



Appendix 7

Marine Facilities and Sites Audit Proforma

APPENDIX 7 – MARINE FACILITIES & SITES AUDIT PROFORMA

Site ID No.	
Site Name	
Address	
Location	
Local Authority	
Site Description	
Size of Site	<i>(GIS Calculated)</i>
Key marine activities on the Site	<p><i>Taken from the following</i></p> <ul style="list-style-type: none"> Oil & Petrochemicals Leisure – marinas & supporting services Leisure – other facilities Cruise Defence Commercial Port – containers Commercial Port – RoRo Commercial Port –Bulk cargo (other than oil & petrochemicals) Commercial Port – Passenger/ferries (other than cruise) Commercial Port – Port / cargo administration Transport logistics Manufacturing – Ships, boatbuilding and repair Manufacturing – Marine equipment Marine Services Fisheries Safety & Salvage Minerals Education and Research
Accessibility	<p><i>Road (either)</i></p> <ul style="list-style-type: none"> Existing National Primary Route network access (as defined in the HCSPR) Possible National Primary Route network access (as defined in the HCSPR) Existing Strategic road network access (as defined in the HCSPR) Possible Strategic road network access (as defined in the HCSPR) Existing other road network access Possible other road network access <p><i>Rail (either)</i></p> <ul style="list-style-type: none"> Existing rail access Possible rail access No existing or possible rail access <p><i>Marine</i></p> <ul style="list-style-type: none"> Record existing depth of water taken from admiralty chart

<p>Existing or potential economic significance</p>	<p><i>Either</i></p> <ol style="list-style-type: none"> 1. Of existing national significance 2. Of potential national significance 3. Of existing regional significance 4. Of potential regional significance 5. Of existing local significance 6. Of potential local significance
<p>Development Plan</p>	
<p>Key development plan designations or policies for part or all of the Site</p>	<p><i>Taken from the following</i></p> <p>General Employment (i.e. B1, B2, B8 or mixed) Port / Marine Residential Mixed Use Leisure/Recreation (including open space) Tourism Education Community Countryside Nature Conservation Cultural Heritage Minerals Waste MOD Site Other (specify) None</p>
<p>Key environmental designations covering part or all of the Site</p>	<p><i>Taken from the following</i></p> <p>Green Belt Strategic Gap Local Gap Coastal Zone Policy Area SSSI AONB National Park Special Protection Area Ramsar Site Special Area of Conservation Site of Nature Conservation Importance Conservation Area National Nature Reserve Local Nature Reserve Archaeological sites Flood zone Other (specify) None</p>
<p>Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)</p>	<p><i>Taken from the following</i></p> <p>Special Protection Area Ramsar Site Special Area of Conservation SSSI Site of Nature Conservation Importance</p>

	National Nature Reserve Local Nature Reserve
Constraints or Strengths (to future operations and prospects)	<i>Description / commentary provided</i>
Threats or Opportunities (to future operations and prospects)	<i>Description / commentary provided</i>

SITE 1: LYMINGTON RIVER

Site ID No.	1.
Site Name	Lymington River.
Address	Lymington River up to the B3054 road bridge.
Location	The Lymington River is located within the New Forest to the south west of Southampton. It flows south-east towards the town of Lymington which situated on the west bank. The main part of the site is within or adjacent to Lymington.
Local Authority	New Forest District Council
Site Description	<p>The west bank of the River, adjacent to the town of Lymington, contains a mix of marine-related businesses and facilities. Berthon Lymington Marina and Lymington Yacht Haven, two large and popular marinas with deep-water berths are located here. There is a cluster of accompanying boat yards, chandleries, sailing and yacht clubs, including the Haven Quay Boatyard.</p> <p>The Wight Ferry Link Terminus and Lymington Pier are located on the east side of the River opposite the Berthon Marina. Lymington Pier is the railway station serving the harbour area of Lymington and is the terminus of the Lymington Branch Line from Brockenhurst. The Wight Link passenger/vehicular ferry provides a short crossing to Yarmouth on the Isle of Wight.</p>
Size of Site	23.894 Hectares
Key Marine Activities on the Site	<p>Leisure – marinas and supporting services</p> <p>Commercial Port – passenger/ferries (other than cruise)</p> <p>Manufacturing – ships, boatbuilding and repair</p>
Accessibility	<p><i>Road</i> – Existing other road network access</p> <p><i>Rail</i> – Existing rail network access</p> <p><i>Marine</i> – Depth of 0 to 2 metres at Lymington Yacht Haven and Lymington Marina</p>
Existing or potential economic significance	Of existing national significance
Development Plan	<p>1. <i>RPG9</i></p> <p>2. <i>Hampshire County Structure Plan Review 1996 – 2011 (HCSPR)</i></p> <p>3. <i>New Forest District Local Plan First Alteration, August 2006.</i></p>

