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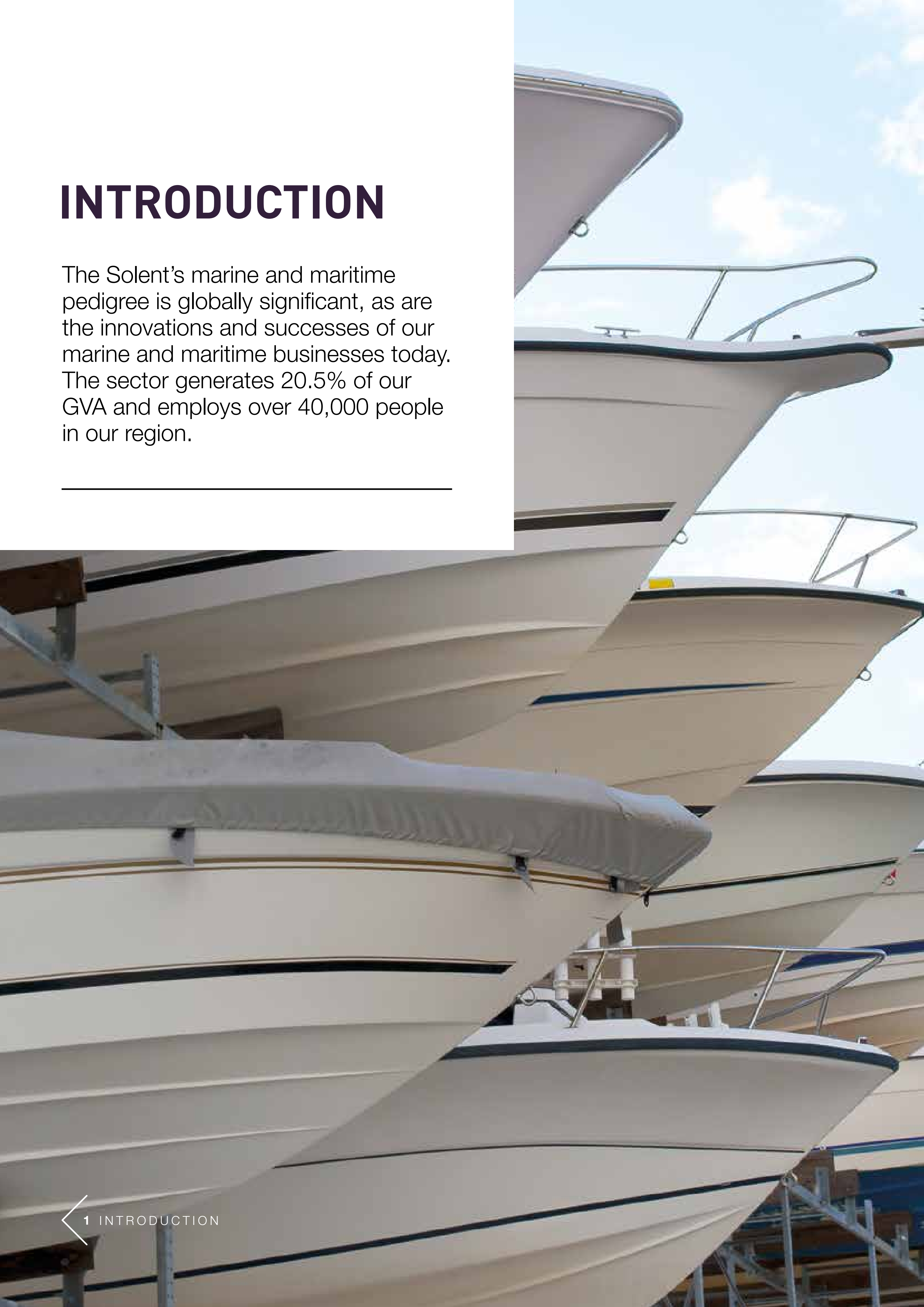
MARITIME FUTURES

Solent Waterfront Sites • September 2015

INTRODUCTION

The Solent's marine and maritime pedigree is globally significant, as are the innovations and successes of our marine and maritime businesses today. The sector generates 20.5% of our GVA and employs over 40,000 people in our region.



