

FOOPA

Review 2023



Featuring articles about the local area and its residents. Details of how to join Friends of Old Portsmouth Association inside.

www.foopa.org.uk



Chartered Surveyors, Auctioneers, Estate Agents & Valuers
Founded in 1921, we are the oldest independent property practice in
Portsmouth, and the only Portsmouth based property auctioneers.

7 Clarendon Road, Southsea, PO5 2ED
023 9286 4321 - www.nesbits.co.uk

The Southsea Salerooms are run by Nesbits Auctions Ltd, and specialise
in the sale of selected antiques, fine art and collectors' items.
Valuations undertaken for Probate, Family Division, Insurance.
023 9229 5568 - auctions@nesbits.co.uk

We are happy to support FOOPA and welcome enquiries from members.



Note from the Chair - Make a difference

The last year has been a good one for FOOPA. Our full complement of committee members has enabled us to be proactive in a number of new initiatives, such as the Restorative Communities programme led by Portsmouth Mediation Service to tackle anti-social behaviour. (Full report later in this Review.) Eileen Measey, our new environment representative, has been working with St Jude's School Eco Warriors, planting in and around the area and will soon take over

the planting of one of the raised beds opposite Nelson's statue in Grand Parade. We shall be recruiting a team of volunteers shortly to tend to this bed and also the new under-planting of the trees opposite the Hotwalls Studios. New committee member, Sharon Morris has been exploring how we can refine and expand on some of the detail captured in the Council's Local List of Buildings of Architectural or Historic Interest. We hope this mission is realised, in addition to the ongoing community work FOOPA takes on, details of which follow in this Review.

However, as with any (volunteer) organisation FOOPA's fortunes go up and down and we have been extremely fortunate to have had a committed group of residents, and former residents, who have given up their time and energy to take up positions of responsibility on the committee. But, we are very sadly losing some committee members after the AGM so there will be roles to be filled. While the outgoing members will be much missed, this will create opportunities for those interested in planning, organising social events and the role of Treasurer.

Graeme Swinburne, who is stepping down as our Planning representative, has outlined the tasks he carries out in his report in this Review. Social events, previously organised so well by Ann Wilson have always been a key element of FOOPA. An incoming social secretary might look at the scope for talks, trips, visits, and quiz nights. Lunches, particularly the Christmas Banquet, have always been very popular and well attended. As for a new treasurer, it would be great for someone with an eye for figures to give it a go.

No previous experience is necessary - we are a friendly bunch who always help and support each other, meeting once a month for no more than a couple of hours. Think about it! And if you have any questions please give me a shout.

In the meantime, I would like to thank those outgoing committee members, including Janis Loose, our independent examiner, for all their commitment and contribution to making Old Portsmouth an even better place, and would love to welcome anyone who wants to join us and make a difference.

Gail Baird, Chair

Carry On up the Camber

It was 2014 when a group of Old Portsmouth residents banded together as we saw big changes afoot at our Camber Dock that might threaten our public right of way around the quays. By the time this case is heard and resolved at a Public Inquiry, a decade may well have lapsed. It's no wonder some of us struggle to remember how this all started and why its future still remains in question. So this year, we thought it would be useful to recap by writing a summary of the Camber Right of Way case in advance of the forthcoming Public Inquiry, which we expect (and hope) will take place in Portsmouth this Autumn.

The Camber is a small inlet of Portsmouth Harbour close to the harbour entrance. The name is used more widely to describe both the inlet and surrounding land, and likely

arises from a natural spit of shingle that created a harbour. Historians recount that in the 16th century, fishermen lived in a few cottages on a narrow shingle spit and moored boats on either side. The late 16th century saw the creation both of the old Town Quay for mercantile trade and early city fortifications, which left the Camber and the Point outside the main city.

A settlement continued to grow on the Camber/Point areas and by the early 1800s the Camber alone was a mass of dwellings, warehouses, pubs, a brewery and trades, all concentrated around East Street and various courtyards and alleyways leading to the Inner and Outer Camber shorelines, and linking in turn with Broad Street. The layout of courts and alleys indicates that use of the shoreline as highway was logically necessary



The Camber, Mike Dobson

in order to pass by properties and transit the area. Common law rights of way were therefore most probably in existence prior to enactment of the first dock statutory powers.

The earliest statutory powers in respect of the Camber as a dock were conveyed by the "1839 Act for enlarging the Town Quay of the Borough of Portsmouth and for improving that Portion of the Harbour of Portsmouth called The Camber." Continued growth in trade and size of ships required further wharfage, which led to the 1868 Camber Quays Act. From the late 1800s the residential nature of the Camber began to diminish as commercial use grew. The demand for coal, driven by the inception of the electricity power station at St Mary Street (renamed Highbury Street) was a major driver of this growth and more supplies were required owing to the town's increasing population. The 1911 Camber Quays Order permitted buildings on the south side of the Camber to be replaced by erection of coal bunkers with moving overhead cranes, which directly loaded and unloaded moored barges and ships from around 1910 to the 1930s.

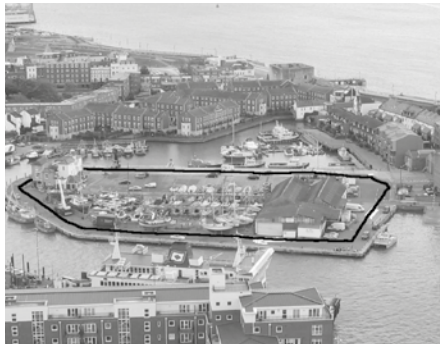
Following the Second World War through to the 1960s, coal for power station use was unloaded from the north eastern side of the Camber, where the old Camber dry dock was situated, directly via overhead conveyors into the power station, although coal for domestic and other uses continued to be unloaded into

the south Town Quay bunkers. Gravel and sand were also unloaded at these berths. Trade in fruit and vegetables from the Channel Islands and Europe increased and further warehouses were built on the north Town Quay to handle these imports. The Vosper's shipyard in the Inner Camber had been expanded during the war years and building of Naval minor warships continued. Plans developed in the late 1950s and implemented with approval of the Portsmouth Corporation Act 1959, transferred operations of the Isle of Wight vehicle ferry service from the northern end of Broad Street to a newly constructed slipway in the western outer Camber.