	<p><i>4. The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998</i></p>
<p>Key development plan designations or policies for part or all of the Site</p>	<p>Other (parts) – <i>Parts of the site are in the defined Green Belt where Policy DW-E30 seeks to minimise development and retain the land as permanently open, with a presumption against inappropriate development. Essential facilities for outdoor sport and outdoor recreation may be permitted where they are genuinely required and preserve the openness of the Green Belt in line with advice in PPG2.</i></p> <p>Nature Conservation (parts) – <i>Development likely to adversely affect the nature conservation objectives and integrity of RAMSARs, SPAs and SACs will not be permitted under Policy DW-E36 unless there are no alternative solutions. SSSIs and SINCs are protected from harm by Policy DW-E37 and DW-E38.</i></p> <p>Port/Marine (parts) – <i>Lymington Marina is allocated for marine-related uses (Policy LP-16) to facilitate the development of facilities linked to the Marina. Development should incorporate flood defences.</i></p> <p>Other (parts) – <i>The seawater baths area off Bath Road, including the yacht clubs, boat parks, sea water baths, harbour master’s office and public car park is allocated for coast related recreational uses only (Policy LP-15). Coast-related recreational activities are defined as those dependent upon access to the water such as sailing, water sports, fishing or swimming.</i></p> <p>Other (all) – <i>The site is within the flood zone where development will only be permitted where it is adequately defended from flooding, where there are no other suitable alternative sites and subject to certain additional, environmental safeguards.</i></p>
<p>Key environmental designations covering part or all of the Site</p>	<p>SINC (part) Ramsar Site (part) SPA (part) SAC (part) SSSI (part) Flood Zone Conservation area</p>
<p>Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)</p>	<p>Ramsar Site SPA SAC SSSI SINC</p>

<p>Constraints or Strengths (to future operations and prospects)</p>	<p><i>Strength</i> – The status of the Lymington River as a premier international yachting and marina centre, with excellent range of facilities and marine services some policy support safeguarding waterfront sites for continuing marine-related uses.</p> <p><i>Constraint</i> - The Lymington River is an international and nationally important area for nature conservation, a significant constraint to further development and growth of marine industry.</p> <p>Sites are tightly constrained by surrounding land uses, including in part, conservation area designations, with little room for expansion beyond existing site boundaries.</p>
<p>Threats or Opportunities (to future operations and prospects)</p>	<p><i>Threat</i> – Environmental constraints and tightening restrictions threaten the growth, expansion and innovation within the marine industry along the Lymington River. Vulnerable to sea level rise.</p> <p><i>Opportunity</i> – To capture new markets such as the Super Yacht sector.</p>