Fundamental to our position as the UK's leading marine and maritime cluster are our unique geographic advantages and our array of world-renowned assets combined with generations of success in traditional maritime skills. Put simply, the marine and maritime economy is in our DNA.

Assets include Southampton Marine and Maritime Institute (co-located with Lloyd's Register), Warsash Maritime Academy, the National Oceanography Centre, the Centre for Maritime Intelligent Systems, the Port of Southampton (Britain's most productive Port and the leading Port for cruise and the UKs resurgent automotive sector) and the Naval Base in Portsmouth (which sits at the heart of our maritime defence cluster). We also have an incredibly strong skills base, and are investing to grow this further, with the Isle of Wight College Centre of Excellence for Composites, Advanced Manufacturing and Marine Technology on target to open in 2016.

Needless to say, waterfront employment sites play a critical role in this priority sector. Without access to waterfront employment sites the marine and maritime sector will fail to reach its future potential and the potential of the sector to capitalise on our globally-leading assets will be eroded. Concerns have been raised by Marine and Maritime businesses and some policy makers that land suitable for marine industries is being lost to alternative uses such as residential. Whilst it is important that the area provides the homes that a growing economy needs, it is against this backdrop that the Solent Local Enterprise Partnership (LEP) commissioned an independent study to better understanding the Solent area's waterfront assets.

The waterfront employment sites study aims to support the aspirations of the Solent LEP's Strategic Economic Plan, as described in the Transforming Solent Growth Strategy and builds on the recommendation within Rear Admiral Stevens' (2014) report on securing the future of marine and maritime industries in the Solent, Transforming Solent: Marine and Maritime Supplement and the Solent Waterfront Strategy (2007), both of which highlighted the importance of the marine and maritime sector to the Solent and the need for a register of the provision of waterfront sites and understanding of their characteristics and assets.

The loss of land at strategic waterfront locations reduces the Solent area's ability to provide the right sites and to cater for demand from the marine and maritime sector, which is currently growing. Without a Solent-wide up-to-date assessment of supply and a long term perspective of demand, sites may continue to be lost as the viability of residential prices out industry, and local planning authorities lack the evidence base to counter applications for change of use. In recognition of this, the objectives of this study have been to identify and assess the provision of waterfront employment sites across the Solent and provide an evidence base, which can be used by policy makers such as Solent LEP, PUSH and local planning authorities to guide their strategic, long term plan making.

97 **The number of sites with waterfront employment land identified in the Solent area**

There are a range of land use demands on waterfront sites, and it is recognised each has the potential to deliver economic growth, and, as such, a strategic approach that balances these competing demands across the area is required.

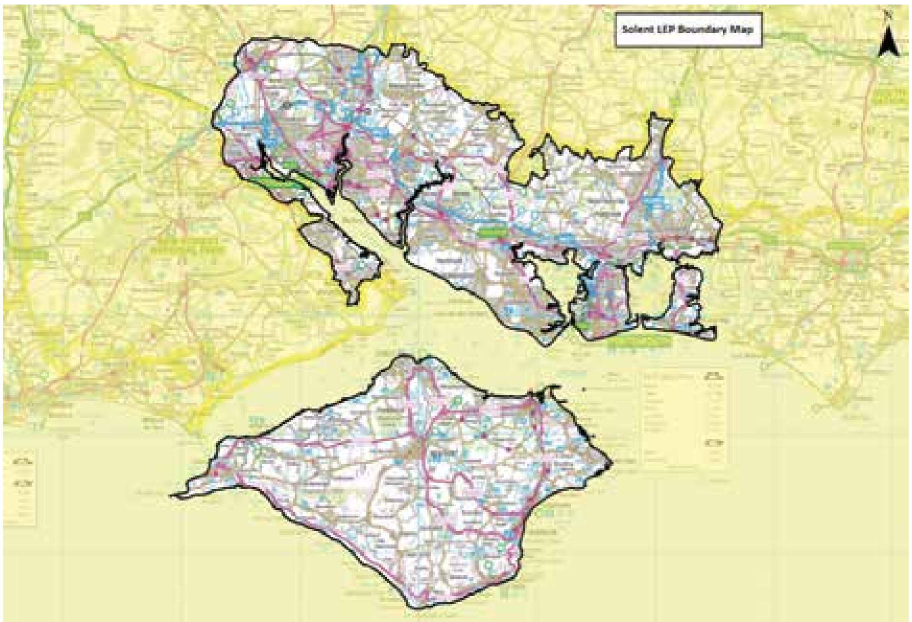
This document provides a comprehensive summary of the Solent Waterfront Employment Site Study and its associated Site Register.