With the closure of the coal bunker facilities on the south Camber Quay in 1968, commercial trade declined as shipping transferred to more modern docks in the northern part of Portsmouth Harbour. In the late 1970s the power station ceased operations and the Isle of Wight vehicle ferry terminal was moved to the site of the old dry dock in Gunwharf Road. Vosper moved its shipbuilding and repair work to Portchester in the mid 1980s and the shipyard was demolished and replaced by housing in the mid 1990s. During the latter 1980s a new fish quay was created when the south east Inner Camber was rebuilt. In the 1990s problems arose with the stability of the Camber Quays, and berths 5 to 10 surrounding the claimed right of way route were reinforced. Commercial trade in the Camber and its use as

a port ended and the warehouses abutting the north side of the Town Quay were demolished in 1999.

The public has enjoyed access to the waterfront at the Camber in Old Portsmouth to pass and re-pass for centuries. This traditional right has been zealously preserved during the past 200 years in conjunction with the operation of a growing and then declining Camber port owned by Portsmouth City Council (PCC) – also the landowner.



Line around the Camber showing public route

In June 2014 planning permission was granted by PCC to Ben Ainslie Racing (BAR) to construct a large headquarters building within the Camber Dock statutory undertaking. The development displaced other maritime associated businesses to sites elsewhere within the Camber Dock. This resulted in the obstruction and blockage of the previous public routes around the quays and local residents alerted PCC to take action to amicably resolve the issue with no satisfactory result.

Consequently an application for a Definitive Map Modification Order (DMMO) to formally record this Public Right Of Way (PROW) was submitted in November 2014, with the objective of stopping further erasure of public rights. Witness evidence was given to PCC from over 120 individuals, clearly demonstrating that the Right of Way claimed has been used continuously by the public in an “as of right” sense, uninterrupted, for a period of at least 20 years prior to its blockage and obstruction in May 2014. However on 24 November 2015 PCC decided to refuse this application for a Byway Open to All Traffic (BOAT). A subsequent Appeal to the Secretary of State against this decision was dismissed when the Inspector concluded it was not appropriate that a DMMO for a BOAT should be made.

On 18 July 2016 the applicants submitted two further applications to PCC for a Footpath or a Restricted Byway respectively. On 17 July 2017 PCC refused both. However the applicants subsequently appealed to the Secretary of State and PCC’s decision was overturned on 21 February 2018. As a result, the Inspector directed that PCC should raise a DMMO for a Restricted Byway around this Camber route.

Considerable delay in publication of the directed Order followed, partly caused by the loss of the official Definitive Map for Portsmouth. Finally, PCC DMMO Number 1 of 2019 for the Camber Right of Way was published and advertised on 21 February 2019.



Image Gail Baird

A large number of representations of support for this Order and a small number of objections were received by PCC in the period to 12 April 2019. The objections included one from PCC — as the Order Making Authority — based on its claim that legal responsibility to continue statutory port operation on the Camber prevented its dedication as a Public Right of Way.

Following further delay, PCC decided that the 2019 DMMO was technically inadequate and published a revised Order, PCC DMMO Number 1 of 2022 for the Camber Right of Way on 29 April 2022. Again objections and representations of support for this Order were received by PCC, including an objection from PCC as the Order Making Authority. As required by Rights of Way law, the Order was submitted to the Secretary of State on 14 July 2022 for confirmation.

This brings us up to date. A Public Inquiry to confirm the Order will be arranged by the Rights of Way Inspectorate within the next few months, but the date is yet to

be announced. If you are one of the many who wrote to PCC in response to DMMO Number 1 of 2022, the Inspectorate will have contacted you about this Public Inquiry. DMMO applicants, KRG Bailey and AL Koor, will be advising those involved on how and when they might best assist to present the case for the Camber Right of Way at the actual Inquiry event.

Anna Koor



Sketches of the Camber, Deane Clark



Images Dan Bernard

Southsea Coastal Scheme

Last year's Review had a great deal of information about the coastal works being constructed to protect our homes and businesses from flooding. After three years we can now see completion of the first section of the works, between Long Curtain Moat and Clarence Pier, which was opened at the end of February.

The Coastal Partners team and Portsmouth City Council were eager to open this section as soon as possible to enable it to be used by visitors during the Spring half term. There is still work to be done, with additional waste bins and planting to be completed but the new widened section is a significant improvement.

At a recent meeting, FOOPA reminded the Coastal Partners team of an earlier commitment to allow access to the beach in front of the sea wall. The beach is currently closed for access and whilst gates are provided (which are currently locked) these are provided to allow anyone on the beach to escape a rising tide. This section of beach, which was used by local residents, is a valuable asset. The Coastal Partners team said a review had been carried out by the RNLI, who had insisted the gates be kept closed. However, the Coastal Partners team agreed to reconsider if they could be left open and access maintained.

If you have any views on this topic, we suggest you contact the Coastal Partners team. FOOPA will continue to push for the reopening. For further information please log onto the following link or visit the Coastal Partners Visitor Centre in Pier Road. Newsletters and some booklets about the project will be at the AGM.

www.southseacoastalscheme.org.uk/wp-content/uploads/2023/02/Steering-group-Feb-23.pdf



Image Southsea Coastal Scheme

New Hope for Old Portsmouth

In June 2022 FOOPA became one of the first supporters of a new Portsmouth City Council (PCC) supported initiative to help build and embed a positive Restorative culture in the local neighbourhood of Old Portsmouth. It is hoped that by helping to connect and join up key people in the local community it will be possible to strengthen and create new positive relationships that can enhance community cohesion and build relational capital for the benefit of local residents, traders, holiday makers and the young people who are attracted to the waterfront area, particularly during the hot summer months. Portsmouth Mediation Service (PMS) has been commissioned by PCC to help spearhead this exciting new initiative.