SITE 2 – CALSHOT SPIT

Site ID No.	2.
Site Name	Calshot Spit
Address	Calshot Spit, Calshot, Hampshire
Location	At the entrance into Southampton Water, to the north east of the village of Calshot.
Local Authority	New Forest National Park Authority
Site Description	A gravel / shingle Spit that extends out into Southampton Water that is the location for a Hampshire County Council owned and run activities Centre. Site contains Calshot Castle (a scheduled ancient monument) and three listed former aircraft hangers. Site is accessed via an access road along the Spit that connects with the B3053 at Calshot, which becomes the A326 approximately 4.5km to the north west, which in turn provides access onto the M27 approximately 22.5km to the north west. Site does not benefit from rail access and provides access to the surrounding water via slipways. Site is located fully within the New Forest National Park.
Size of Site	8.53 Hectare
Key Marine Activities on the Site	Leisure – other facilities Safety & Salvage Education and Research
Accessibility	<i>Road</i> - Existing other road network access <i>Rail</i> - No existing or possible rail access <i>Marine</i> – Between 0 – 2m at slipway
Existing or potential economic significance	Of existing local significance
Development Plan	1. <i>RPG9</i> 2. <i>Hampshire County Structure Plan Review 1996 – 2011 (HCSPR)</i> 3. <i>New Forest District Local Plan First Alteration 2005 (NFDLP)</i> 4. <i>The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998 (M&WLP)</i>
Key development plan designations or policies for part or all of the Site (as stated)	Leisure/Recreation (all) – <i>NFDLP Policy CA1 allows for the development, rationalisation and enhancement of recreation facilities at Calshot Activities Centre subject to certain criteria related to historic buildings, the New Forest National Park,</i>

	<p><i>nature conservation interests, public access and traffic / parking.</i></p> <p>Countryside (all) – <i>New Forest National Park NFDLP Policy NF-E1 ensures that development in the National Park will only be permitted where it does not damage the unique character and quality of the Forest or significantly increases human or animal pressures on it.</i></p> <p>Nature Conservation (small part) – <i>surrounded by SSSI / SPA / SAC / Ramsar designations. NFDLP Policy DW-E36 protects such sites along similar lines to the requirements of the Habitat Regulations.</i></p>
Key environmental designations covering part or all of the Site (as stated)	<p>National Park Flood zone SPA (part) Ramsar Site (part) SSSI (part)</p>
Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)	<p>SPA Ramsar Site SAC (part) SSSI Local Nature Reserve</p>
Constraints or Strengths (to future operations and prospects)	<p><i>Strengths</i> – Site is a good location for its marine safety functions and provides a variety of experiences (due in part to location) and challenges for water sport activities.</p> <p><i>Constraints</i> – Site included within the New Forest National Park and surrounding area subject to nature conservation designations.</p>
Threats or Opportunities (to future operations and prospects)	<p><i>Threats</i> – Sea level rise and coastal processes.</p> <p><i>Opportunities</i> – Has considerable historic connections and value. Main opportunity is seen as continuing in its current role.</p>

SITE 3: FAWLEY MARINE TERMINAL, REFINERY AND PETROCHEMICAL COMPLEX

Site ID No.	3.
Site Name	Fawley Marine Terminal, Refinery and Petrochemical complex.
Address	Fawley Marine Terminal, Oil Refinery & Petrochemical Complex, Fawley, Hampshire.
Location	To the south of Hythe on the western shore of Southampton Water.
Local Authority	New Forest District Council
Site Description	<p>Large site containing various buildings, plant and equipment associated with oil refining and petrochemical processes. The site is the largest refinery in the UK and one of the largest and most modern in Europe. It handles around 22 million tonnes of crude oil and other products every year. The refinery processes some 300,000 barrels of crude oil a day and supplies around 14% of all petroleum products in the UK. About 5% of production is distributed by rail or road, 25% by sea and 70% by pipelines, which connect it to distribution terminals in West London, Purfleet, Avonmouth, Birmingham, Nottingham and Manchester.</p> <p>Site accessed via the B3053 / A326 which runs in a north west direction to provide access to the M27 approximately 18km away. The terminus of the Fawley Branch line (freight only) railway lies within the site. This line has a junction with the main London – Weymouth mainline in Totton approximately 13 km to the north west. Site benefits from direct access to the Southampton Water deep-water channel via a 1.5km long Marine Terminal jetty connected to the site via two piers over the intertidal foreshore area. The marine terminal handles around 2,000 ship movements per year. Boundary of the New Forest National Park runs close to the south-east and south-west boundaries of the site.</p>
Size of Site	655.025 Hectares
Key Marine Activities on the Site	<p>Oil & Petrochemicals Transport Logistics Marine Services Safety and Salvage Education and Research</p>