SCOPE OF THE STUDY

Study area: The study area, as illustrated in Figure 1, comprises all of Eastleigh, Fareham, Gosport, Havant, Isle of Wight, Portsmouth and Southampton local authorities and part of, East Hampshire, Winchester, Test Valley and New Forest authority boundaries as well as Hampshire County Council.

Focussed on the provision of waterfront employment land, the study area is limited to those areas which have direct water frontage and therefore is not focussed on Test Valley, Winchester and East Hampshire.

1 Figure 1 - Study Area



Marine & Maritime sector:

The marine and maritime sector is complex to define. Broadly however, it can be seen to comprise activities associated with component manufacturing, ports, defence, leisure, ship and boat building and research across a product or service cycle. The sector is changing rapidly with technological advancements opening up new business lines and markets, as testified by the growth in marine autonomous vehicles and robotic systems.

Waterfront Sites:

The focus of the study is on identifying employment sites with direct water frontage and assessing their characteristics.

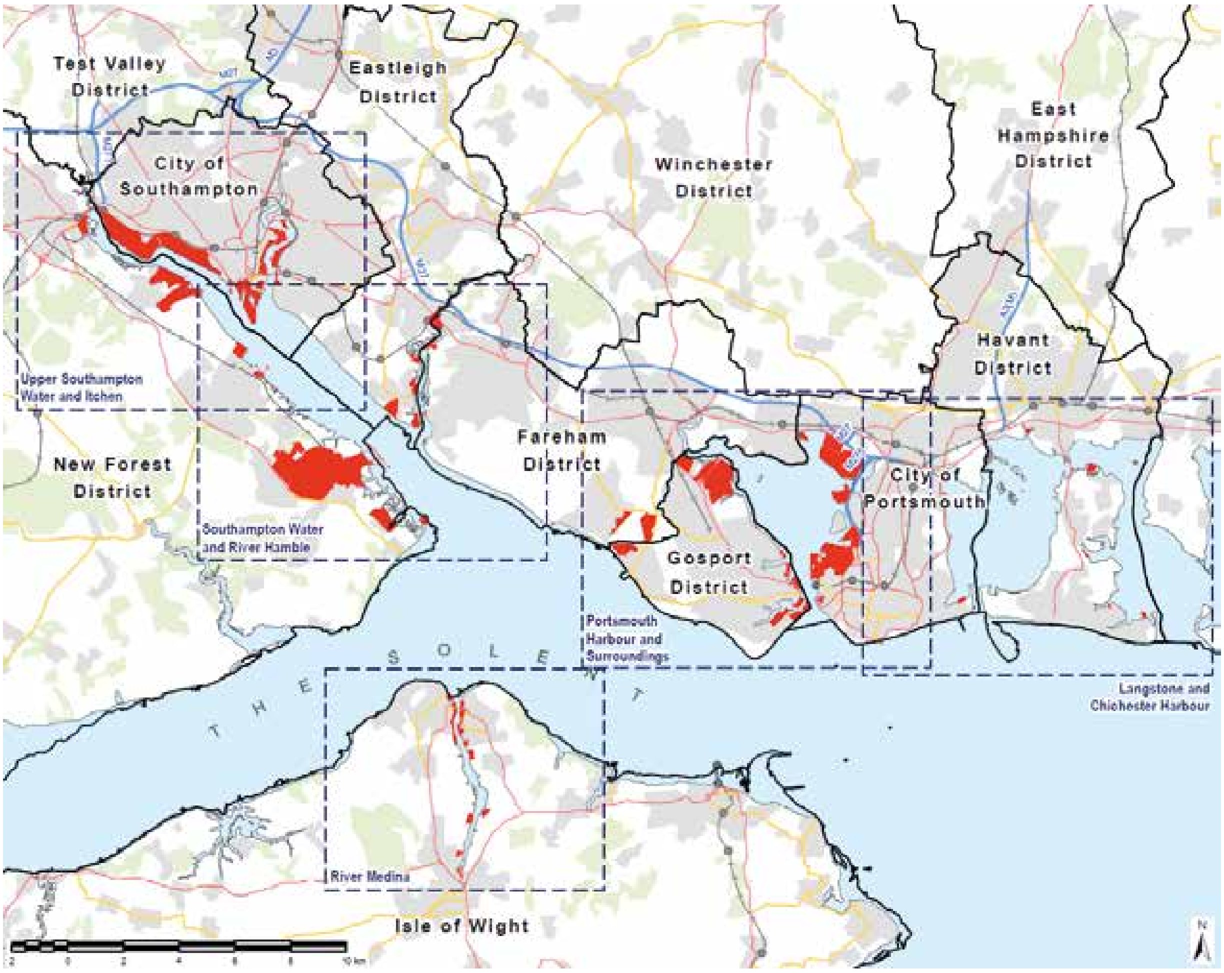
1,730 **The number of hectares of waterfront employment land across 97 sites in the Solent area**