Over the years local residents have become all too familiar with a range of problems concerning groups of young people congregating around the Hot Walls, Victoria Pier, and the Camber Dock and 'tombstoning' from great heights off dangerous structures and private property. Despite serious injuries to individuals in the past, the risk and excitement of this activity continues to draw young people from across the city, and from further afield. It is reportedly seen as a generational 'rite of passage' and continues despite attempts to stop it. There are also the associated problems with anti-social behaviour and damage.

But how do you build bridges and connections with transient groups of young people who often descend on the Camber during hot summer days? Steve Rolls the manager of PMS understands the challenge well, "yes, it's not like our traditional work in the community where the so-called party 2 are more easily identifiable. This is much more complex. We have therefore helped to develop a strategy with many different strands and multiple tracks that overlap over different time frames. Most of our energy has been initially invested in building good relationships and trust with the local residents and key stakeholders of Old Portsmouth – many have joined the new Restorative Support Group. This alliance of movers and shakers who represent significant centres of influence around the Hotwalls and Camber Dock is a vital foundation for a brighter future."

Besides FOOPA the new group is also represented by Portsmouth Sailing Club, Portsmouth Fish Market, The BAR building, The International Port Authority, Spice Island and King James Quay Residents. The group meets monthly during the winter months and bimonthly during the spring and summer and are supported by representatives from PCC, PMS, Motive8, Portsmouth FC in the Community, PCC Play Service, Street Pastors, PCC Hotwalls and Sea Front management. This new restorative approach has

received good support from local councillors and adds a fresh dimension to the work of the police and local enforcement teams.

An important part of the strategy is in assisting the local community to be able to engage with some of the young visitors and where possible develop real relationships.

This year the local Youth services will operate more strategically in the youth outreach and detached work. Meetings have already taken place with some local youth organisations to ensure there is a good early coordinated plan for youth outreach, one of the aims will be to better understand who the young visitors are and where they come from. This and other valuable information such as what school they attend can be obtained through a questionnaire/survey that the youth outreach teams will help facilitate.

There will also be opportunity for some local people to join the outreach teams this year and engage directly with some of the young visitors.

Steve Rolls, PMS



Top row: Images of activity around the Camber, given to Portsmouth Mediation Service. Above left: Steve Rolls, PMS and Joe Jordan, Port Operations Manager, Portsmouth International Port. Above right: Restorative Support Group.

Heritage Representative

I joined the FOOPA Committee at the last AGM. I am interested in what's going on around me and have a particular interest in local history. I contributed much of the local background detail for the two Portsmouth Revised exhibitions at the City Museum a few years ago.

Although my subject on the committee is 'Heritage and Conservation', I think this is closely related to Planning and Community, and anyway, all these things overlap, and none of us work in silos. I am curious about the area and want to learn more and share that knowledge. I think it fascinating that Old Portsmouth is such a clearly defined area within the city as emphasised during the D-Day 75 commemorations in 2019 when Pembroke Road was closed and guarded by armed soldiers.

During the year, I have contributed comments to some of the Planning Applications that have been raised, both as an individual and under the FOOPA mantle.

As mentioned in another article in this Review, I would like some of the detail on local features expanded and brought up to date and captured on the (PCC) Local List. There are items around the city that have been lost because this detail hadn't been captured and protected, or perhaps not even noticed by many people.

Being a walker, perhaps why I notice details, I am also interested in the various footpaths that cross Old Portsmouth, such as how the Millennium Walkway is reinstated now that the route along the seafront is reopened and the routing of England Coast Path through the area. *Sharon Morris*

Membership

Membership is £5 p.a. per household with annual subs payable on Jan 1. New membership forms are available to download from our website: <https://www.foopa.org.uk/how-to-join/> or you can contact Mary Tollow on 07557 948044 or at FoopaMembSec@outlook.com for details.

Membership statistics for 2022 are:

No. of member households	185	Payments via bank	164
Honorary members	2	Payments via cheque	13
Total	187	Payments via cash	8
Number of people	271	Several members have sadly died	
Honorary members	3	during the year	
Total	274		<i>Mary Tollow</i>

A marvellous opportunity to get to know Old Portsmouth

It has been a relatively quiet year for planning applications in Old Portsmouth. The owner of Fontenoy House had another appeal rejected by the planning inspector and there have been the usual number of small applications (3 or 4 each week), with only two currently lodged with the planning inspector.

It has not been a good year for Portsmouth City Council's Planning Department, with the Government recently threatening to place it in special measures and withdraw the powers the Council has to decide planning applications. The Government is concerned about the length of time the Council takes to respond to applications. If the Council fails to respond to an application in a timely fashion, the applicant can appeal to the Secretary of State. This involves the employment of a planning inspector to review all the submissions, leading to greater delay in reaching a decision, with the extra cost, work and stress for appellants and applicants.

It's therefore very important that residents and the Friends of Old Portsmouth Association are diligent in spotting, reading and responding to applications where appropriate. Most of them are straightforward, needing no input from FOOPA, but it is important that any deficiencies or errors in how the Council advertises, validates, processes and presents applications to members of the planning committee are highlighted. Members of the FOOPA committee and the community do our best to know what is going on in our area and the possible impact a development might have.

For the last four years I have had the opportunity to review, and when necessary respond, to planning applications in the Old Portsmouth area on behalf of the Friends of Old Portsmouth Association committee. I have also occasionally submitted input to the Planning Inspectorate concerning local planning appeals.

I have no planning background although I know a little about how the system works, both from my previous job and from my predecessor, local resident Terry Halloran. It has improved my knowledge of the area and I have got to know many other residents, who I would otherwise have never met. It's also a good excuse to stroll around our lovely area and pay more attention to its architecture and history.