Accessibility	<p><i>Road</i> – Existing strategic road network access</p> <p><i>Rail</i> – Existing rail access</p> <p><i>Marine</i> – 12.6 metres plus depth of water directly accessible from marine terminal</p>
Existing or potential economic significance	Of existing national significance
Development Plan	<ol style="list-style-type: none"> 1. RPG9 2. Hampshire County Structure Plan Review 1996 – 2011 (HCSPR) 3. New Forest District Local Plan First Alteration 2005 (NFDLP) 4. The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998 (M&WLP)
Key development plan designations or policies for part or all of the Site (as stated)	<p>Other (all) – <i>NFDLP Policy FA-1 provides for land within the refinery complex to be developed for uses directly related to the petrochemical industry subject to other policies in the plan.</i></p> <p>Countryside (small parts around the outer edge) – <i>NFDLP landscape feature which subject to certain criteria is protected through Policy DW-E12.</i></p> <p>Nature Conservation (small parts) – <i>NFDLP Sites of Importance for Nature Conservation protected from development likely to cause harm to it by Policy DW-E38 unless harm outweighed by other material considerations.</i></p>
Key environmental designations covering part or all of the Site (as stated)	<p>Flood zone (part)</p> <p>Site of Nature Conservation Importance (part)</p>
Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)	<p>SPA</p> <p>Ramsar Site</p> <p>SAC</p> <p>SSSI</p>
Constraints or Strengths (to future operations and prospects)	<p><i>Strengths</i> – Site itself is not protected by any designation and benefits from existing road and rail access and direct access to deep-water channel.</p> <p><i>Constraints</i> – Although a large site, land area is constrained by designated areas or existing residential development.</p>
Threats or Opportunities (to future operations and prospects)	<i>Threats</i> – Other refinery complexes in the UK have closed, however no evidence to suggest this is the case at this site.

	<p><i>Opportunities</i> – Site clearly of significance in its existing use. Would still be considered to be a marine industry asset of national significance if existing use ceased.</p>
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SITE 4: RAF HYTHE

Site ID No.	4.
Site Name	RAF Hythe
Address	Shore Road, Hythe, Hampshire
Location	To the east of Hythe, south of Hythe Pier
Local Authority	New Forest District Council
Site Description	Until September 2006 this site was occupied by the US Army and used for the servicing and repair of military vehicles and vessels. Site contains two large hangers with waterfront access and ancillary workshop and office accommodation. Site benefits from a substantial pier out into Southampton Water, working pontoons and associated moorings. Road access is either through or around the settlements of Hythe and Dibden Purlieu.
Size of Site	6.918 Hectares
Key Marine Activities on the Site	None at present – site vacant
Accessibility	<i>Road</i> – Existing other road network access <i>Rail</i> – Possible rail access <i>Marine</i> – Between 2 and 5 metres at MLW
Existing or potential economic Significance	Of potential regional significance
Development Plan	1. <i>RPG9</i> 2. <i>Hampshire County Structure Plan Review 1996 – 2011 (HCSPR)</i> 3. <i>New Forest District Local Plan First Alteration 2005 (NFDLP)</i> 4. <i>The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998 (M&WLP)</i>
Key development plan designations or policies for all or part of the site	Other (part) – <i>The landward part of the site is included within the built up area boundary drawn around Hythe</i>
Key environmental designations covering part or all of the Site	Flood Risk Zone Ramsar Site (part) SPA (part) SSSI (part)
Key environmental designations covering area between MLW and MHW	SPA Ramsar Site SSSI