Across the study areas seven clusters of sites are identified. These clusters have relatively similar geographies. The clusters have been used to report collectively on sites and are listed in table 1 across, which sets out the number of waterfront sites identified within each cluster. The location of the sites is provided in Figure 2.

1 Table 1: Waterfront Employment Sites by Location (Cluster)

Cluster Name	Number of Waterfront Sites Identified and Assessed in this Report
Langstone and Chichester Harbour	7
Upper Portsmouth Harbour	11
Lower Portsmouth Harbour and Surrounds	16
River Hamble	12
Southampton Water / River Test	14
River Itchen	18
River Medina	19
Total	97

2 Figure 2: Waterfront Sites Identified in the Study Area. Source: AECOM



ANALYSIS OF WATERFRONT SITES

The following conclusions can be drawn from the site analysis:

Land Area:

There is approximately 1,730ha of waterfront employment land across 97 sites in the Solent study area. 28 sites owned by the MoD, commercial ports, ferry terminals and leisure marinas comprise 1,287ha. The largest sites are within the Southampton Water / River Test and Upper Portsmouth Harbour clusters, and include sites such as the Port of Southampton and HMNB Portsmouth. The remaining 443ha of land is distributed across 69 waterfront employment sites used by other marine and maritime uses, general industry or other land uses.

Premises:

Analysis of the proportion of waterfront employment sites built upon shows that sites along the River Itchen and River Medina can be seen to be the most intensively used. Further, it can be seen that the sites with the greatest proportion of large units are found within the Lower and Upper Portsmouth Harbour area and within Southampton Water / River Test. Upper Portsmouth Harbour and Langstone and Chichester Harbour have the greatest prevalence of small units.

Quality of Site and Buildings:

The quality of sites across the Solent is mixed with 64% assessed to be of good or very good quality and 36% assessed to be of poor or very poor quality. Generally, the poorest quality sites are found along the River Itchen and River Medina although the sites observed are typically fit for purpose given the nature of the industrial activities. However there were sites recorded which require investment. The best quality sites were found along the River Hamble which reflects the nature of their use and the need to attract leisure users. Overall building quality was found on the whole to be good or very good with 71% of sites recorded as having good or very good quality buildings.

Development Potential:

Across the Solent, 37 sites have been identified with development potential, the majority of which are found along the River Itchen and the River Medina. All of the sites identified as having development potential are currently designated for employment use in local planning policy.

Employment:

Waterfront employment sites within the study area are estimated to support approximately 11,000 jobs. The majority of sites (66%) within the Solent are estimated to employ less than 100 people; however there are 7 sites, which are estimated to employ over 500 people demonstrating the range of sites and employment activities across the Solent as well as their impact on local economies.

Site Activity:

There is a significant presence of marine and maritime businesses and associated activities across waterfront employment sites within the study area. However, there is also a prevalence of non-marine and maritime uses across the identified sites, particularly along the River Itchen and River Medina. These uses are office, general industry, warehousing and open storage. There are also a number of sites utilised for aggregate and waste activities which require access to water and compete with marine and maritime businesses.

Marine and Maritime Clusters:

Clustering of marine and maritime activities is recorded within 46 of the waterfront employment sites, the majority of which were found to be comprised almost entirely of marine and maritime businesses demonstrating the strength of clustering on these sites and across the Solent.