I feel it's now time to hand the role to another resident, who I hope will have as much pleasure as I have had, in carrying out the role. I will of course explain to whoever takes on the role, what the role involves and be on hand for the first few months to provide support and advice. Please speak to the Chair or Secretary if you are interested.

Graeme Swinburne, Planning

FOOPA Income and Expenditure				
Year Ended 31/12/22	2022	2021	2020	2019
Membership Subscriptions	950.00	988.00	1,026.00	1,011.00
Social Events	2,414.00	1,447.00	325.00	2,650.00
Advertising income	50.00	0.00	120.00	112.50
Donations	33.05			
	3,447.05	2,435.00	1,471.00	3,773.50
Expenditure				
AGM	130.00	0.00	0.00	142.70
Stationery/Postage/Printing	218.67	8.00	195.50	297.00
Committee Room Hire	150.00	30.00	70.00	279.00
Zoom sub	0.00	143.88	-	-
Social Events	1,779.26	1,225.00	235.00	2,295.62
Web Site	288.00	288.00	288.00	288.00
Gift for Retiring Com Member	50.00	50.00	0.00	0.00
Public Liability Insurance	88.66	-	-	-
Donations (I)	546.00	500.00	0.00	299.00
	3,250.59	2,244.88	788.50	3,601.32
Surplus/Deficit of I over E	196.46	190.12	682.50	172.18
Balance Sheet				
Assets:				
Lloyds Current Account	9413.16	9,216.70	9,026.58	8,344.08
Liabilities:	0.00	0.00	0.00	0.00
	9,413.16	9,216.70	9,026.58	8,344.08
Represented by:-				
Opening Reserve	9,216.70	9,026.58	8,344.08	8,171.90
Years Movement	196.46	190.12	682.50	172.18
Closing Reserve	9,413.16	9,216.70	9,026.58	8,344.08

Treasurer's Report on Annual Accounts for year ending 31 December 2022

Following the format in previous years, the figures for Income and Expenditure for FOOPA during the last year, in comparison with the three previous years, are published here. The closing balance of the accounts on 31 December 2022 was £9,413.16, an increase of £196.46 on the figure at the same time last year.

With the restoration of comparative normality after the Covid period, we have been able to organise four well-attended meetings, all of which made small surpluses. Meanwhile the continued use of Pembroke Gardens Bowling Club facilities at most reasonable prices has also been beneficial to us.

We made a payment of £546 to the Ukraine Appeal of the Disasters Emergency Committee. This represents 50% of the total annual membership subscriptions paid in 2020 when FOOPA was in hibernation owing to the Covid pandemic. As a reminder, the remaining 50% was donated to two local charities in 2021: Roberts Centre and Portsmouth Family Welfare Association.

The four social events which took place in 2022 have once more produced a pleasing surplus overall. The cost of putting these on was £1779.26, but the returns made amounted to £2414.00, so the surplus eventually came to £634.74. These proceeds will be donated to local charities, subject to agreement by the committee. Once more we wish to thank Ann Wilson for organising this year's events with the help of Mary and myself. Thanks are also due to FOOPA's Independent Examiner, Janis Loose who scrutinised the figures and made some valuable recommendations.

Lastly, the Association has taken out new public liability insurance with PolicyBee, a firm which specialises in supporting charitable and community groups. The annual premium is £88.66.

Thank you to all members who have paid their annual subscriptions due in January 2023, your continued support is much appreciated.

Liz Winder, Treasurer

Janis Loose, Independent Examiner

Notes:

1. Donations made from profit on social events/2020 subscriptions to DEC Ukraine Humanitarian Appeal

Environment

In 2022 Eileen Measey joined the FOOPA Committee and was asked to look at environmental issues in our immediate area. Also, to propose ways in which we could green Old Portsmouth by supporting and improving existing green areas and by adding plantings where possible.

One of the main problems encountered were the number of restrictions on any changes to our area and the number of permissions required from the organisations involved. These include Portsmouth City Council, English Heritage, Historic England, The Port Authority, Hampshire & Isle of Wight Wildlife Trust (HIWWT). A list of possible projects included: A small Community Orchard outside the Old Garrison Church – declared unsuitable by the City Arboricultural Officer.

Wild flower planting on the top of the moat bank is to go ahead in May 2023, fulfilled by the Parks, Gardens and Open Spaces Department.

Wild flower plants on the lower moat bank is a joint project with the Eco Warriors club of St Jude's Primary School. Eight plugs each of Birds Foot Trefoil, Oxeye Daisy and Selfheal were planted by the children in November 2022. We are waiting to see how well they take before planting more. These plants were chosen for their local appropriateness and for their ability to attract pollinators.

Seagrass planting in the Moat

Seagrass sequesters carbon and protects shorelines. We have proposed to the HIWWT, who are currently planting seagrass in Langstone Harbour, that the moat would be a suitable nursery for growing seeding plants. Now that the sea defences have been completed, the Marine Officers at HIWWT are investigating the moat, in conjunction with the University of Portsmouth.

Flower beds in front of Nelson's statue, Grand Parade

FOOPA asked if we could take responsibility for the three beds. PCC, however, have decided to plant two of the beds and will allow FOOPA to plant the third as a trial. We will be using this to grow herbs and other edible plants which will tolerate windy and salty conditions, such as Samphire, Monks Beard, Sage, Rosemary, Orange Thyme and Black Peppermint, with wild strawberries and edible flowers for colour. If we make a success of this bed, we may be entrusted with more in the future.



Planters and flower boxes for the walkway and ground in front of the Hotwalls Studios and the gallery above



FOOPA applied for a grant to fund this project but both funding and project were turned down. PCC thanked us for our application and have said they want to support us in the future and that we should submit another bid in the next round of funding.