<p>adjacent to site (n.b these areas are not included within the site boundary)</p>	
<p>Constraints or Strengths (to future operations and prospects)</p>	<p><i>Strengths</i> – A waterfront site with existing direct access to the water, with existing on shore facilities able to be used by marine industry.</p> <p><i>Constraints</i> – Site surrounded by existing residential development and areas of land protected for nature conservation purposes. Has implications for expanding the site and possibly the type of uses which would be acceptable on the site. Existing road access either alongside or through the adjacent settlement.</p>
<p>Threats or Opportunities (to future operations and prospects)</p>	<p><i>Threats</i> – As a vacant site within a built up area there is a threat that the site could be bought for housing development.</p> <p><i>Opportunities</i> – As a vacant site on the waterfront the site presents a significant opportunity for businesses and uses requiring access to relatively deep water.</p>

SITE 5: DIBDEN RECLAIM

Site ID No.	5.
Site Name	Dibden Reclaim
Address	Marchwood, Hampshire
Location	Located between Marchwood Seamounting Centre and Hythe Village Marina
Local Authority	New Forest District Council
Site Description	Large area of flat reclaimed land created by the deposition of dredgings from the estuary. Has a frontage to the River Test of about 2.1 km and is located opposite the existing Eastern Docks. Is owned by the Port of Southampton as the strategic reserve for the future expansion of the Port. Site currently used as rough grazing land.
Size of Site	220.51 Hectares
Key Marine Activities on the Site	None
Existing Accessibility	<i>Road</i> – Possible strategic road network access <i>Rail</i> - Possible rail access <i>Marine</i> – 0 metre
Existing or potential economic significance	Of potential national significance
Development Plan	<ol style="list-style-type: none"> 1. <i>RPG9</i> 2. <i>Hampshire County Structure Plan Review 1996 – 2011 (HCSPR)</i> 3. <i>New Forest District Local Plan First Alteration 2005 (NFDLP)</i> 4. <i>The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998 (M&WLP)</i>
Key development plan designations or policies for part or all of the Site	<p>Port / Marine – <i>HCSPR Policy EC6 states that port development requiring access to deep water may be permitted on this site subject to certain criteria being met.</i></p> <p>Port / Marine – <i>NFDLP Policy DW-C3 also states that port development requiring access to deep water may be permitted on this site subject to it complying with HCSPR Policy EC6 and subject to certain criteria being met.</i></p> <p>Nature Conservation – <i>SSSI NFDLP Policy DW-E37 permits development likely to harm a SSSI only where the reasons for the development outweigh the</i></p>

	<p><i>harm to the nature conservation value of the site.</i></p> <p>Nature Conservation – <i>SINC NFDLP Policy DW-E38 permits development likely to harm a SINC where the local authority is satisfied that other material considerations outweigh the nature conservation value of the site.</i></p> <p>Countryside – <i>Strategic Gap NFDLP Policy DW-E32 normally resists development in a Strategic Gap. Exceptions allowed. Supporting text indicates that port proposals in accordance with the requirements of HCSPR Policy EC6 would override Strategic Gap designation.</i></p>
Key environmental designations covering part or all of the Site	<p>Flood zone (parts) SSSI SINC (part) Strategic Gap</p>
Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)	<p>SPA Ramsar Site SSSI</p>
Constraints or Strengths (to future operations and prospects)	<p><i>Strengths</i> – Large flat site outside of the New Forest National Park with the possibility of being provided with good road, rail and marine access. Created for and continually recognised as the only site within Southampton Water / River Test on which a new deep water port facility could be constructed.</p> <p><i>Constraints</i> – This site and the adjacent foreshore are subject to numerous nature conservation designations. Existing residential development lies to the south east of the site.</p>
Threats or Opportunities (to future operations and prospects)	<p><i>Threats</i> – Increased environmental and landscape protection. Change in planning policy position.</p> <p><i>Opportunities</i> – Although recent port expansion proposal on the site was refused it remains one of the very few sites in the UK on which a deep water port proposal could be constructed. It is a marine industry asset of national significance.</p>