Waterfront Assets:

This study identified a wide range of marine and maritime assets within waterfront employment sites. The vast majority of waterfront employment sites had infrastructure allowing access to water (e.g. pontoons, slipways, quay walls etc.) as well as assets such as boat hoists and open/covered dry stack facilities. The range of sites with these types of assets is reflective of the strength of the marine and leisure sector across the study area as a whole.

Access:

With regards to access a small number of waterfront employment sites across the study area had direct strategic road access to trunk roads. A small number of sites had freight rail access but these were typically MoD sites, commercial ports or utilities. In total 33 sites were identified with unrestricted permanent access to water.

11,000 **The number of jobs estimated to be supported by waterfront employment sites in the Solent**

Constraints:

A wide range of sites were recorded across the Solent with flooding issues and environment designations the most prevalent. These constraints could potentially limit a sites development potential and inhibit enhancement of marine accessibility if, for example, constraints on dredging exist.

POTENTIAL LOSS OF WATERFRONT SITES IN THE REGION

Analysis also revealed a potential loss of waterfront sites in the region, in particular:

- Information on planning permissions completed or granted found that since January 2009 a number of planning applications have been implemented or granted on smaller waterfront sites in the study area in favour of non B-use class floorspace. The loss of B-use class floorspace on waterfront sites actively used for Marine and Maritime activities is estimated at approximately 5,000sqm, and includes the loss of warehousing, storage and workspace space to non-B uses: mainly residential.

- Across the Solent area there is evidence that some large sites are coming under increasing pressure from competing land uses. The reduction in capacity (or total loss) of these sites to non-B use classes is likely to result in a reduction in waterfront site capacity in locations which have good access to the water, displace existing marine and maritime activities, which will have knock-on effects through the local supply chain if displaced businesses cannot find suitable accommodation and relocate within the vicinity.

- Moreover, there is a strategic, long term concern: once sites are lost to non-B use classes such as residential or retail, it is highly unlikely that they will ever be converted back to support marine and maritime use meaning that their capacity to support the marine and maritime sector will be lost forever.

SITE CATEGORISATION

Of the 97 sites identified, six sites are currently occupied by the Ministry of Defence (MoD), three by utilities operators and eight currently operate as either commercial or ferry ports. Typically these 17 sites have a highly significant role to play in supporting the marine and maritime sector of the Solent and have great potential to support the sector further and as such could be considered strategic.

In addition, a further 11 marina sites predominantly provide a leisure and recreational function, and do not support other land uses such as boatyards or associated industrial activities. This leaves 69 sites which the study further categorises by both typology and tier.

64% **Percentage of waterfront sites across the Solent assessed to be of good or very good quality**

Typology

The analysis of the 69 sites identified the three key factors:

- Marine access: this is based on an assessment of whether a site has good access to water in relation to water depth at chart datum and marine infrastructure available at the site, enabling access to the water.
- Presence of marine and maritime activities: sites with existing clusters of marine and maritime activity provide an indication of the site's attractiveness to the sector; and
- Development potential: whether a site has potential to grow, based on existence of vacant land or derelict buildings, and prospects for redevelopment and intensification (for instance, inefficient / poor land and building utilisation).

For full details of the methodology see the main report.

Site importance - Tiers

The relative level of importance of each site has also been assessed. Sites were assessed and scored on a combination of factors regarding the current conditions of the site. Factors include: size of site, water frontage, employment capacity, quality of site and buildings, potential to accommodate change and grow, strategic road and rail access, water depth and permanence of access to water, flood risk and environmental designations. The score sorted sites into three tiers, which help to describe the relative importance of a site's characteristics to support the marine and maritime economy in the study area. Sites defined as Tier 1 are of prime importance and are relatively the most important sites for marine and maritime activities in the Solent. They display, on balance, the best characteristics to give continued support and growth to marine and maritime business. Sites which on balance display characteristics which are favourable to marine and maritime businesses, though less consistently across the criteria assessed, are relatively less important than the Tier 1 prime sites and are deemed to be of secondary or tertiary importance to the marine and maritime sector in the study area and are listed as Tier 2 and Tier 3 sites respectively.