The gratings around the trees in front of the Hotwalls will soon be removed as the tree roots are pushing the grates up. A mix of grasses and flowers will be planted there instead.

Fuller's derelict site, Spice Island

In view of the lack of progress for more than a decade, our proposal to Fullers was to make a garden which would give visitors and residents something pleasant to look at. Fullers tell us that they will be presenting their own plans to the city within 6 to 12 months. FOOPA will contact them again.

Volunteer opportunities

For the next year we will need your help to continue with servicing current projects such as planting, weeding and watering. We would like to create a regular volunteer slot to not only maintain and care for these new green areas but also to provide volunteer opportunities for residents.

We would love to hear your ideas and use your energy to push forward new projects, which we hope will include raised beds around the two new soon-to-be-installed crossings on Broad Street and High Street.

What would you like to see happening in our area? Would you like to see more planters, trees, flowers, food plants, herbs for all?

All are welcome, young and old, anyone who has an interest in seeing our part of the city blossoming. Whether you are a gardener or not, we need your help and support to improve our environment and to make Old Portsmouth an even more pleasant place to live.

Please sign up at the AGM or contact Eileen Measey on 07548 519357 or eileenmeasey@gmail.com



Spice Island site from Gunwharf.
Images Gail Baird

Old Portsmouth – Heritage and Conservation

Since the Civic Amenities Act 1967, local planning authorities have been required to decide which parts of their area “are of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance” and to designate them as conservation areas.

The designation of a conservation area has a number of direct legal consequences, including specific procedures for planning applications, the control of demolition of buildings, redevelopment, what is changed or rebuilt, and works to trees – this covers all trees on the property (such as in a forecourt or garden) which are over a certain size, and not just those with a tree preservation order.

Terms such as ‘permitted development’ have a different meaning for a property in a conservation area, the most common one being the size of an extension that can be built without needing planning permission. Also within the Conservation Area, some houses can be identified for additional attention.

All this is in addition to guidance to be followed if the property is listed. This is a list maintained by Historic England. The older a building is, and the fewer the surviving examples of its kind, the more likely it is to be listed. Buildings that are less than 30 years old are not normally considered to be of special architectural or historic interest because they have yet to stand the test of time. A recent listing for a modern building is the former Knight and Lee department store in Southsea. Listing is not a preservation order, preventing change. It does not freeze a building in time, it simply means that listed building consent must be applied for in order to make any changes to that building which might affect its special interest (exterior and/or interior fittings). A listing category may also apply to street furniture, such as telephone boxes, lampposts and other artefacts.

It is interesting that the designation of a Conservation Area was introduced in 1967, perhaps as a consequence of wartime destruction, and as a reaction to some of the rebuilding that had taken place since. Then again, restoration and reconstruction is more expensive than a new build.

There are 30 conservation areas in Portsmouth. They range from a single building; St Andrew’s Church in Eastney, named streets, such as Stanley Street in Southsea and Highland Terrace in Eastney, to areas such as Milton Locks (with no buildings), Owen’s Southsea, and, of course, Old Portsmouth.

Old Portsmouth is recorded as Conservation Area 4, and covers the whole of the original fortified town, around 40 hectares. This area includes scheduled monuments, many listed buildings, railings, monuments and features; many of the cannon bollards in the area are listed. The next level

of classification is the Local Listing, this is held by the City Council, and records other items that may otherwise go unnoticed and some buildings that are of note locally but not listed; a document which is perhaps overdue a refresh. There are many other items of note in Old Portsmouth that aren’t mentioned at all. In this category I would include some metal covers to coal holes and utility covers, pavement gutters, and even the metal-lined pockets in kerb stones which used to hold poles for shop awnings. Little things that tell a story of a time long gone when High Street and Broad Street were lined with businesses. There are also curios – some features that aren’t quite what you think they are, or as old as you may first think.

Although many buildings were destroyed in World War II, and there’s been much rebuilding since, the street pattern remains. Today’s street plan of Old Portsmouth can be easily overlaid on to one from 400 years ago.

The Old Portsmouth Conservation Area was designated in 1969 and most of the buildings in it have been built since that date. I am unsure about the architectural merit and quality of some of the developments. I live in one of these newer houses. There can be issues with the design which, on occasion, has caused considerable expense, usually as each property is sold and the issue is pointed out by the buyer’s surveyor!

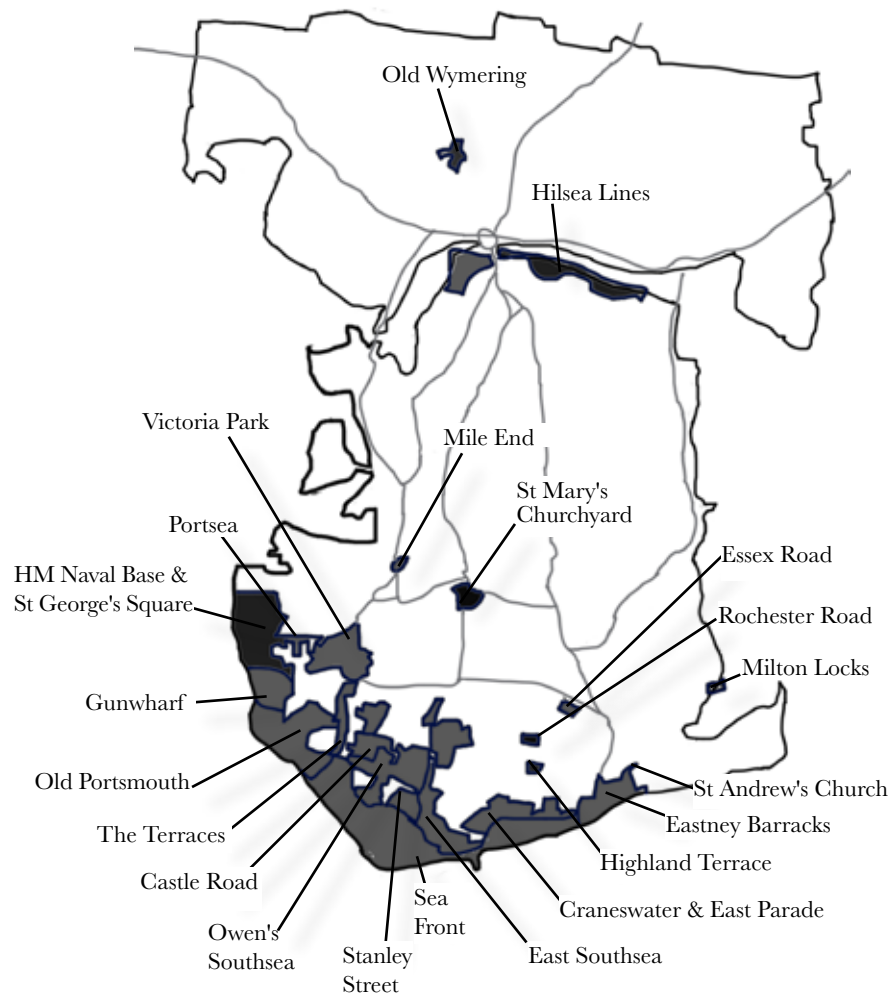
I have been in the basements of some old and not so old Old Portsmouth houses with cellars that extend under the pavement. One cellar in particular, was much older than the house on top of it. Before I moved in, a builder was puzzled by how deep the drains are for my house, and I was able to get out a copy of an 18th century map to show him the site of wells once used by a brewery on the site; one of many breweries supporting the local pubs and the navy at that time.