SITE 6: MARCHWOOD SEAMOUNTING CENTRE TO MARCHWOOD WHARF

Site ID No.	6.
Site Name	Marchwood Seamounting Centre to Marchwood Wharf
Address	Marchwood, Hampshire
Location	Located to the south east of Marchwood on the western shore of Southampton Water
Local Authority	New Forest District Council
Site Description	<p>Site contains Marchwood Seamounting Centre (MSC) used to load and discharge service or civilian shipping in support of military administration, exercises and operations world wide. It is the sole military port in the U.K typically handling 100,000 tonnes per year. MSC has three main jetties 220m, 190m and 117m respectively. Vessels up to 16,000 tonnes can be accommodated. MSC has a licence to handle ammunition/explosive on the main jetty. The land backing the jetties stretches approximately 2km inland and has a direct connection to the Fawley Branch line and direct road connections (albeit through Marchwood).</p> <p>To the north west of MSC lies the former Husbands Shipyard site and Cracknore Hard beyond which is Marchwood Wharf, used for the import of aggregate material. Area inland of these facilities are used for a variety of cargo storage and industrial / commercial activities.</p>
Size of Site	117.133 Hectares
Key Marine Activities on the Site	<p>Defence Transport logistics Manufacturing – Ships, boatbuilding and repair Marine Services Safety & Salvage Commercial Port – Bulk cargo (other than oil and petrochemicals)</p>
Accessibility	<p><i>Road</i> - Existing other road network access</p> <p><i>Rail</i> - Existing rail access</p> <p><i>Marine</i> - Maintained depth of 8.0 meters (at MSC)</p>
Existing or potential economic significance	Of existing national significance
Development Plan	<p>1. <i>RPG9</i></p> <p>2. <i>Hampshire County Structure Plan Review 1996 –</i></p>

	<p>2011 (HCSPR)</p> <p>3. New Forest District Local Plan First Alteration 2005 (NFDLP)</p> <p>4. The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998 (M&WLP)</p>
<p>Key development plan designations or policies for part or all of the Site</p>	<p>MOD Site (part) – NFDLP Policy MA4 draws to MOD attention (as they have powers to determine applications for development) the need to minimise the environmental impact of any development proposals including in terms of landscape and visual impact, nature conservation impacts and impacts on adjacent residents. NB: This position under review through 2004 Planning Act.</p> <p>General Employment (part) – NFDLP proposals map shows part of site designated for industry business purposes.</p> <p>General Employment (part) – NFDLP Policy MA-2 allocated for industrial / office / business uses and/or limited storage and distribution facilities and/or a power station. Policy also reserves appropriate areas for uses requiring access to deep water and for open storage uses, and details certain measures that should be incorporated into any proposal on the site.</p> <p>General Employment (part) – NFDLP Policy MA-3 allocates land at Husbands Shipyard for industrial / office / business use and/or limited storage and distribution facilities subject to certain measures being provided as part of any development.</p>
<p>Key environmental designations covering part or all of the Site</p>	<p>Flood zone (part)</p>
<p>Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)</p>	<p>SINC</p>
<p>Constraints or Strengths (to future operations and prospects)</p>	<p><i>Strengths</i> – Site is in use for and identified as suitable for marine uses and industrial uses. Site is not the subject of any environmental designations. Site has existing marine access of significant depth and benefits from an existing rail access onto the Fawley Branch line.</p> <p><i>Constraints</i> – The site is adjacent to the existing settlement of Marchwood. Existing road connections to the site run through this residential</p>

	area.
Threats or Opportunities (to future operations and prospects)	<p><i>Threats</i> – MOD strategy review could result in the closure of MSC. Possible pressure to use land alongside the water at Husbands Shipyard for higher value residential / leisure uses.</p> <p><i>Opportunities</i> – Site could accommodate commercial port activities if existing uses ceased. It would be a large site with existing direct water access, existing road access and existing rail access and is not constrained by environmental or other factors.</p>