By combining a site's relative importance and typology theme, those sites which are relatively more important to support ongoing marine and maritime use, invest and grow or consolidate / transition to maritime use were identified. These categorisations are shown in tables 2 to 4 on the next page.

SUPPORT ONGOING MARINE AND MARITIME

Table 2: Support Ongoing Marine and Maritime use, if Suitable

Site #	Site Name	Relative Importance Level	Typology	Cluster
1	Sparkes Marina	Tier 3	3	Langstone and Chichester Harbour
2	Wilson's Boatyard	Tier 3	3	Langstone and Chichester Harbour
3	Mill Rythe Boatyard	Tier 3	3	Langstone and Chichester Harbour
4	Northney Marina	Tier 2	3	Langstone and Chichester Harbour
7	Southsea Marina	Tier 3	1	Langstone and Chichester Harbour
9	Town Quay- BAR Racing	Tier 1	1	Lower Portsmouth Harbour
12	Port Solent Marina	Tier 1	1	Upper Portsmouth Harbour
15	Trafalgar Wharf	Tier 1	1	Upper Portsmouth Harbour
16	Wicor Marina	Tier 3	3	Upper Portsmouth Harbour
17	Lower Quay	Tier 3	3	Upper Portsmouth Harbour
25	Endeavour Quay	Tier 1	1	Lower Portsmouth Harbour
26	Gosport Boat Yard (Coldharbour)	Tier 3	3	Lower Portsmouth Harbour
31	Haslar Marine Technology Park	Tier 2	3	Lower Portsmouth Harbour
35	Hamble River Boatyard	Tier 2	3	River Hamble
36	Swanwick Marina	Tier 1	1	River Hamble
37	Universal Marina	Tier 1	1	River Hamble

38	Stone Pier Yard	Tier 2	3	River Hamble
39	Riverside Boatyard	Tier 2	3	River Hamble
41	Deacon's Boat Yard	Tier 2	1	River Hamble
42	Elephant Boat Yard	Tier 2	3	River Hamble
43	Mercury Yacht Harbour	Tier 2	1	River Hamble
44	Port Hamble Marina	Tier 1	1	River Hamble
45	Hamble Point Marina	Tier 1	1	River Hamble
52	Drivers Wharf	Tier 1	1	River Itchen
54	Saxon Wharf Boatyard and Marina	Tier 1	1	River Itchen
56	Shamrock Quay	Tier 1	1	River Itchen
59	Ocean Quay	Tier 1	3	River Itchen
63	American Wharf	Tier 2	1	River Itchen
68	National Oceanographic Centre	Tier 1	1	Southampton Water / River Test
75	Hythe Marine Park	Tier 1	1	Southampton Water / River Test
78	Calshot Activities Centre	Tier 1	1	Southampton Water / River Test
80	Trinity Wharf	Tier 2	1	River Medina

Source: AECOM

INVEST AND GROW FOR MARINE AND MARITIME

Table 3: Invest and Grow for Marine and Maritime use, if Suitable

Site #	Site Name	Relative Importance Level	Typology	Cluster
27	Royal Clarence Yard - Retained site	Tier 1	7	Lower Portsmouth Harbour
30	Priddy's Hard	Tier 2	7	Lower Portsmouth Harbour
34	Daedalus- Solent Enterprise Zone (Waterfront Sites)	Tier 1	6	Lower Portsmouth Harbour
47	Centenary Quay	Tier 1	7	River Itchen
48	Land South of Smiths Quay	Tier 3	6	River Itchen
60	Dibbles Wharf	Tier 2	7	River Itchen
72	Marchwood Industrial Park	Tier 1	7	Southampton Water / River Test
79	Venture Quays	Tier 1	5	River Medina
83	Clarence Boatyard	Tier 3	6	River Medina
85	Kingston Wharf	Tier 2	5	River Medina
87	Island Harbour Marina	Tier 3	6	River Medina
88	Newport Harbour	Tier 3	6	River Medina
89	Blackhouse Quay	Tier 3	6	River Medina
93	Land South of Medina Yard	Tier 2	5	River Medina
94	Medina Yard	Tier 1	5	River Medina