Portsmouth town was once walled, with gates. One of these gates is still in its original place, others have gone, or been relocated – in whole or part, and the stone reused. It was disappointing that more wasn’t made of the defences that were briefly uncovered when the foundations for the new University Sports Hall were being put in place a few years ago. Many will be familiar with or remember the many mock-Tudor style pubs in Portsmouth, designed by AE Cogswell, such as The Talbot, The Rutland, The Fountain and The Mermaid, to name a few. Old Portsmouth has its own, the ‘Mary Rose and Dragon’ (previously the Gloucester Hotel) in St George’s Road. The more well-known building in this style in Old Portsmouth is The Seagull, in Broad Street, which was designed by Charles Vernon Inkpen, in the Cogswell style for the brewery. There are several clusters of listed houses in the area, but those in Peacock Lane are probably the least well known, even by the 100s of children attending St Jude’s School who pass by each day.

I think that planning, heritage, conservation and the environment (built and planted) are closely related. I encourage you to explore your neighbourhood and enjoy the detail.
Sharon Morris, Heritage & Conservation

Please note opinions are the author's own. Check the latest advice from the City Council and other involved parties when considering any changes to your property. Back-up reading from Portsmouth City Council: <https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/conservation-areas/>
<https://www.portsmouth.gov.uk/wp-content/uploads/2020/05/development-and-planning-old-portsmouth-guidelines.pdf>

Location of Conversation Areas in Portsmouth



Traffic

Portsmouth is growing. More people, higher government housing targets, more developments, more people wanting to travel, more traffic, more pressure on the roads, more congestion. Yet Portsea Island isn't getting any bigger. Our island city is more congested with more motor vehicles and pressure on road space. Conflicts arise between the Council's long-term strategy of encouraging people to use public transport and active travel (walking and cycling), PCC's eagerness to please businesses who demand space for exclusive parking for their staff and customers, and the short-term political expediency of currying favour with voters by trying to squeeze more parking spaces on the streets.

Portsmouth will never achieve its professed objectives of a reliable and affordable public transport network, a safe road environment for pedestrians and cyclists, and clean air for the long-term health of its citizens, when it repeatedly makes compromises by tolerating remorselessly increasing numbers of motor vehicles.

Speeding

Is there a problem with speeding? According to the Council, "Old Portsmouth does not have a problem with speeding". This statement by PCC's road safety manager is at odds with much of the general public's

perception. According to the most recent reliable speed survey when PCC has been willing to share the data, on average every day:

- 6 out of 7 drivers break the 20 mph speed limit in High Street.
- 130 drivers exceed 36 mph in the 20 mph limit and would warrant a court summons.
- one driver exceeds 50 mph.

Speeding may have been a problem when Hildegard Lowe was killed crossing the road outside the Duke of Buckingham pub in January 2021. The explanation for the Council's hollow assertion is that they are making two fundamental errors:

- PCC appears to be ignoring a key point in Dept for Transport guidance on how to assess roads for speed limits.
- The Council is taking advantage of an ambiguity to misinterpret police policy on speed enforcement.

Speeding is proportionately worse in our residential roads and more ordinary citizens are threatened yet the Council and the police deny there is a problem and refuse to consider either traffic calming or enforcement.

In 2021 the police did a national review of all road traffic incident (RTI) statistics. The conclusion was that speed was a factor in almost half of all RTIs, three times more than

previously thought. The death toll on Portsmouth's roads has risen by a shocking amount and it is reasonable to assume that speed could have been a factor in three of the six pedestrian deaths in 2022.

Year	Pedestrian fatalities
2017	1
2018	0
2019	0
2020	0
2021	3
2022	6

FOOPA is pressing the Council to reveal its data and assessment methods. Regrettably, PCC is increasingly reluctant to engage with the local community and share their information, instead resorting to generalities and ambiguities. Meanwhile, residents continue to hear the throaty roar of the exhausts of high-revving cars as drivers speed with impunity on the unofficial racetrack from the seafront along Pembroke Road and up High Street. Those drivers are unlikely to heed - or even read - police and Council safety messages. The authorities' weak responses so far need to be strengthened by action.

