal path. Is this going to be 2-metre-high security fencing with barbed wire and the like? Or even ghastly 1.8m high close board fencing? Either way any sort of fencing like this will be a major change to the current open, "large skies" feeling of the current path through the disused car park area.

Overall the expansion of this site from circa 200 to 600 dwellers is entirely inappropriate for 2 main reasons:

1. The development will have a significant negative impact on the local area and the amenity of a large number of residents across the entire Anglesey peninsula (the entire area from Anglesey Road to Haslar Road). It will completely change the character of the area as the design and intensive development is completely out of keeping with the existing built form.
2. The development is nowhere near strategic transport links and is 80+ miles from the nearest major airports where the dwellers will be taken for repatriation. The site is at the very end of an 8 mile dead-end from the M27, which suffers significant daily congestion and the immediate local roads are completely inappropriate for the level of traffic that will not only be created by the already approved developments in the area (thousands of additional houses already approved on the Anglesey peninsula) let alone this massive proposed development.

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Local Resident

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