Source: AECOM

SUPPORT TRANSITION TO MARINE AND MARITIME

Table 4: Support Transition to Marine and Maritime Use, if Suitable

Site #	Site Name	Relative Importance Level	Typology	Cluster
5	Bedhampton Wharf	Tier 3	4	Langstone and Chichester Harbour
6	Kendall's Wharf	Tier 3	4	Langstone and Chichester Harbour
14	Tipner West	Tier 1	8	Upper Portsmouth Harbour
18	Upper Quay	Tier 3	4	Upper Portsmouth Harbour
20	Vector Aerospace	Tier 3	2	Upper Portsmouth Harbour
21	Fareham Reach Industrial Park	Tier 3	4	Upper Portsmouth Harbour
22	Quay Lane Industrial Estate	Tier 3	4	Upper Portsmouth Harbour
49	Spitfire Quay / Vancouver Wharf / Merlin Wharf / Smiths Quay	Tier 1	8	River Itchen
50	Willment Industrial Estate	Tier 3	8	River Itchen
53	Princes Wharf	Tier 2	2	River Itchen
55	Lower William Street Industrial Estate	Tier 1	2	River Itchen
57	Bakers Wharf	Tier 3	8	River Itchen
58	Millbank Wharf	Tier 3	4	River Itchen
61	Leamouth Wharf	Tier 2	2	River Itchen
62	Burnley Wharf	Tier 2	2	River Itchen
64	Chapel Riverside	Tier 2	8	River Itchen
71	Eling Wharf	Tier 2	8	Southampton Water / River Test
82	GKN Aerospace Services	Tier 2	4	River Medina
86	Kingston Marine Park	Tier 2	8	River Medina
90	Vestas Technology UK-Manufacturing Site	Tier 1	4	River Medina
91	Vestas Technology UK - R&D Facility	Tier 2	4	River Medina
92	PD Port Services	Tier 3	2	River Medina

Source: AECOM

STUDY CONCLUSIONS

This study concludes that:

- The Solent benefits from a range of sites performing relatively well with low levels of vacancy, particularly on sites with good characteristics regarding site, premises, infrastructure and strategic access.
- There are a number of highly accessible waterfront locations within the Solent, which are currently occupied by non-marine and maritime uses including aggregate and waste industries. Should these sites be vacated, then waterfront sites highly suitable for use by marine and maritime businesses would become available.
- The Solent's marine and maritime economy is growing and diversifying, it is expected that demand for waterfront sites with marine access will increase. Competing land uses and increasingly complex requirements from modern occupiers will also drive demand for waterfront sites.
- A blanket protection of all sites is not recommended. In their current state some sites are not considered fit for purpose for modern marine and maritime occupiers: a number of sites require investment and infrastructure work to make them viable business locations, require enabling work to allow suitable marine access, or are significantly constrained by designations such that on balance they are best retained as general industrial locations.

37 **The number of waterfront sites in the Solent identified as having development potential. All are currently designated for employment use in local planning policy.**

STUDY RECOMMENDATIONS

1. Register should be used to support developing policies on strategic land-use planning and when considering planning applications for waterfront employment sites.
2. Maintain Register as a live document that is updated on a regular basis.
3. To support 1 and 2 raise the profile of this study at a launch event.
4. The Solent LEP should continue to develop a working relationship with the landowners of waterfront sites, particularly those that own large sites, to understand their plans for retention, release and development.
5. The Solent LEP, in partnership with relevant Local Authorities and key partners should promote and support the provision of marine and maritime uses on large waterfront employment sites. In particular attention should be given to those large sites which are currently vacant or have the capacity for large-scale change.
6. To be used by the Solent LEP and partners as a starting point for identifying sites and areas for investment, subject to a full business case.
7. Solent LEP and partners promote opportunities to create shared assets for marine and maritime businesses, which require access to water. These facilities may form part of the creation of marine enterprise hubs.
8. Consider the long-term demand for sites in the Solent area with details on the scale, nature and location. This would allow site specific recommendations to be made on potential quantity of waterfront land to be protected over the long term.
9. Consider consulting with DCLG, in partnership with Local Authorities, to determine whether a more robust level of protection could be adopted for sites of prime importance (Tier 1) to protect them for ongoing use by marine and maritime businesses.

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For further details on the work of the Solent Marine and Maritime Steering Group, contact Solent LEP on: **02392 688924** or **info@solentlep.org.uk**