Safe road crossings

Regular or even occasional police enforcement is not the solution to speeding. It is resource intensive,

costly, and the limited hours would be only a pin-prick on the problem. A much better solution would be to change High Street and Broad Street from 20 mph limits (where they rely on drivers respecting the speed limits) to 20 mph zones which have traffic calming measures that physically compel drivers to slow down. The Department for Transport advises that 20 mph limits are most effective when they have traffic calming measures.

Zebra crossings that confer pedestrian priority are effective traffic calming measures. The Old Portsmouth Area Traffic Study recommended consideration of additional pedestrian crossings. Last year PCC ran a consultation, proposing crossings in High Street on the axis of Highbury Street to Peacock Lane, in Broad Street on the axis of Feltham Row, and a raised table at the junction of Peacock Lane with High Street. Although PCC has not released the results of the consultation, we welcome the support of our ward councillors in lobbying PCC for more pedestrian crossings and they assure us that the crossings will happen. Bizarrely, the Council claim that the crossings will be provided in order to allay residents' concerns about speeding and road safety - even though PCC states that speeding is not a problem.

Shipwrights' Way non-crossing

<https://www.hants.gov.uk/thingstodo/countryside/walking/shipwrightsway>
It is at least 12 years since PCC first made plans to complete this long distance path for walkers, cyclists (and horse riders - if any are brave enough to come into the city). The project has been continually delayed by low priority and consequent lack of resources. The Way crosses High Street and Broad Street on a direct line between Square Tower and White Hart Road, yet PCC has erroneously suggested that it passes along Feltham Row which is only for pedestrians. FOOPA's preferred solution would be an informal crossing on a raised table on the line of the Way which would be direct and would contribute to traffic calming. Instead, PCC has approved a badly flawed scheme that will expend precious funds in narrowing the highway on the bend by the Square Tower in the optimistic hope that it will encourage drivers to slow down. The Council report mistakenly states that the scheme will 'further prioritise walking and cycling in the city' when in fact this measure will retain driver priority and gives no priority to pedestrians and cyclists wanting to cross the road here. FOOPA considers that many habitually speeding drivers will simply look at the tighter bend as a challenge to their driving ability. This is a wasted opportunity and a decision that PCC is likely to regret.

Parking

The number of motor vehicles registered to individuals and businesses in Portsmouth increases relentlessly, averaging about 1900 more each year. PCC continues to ignore the 'elephant in the room' that Portsea Island remains the same size and can't assimilate all these extra vehicles. The inconvenient truth is that the Council's tolerance of this unsustainable increase results in more congestion, air pollution, delays to increasingly expensive and infrequent public transport, competition for on-street parking, illegal parking, driver frustration, dangers for pedestrians and cyclists, and a disincentive for people to reduce car use and instead to walk or cycle and improve their health and general fitness.

The Appy parking sensors aren't working. Residents are familiar with the blight of black plastic discs glued to the roads that create trip hazards for pedestrians and runners and skid obstructions for cyclists. The concept is: when a car parks over a sensor, a signal is transmitted to the control room and the Council will have a real-time map of where parking spaces exist so that real-time information can be updated to divert drivers to available parking and so reduce congestion and air pollution caused by aimless driving in circles. Nice idea (apart from the fact it undermines efforts to encourage drivers coming into the city to use the Park and Ride).

But the system isn't working. PCC's IT system is incompatible with the Appy system. We don't know when - if ever - it will be fixed.

Illegal parking continues to plague Old Portsmouth. Every day we see: drivers parking on double yellow lines (DYL), increasing road dangers by obstructing clear lines of sight at junctions; pavement parking (most prevalent during school runs) where drivers assume it is acceptable to break the law by driving onto footways and obstruct pedestrians; and drivers who park on shared access driveways and so force wheelchair users and parents with buggies off the pavement and into the road. FOOPA was ultimately successful (after two years of pressure on PCC) to have parking restrictions renewed and enforced in one location where a vehicle owner habitually used the public pavement as a private parking space. Residents have also had some success in persuading PCC to install more bollards that physically prevent drivers from parking on footways. However, the bollards seem to be unnecessarily close together. We are aware that there is a government standard for the spacing of bollards (1.5m) to be used to prevent terrorist ram-raid style attacks. We are not aware of any standard for spacing bollards to deter pavement parking. It seems that PCC is repeating previous errors in continuing to use 2m spacing when wider spacing

would be equally effective and either allow more pavement to be protected or costs could be reduced.

Poor planning. PCC's planning department uses outdated assumptions in assessing the additional stress that developments will place on on-street parking. By failing to recognise that cars are bigger than a decade ago the planning method assumes that drivers will park close to adjacent vehicles leaving only 35 cm between bumpers. One doesn't have to be a highways engineer to recognise the falsity of that assumption. The result is that planners conclude that any street has higher capacity for on-street parking than is practical.

Garages not used for cars. Parking pressure is increased by the large number of private garages not used for parking. The reasons are many, e.g. drivers own cars that are too big to fit into garages, or the garages are used as utility rooms, home gyms or boat stores. Again, planning standards need to be revised to specify larger garages that will be adequate for larger vehicles.

Highways enforcement officers. Many traffic problems could be countered if PCC conducted enforcement of road traffic regulations. PCC parking officers powers are limited to issuing parking fines. A solution would be

to introduce highways enforcement officers with authority to deal with traffic offences including pavement parking, illegal engine idling, pavement cycling and scooter riding. We understand this suggestion has been made many times, not only by Portsmouth residents but also by PCC officers. Why PCC has ignored this sensible measure has never been explained, however it is rumoured that the Council is once again considering the idea.

Air Pollution

Clean Air Zone. Portsmouth has a Class B+ CAZ that charges non-compliant (generally older) HGVs, buses, coaches, taxis and PHVs (although recently PCC has granted an exemption to taxis). PCC's scheme is 'do minimum' that seeks to reduce the city's illegally high air pollution to legal limits in the city centre but is ignoring the illegal levels of pollution elsewhere. The Council's focus seems to be to do the least harm to businesses and accept greater air pollution to the harm of residents' long term health.