SITE 7: PORT OF SOUTHAMPTON

Site ID No.	7.
Site Name	Port of Southampton
Address	Port of Southampton, Southampton, Hampshire
Location	Port operational land from Redbridge to the boundary with Ocean Village on the Itchen (excluding Royal Pier/Town Quay/Mayflower Park area but including Oceanography Centre).
Local Authority	Southampton City Council
Site Description	The Port of Southampton consists of three main parts, the eastern docks, the western docks and the container terminal. The dock estate occupies the majority of the waterfront of Southampton with the River Test. The Port is directly served by a deep water channel maintained at a depth of 12.6 metres. It is the UK's second largest deep sea container port, one of only two UK ports able to accommodate the largest container vessels in operation. It is the UK's number one cruise port, and a major ro-ro, dry bulks and liquid bulks port. The Port benefits from good road access onto the motorway network and direct access onto the network through various dedicated rail freight terminals. The Port is recognised as an asset of national significance.
Size of Site	308.179 Hectares
Key Marine Activities on the Site	Cruise Commercial Port – containers Commercial Port – RoRo Commercial Port –Bulk cargo (other than oil & petrochemicals) Commercial Port – Port / cargo administration Transport logistics Marine Services Safety & Salvage Minerals Education and Research
Accessibility	<i>Road</i> – Existing national primary route network access <i>Rail</i> – Existing rail access <i>Marine</i> – Maintained depth of channel at 12.6 metres. Maintained berth depths range from 7.1 metres to 15 metres.
Existing or potential	Of existing national significance

economic significance	
Development Plan	<ol style="list-style-type: none"> 1. <i>RPG9</i> 2. <i>City of Southampton Local Plan Review 2006 (CSLP)</i> 3. <i>Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998 (M&WLP)</i> 4. <i>Hampshire County Structure Plan Review 1996 – 2011 (HCSPR)</i>
Key development plan designations or policies for part or all of the Site	<p>Port / Marine – <i>CSLP Policy RE114 and supporting text recognise the port as a vital part of Southampton's and the regional economy and a port of national importance. The policy states that permission for non-port related development will not be granted on operational port land.</i></p> <p>Education – <i>CSLP Policy L7 applies to the Oceanography Centre in the Eastern Docks. Supporting text makes clear that land uses associated with the education facility will be permitted provided they are compatible with the needs of the operational port.</i></p>
Key environmental designations covering part or all of the Site	Flood Zone (parts)
Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)	Intertidal Mudflats Flood Zone (parts)
Constraints or Strengths (to future operations and prospects)	<p><i>Strengths</i> – Excellent marine, road and rail links. Recognised by the market as in the right geographical location for commercial port purposes.</p> <p><i>Constraints</i> – There is no spare land within the dock estate. With trade in all sectors growing substantially the problem of being able to accommodate customer demands and requirements is increasing.</p>
Threats or Opportunities (to future operations and prospects)	<p><i>Threats</i> – Lack of land to expand existing trades could drive existing customers away and put off others coming to the port.</p> <p><i>Opportunities</i> – Already one of the UK's strategic Gateway facilities the opportunities exist for the Port to build on its existing strengths. Recognition of environmental benefits of shipping could increase demand for services and facilities offered by the Port.</p>