Engine idling. Unnecessary and illegal engine idling has been a problem for many years. When the CAZ was introduced PCC had a verbose message "Cough Cough Engine Off Help Us To Improve Air Quality." Belatedly, the message has become more direct 'Cut Pollution. Switch off your engine whenever

possible' and PCC launched a new campaign <https://transportandenergy.com/2022/12/16/council-launches-anti-engine-idling-campaign/>.

The Council publishes an Air Quality Quarterly Report but this is confined to reporting progress on measures being taken, not on the actual changes in air quality. How can one decide if measures are working and if additional measures need to be implemented if one doesn't know how the levels of air pollution are changing? Measured changes in the levels of air pollution are published in the annual Air Status Report (ASR) that normally reports about a year late—the 2021 ASR reports on air quality measurements made in 2020, the report was completed in December 2021 and not released until June 2022. That is 18 months delay in publicising whether or not PCC is making progress in reducing air pollution.

Sustainable Transport

Bus services. Bus services have always been under-utilised in Portsmouth. Covid and lockdowns made bus travel even less attractive. Fortunately, it is reported that bus usage is growing. PCC deserves credit for maintaining the subsidy for these services and we thank our ward councillors for continuing to press the case to maintain the subsidy.

e-scooters and hire bikes. The Voi e-scooter trial continues in Portsmouth and other selected cities where it is legal to use an e-scooter on the public roads. To say the trial is controversial is an understatement. Undoubtedly it has encouraged some car drivers to choose a sustainable mode of transport, although a recent PCC report suggested that a lot of users are former bus passengers who find an e-scooter cheaper and quicker than using a bus. Unfortunately, the scooters also attract irresponsible users. Many of us will have seen two riders clinging precariously to the handlebars, riders zooming along pavements and weaving through traffic. A more recent development is the introduction of a bike hire scheme run by Beryl Bikes. The location of the racks is also controversial as they can attract rowdy elements who indulge in anti-social behaviour. FOOPA will press PCC to evaluate if e-scooters and hire bikes have had any lasting success in reducing the number of private car journeys in the city.

Active Travel. PCC will never succeed in encouraging more walking and cycling and reducing dependence on the private motor car unless it can make active travel safer and more convenient. This requires making more space for walking and cycling. However, most proposals to create space for active travel are

rejected because across the city, councillors are afraid of vociferous driver opposition to any reduction in parking spaces. The outcome is that PCC is content to reduce the availability of public parking to please commercial interests but is reluctant when asked to reduce on-street parking to improve road safety.

School Streets. The School Streets initiative for St Jude's primary school led by Sustrans with PCC support operated for 7 weeks in autumn 2021. Parents were unable to drive to the school gates to deliver or collect their children and instead were able to park for free only a very short walk away in Pembroke Road. A few tense stand-offs resulted, and full credit to the hardy and tenacious volunteers who ran it. We had been waiting to see the final report, yet in February 2023 residents were invited to an evening when, instead of being briefed on the trial results and discussing proposals for a programme of implementation, they were invited to participate in yet another workshop. We hope that Sustrans and PCC will not 'kick the can down the road' and identify a permanent solution that doesn't depend on a cadre of volunteers.

Long Distance Paths. FOOPA is monitoring the sea defences work to ensure that the Solent Way markings are replaced and improved after the failures in the sea defences work

that resulted in the obliteration of all marking of the Pilgrims' Trail on the west side of the island. We are also keen that the England Coast Path will be adequately signposted. Fortunately, the leadership team have given strong assurances that they are working with the national authorities to achieve this.

Action in event of road traffic offences

A frequent justification given by the authorities for inaction is "We have had very few complaints". So...please report any of the aforementioned road traffic offences to roadsafety@portsmouthcc.gov.uk or phone City Help Desk on 02392 834092

Mike Dobson, Traffic

Social Events

Talk: How Portsmouth lost its Nervi.

Date: tbc

Venue: Pembroke Gardens Bowling Club

Mike Underwood, retired Conservation Officer and author will uncover the amazing plans for converting the Cathedral into a 1200plus seater cathedral. The plans involved the amazing architects John Seely and Paul Paget (Seely and Paget), and the international Italian superstar engineer/architect Pier Luigi Nervi.

It is an exciting and remarkable story with fine drawings by a friend of Mike's, Rodney Hubbock (a remarkable artist in his own right - Portsmouth Art School trained and an employee in the 1960s of Seely and Paget). John Seely (Lord Mottistone) was also remarkable: Cathedral Architect to St Paul's, London and lay cannon and architect at Portsmouth Cathedral.

Visit & talk: Pre-sale visit to Nesbits' saleroom

Date: tbc

Venue: Nesbits auction rooms, Southsea

Local auctioneers, estate agents and long term FOOPA supporters, Nesbits have offered to host a visit to their saleroom along with a brief talk by John Cameron.

Details of the above two events are being finalised and will be circulated along with booking forms to members shortly. In the absence of a social secretary, please bear with us!

Affordable self publishing and book printing specialists, providing a personal service to authors.

The books we produce are of a quality that will sit happily on the shelf of any leading book store, giving the author the credibility and confidence they need when selling their work. We have a proven track record over the last 10 years, trading in a very difficult economic environment, of attracting and supporting first time authors by developing a personal working relationship.

We are a small, local company that packs a punch, having worked with some high profile, national and international clients that include the Household Cavalry Mounted Regiment, Alex Thomson Racing & Hugo Boss, Falkland Island Government and the Royal Navy, Nephrology specialist Dr RF Mushtaq and international artist Ursula Sternberg, as well as local authors – and everything in between. Our prices are competitive, our policy transparent and our authors the focus of our attention in everything we do.

Memoirs, art, history; fiction or fact - contact us now to find out more from the leading publishers in Portsmouth.

Service, support & someone to talk to

*email us now for a no obligation quote
dan@tricornbooks.co.uk
or call 02393 430 038*