SITE 8: ROYAL PIER / MAYFLOWER PARK / TOWN QUAY

Site ID No.	8.
Site Name	Royal Pier/ Mayflower Park / Town Quay
Address	Royal Pier/ Mayflower Park / Town Quay, Southampton, Hampshire
Location	The site lies to the south of Southampton City Centre, between the Port of Southampton's operational land to the east and west.
Local Authority	Southampton City Council
Site Description	Mayflower Park is a large area of public open space situated on the waterfront. It accommodates (along with areas further inland) the annual Southampton International Boat show. Royal Pier is a listed Pier that stands unused and closed on the edge of Mayflower Park. The Red Funnel, Isle of Wight car ferry terminal and associated facilities is located in the central part of the site. Town Quay stretches out into the River Test and contains a mix of retail, employment and leisure uses. The Hythe Ferry also docks at Town Quay.
Size of Site	9.306 Hectares
Key Marine Activities on the Site	Leisure – other facilities Commercial Port – Passengers/ferries (other than cruise) Commercial Port – Port/cargo administration Transport logistics
Accessibility	<i>Road</i> – Existing strategic road network access <i>Rail</i> – Possible rail access <i>Marine</i> – Mayflower Park 0 metres, Town Quay between 2 – 5 metres
Existing or potential economic significance	Of existing regional significance
Development Plan	1. <i>RPG9</i> 2. <i>Hampshire County Structure Plan Review 1996 – 2011 (HCSPR)</i> 3. <i>City of Southampton Local Plan Review 2006 (CSLP)</i> 4. <i>The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998</i>
Key development plan designations or policies for part or all of the Site	Mixed Use (all) – <i>CSLP Policy MSA4 identifies land at Royal Pier and Town Quay for a mixed use, flagship development including residential, local</i>

	<p><i>need convenience retail, business uses, leisure, tourism and cultural development. Reclamation as part of the proposals may be considered subject to an Appropriate Assessment under the Habitats Regulations.</i></p> <p><i>Cultural Heritage (part) – Archaeological Remains CSLP Policy HE6 provides measures relating to the identification and protection of archaeological remains to be taken into account in any development proposal.</i></p> <p><i>Leisure / Recreation (part) – CSLP Policy CLT3 protects the loss of open space at Mayflower Park from development, unless certain criteria / exceptions are met.</i></p> <p><i>Leisure / Recreation (all) – CSLP Policy CLT10 would not permit the loss of accessible public waterfront and/or public hards through development.</i></p> <p><i>Other (Flood Zone) (part) – CSLP Policy SDP20 All development proposals require flood risk assessment and will only be permitted where flood defence or flood protection measures are in place to minimise risk of flooding on the site.</i></p> <p><i>Other (Late Night Zone) (part) – CSLP CLT14 does not permit night clubs and other similar uses (Class D2 uses) but permits food and drink, takeaway and drinking establishments (Class A3, A4 and A5 uses)</i></p>
<p>Key environmental designations covering part or all of the Site</p>	<p>Archaeology (part) Flood zone (part)</p>
<p>Environmental Designation covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)</p>	<p>Intertidal Mudflat Habitats (small part)</p>
<p>Constraints or Strengths (to future operations and prospects)</p>	<p><i>Strengths</i> – Only publicly accessible waterfront area within Southampton along the River Test. Site is a prominent location for visitors arriving by sea.</p> <p><i>Constraints</i> – Limited land area. Surrounded by the city and existing port operational land.</p>
<p>Threats or Opportunities (to future operations and prospects)</p>	<p><i>Threats</i> – Development proposals</p> <p><i>Opportunities</i> – Development proposals</p>

SITE 9: OCEAN VILLAGE

Site ID No.	9.
Site Name	Ocean Village
Address	Ocean Village, Southampton, Hampshire
Location	To the north of the eastern docks, Southampton
Local Authority	Southampton City Council
Site Description	Ocean Village is a marina within an enclosed basin surrounded by leisure facilities such as restaurants, cinemas, bars and shops. Formerly part of the operational Port of Southampton the basin provides sufficient depth of water to offer mooring facilities for tall ships and large yachts, and as such has hosted round the world yacht races such as the BT Global Challenge.
Size of Site	9.125 Hectares
Key Marine Activities on the Site	Leisure – marinas & supporting services Leisure – other facilities
Accessibility	<i>Road</i> – Existing other road network access <i>Rail</i> – Possible rail access <i>Marine</i> – Between 2 and 5 metres
Existing or potential economic significance	Of existing local significance
Development Plan	1. <i>RPG9</i> 2. <i>Hampshire County Structure Plan Review 1996 – 2011 (HCSPR)</i> 3. <i>City of Southampton Local Plan Review 2006 (CSLP)</i> 4. <i>The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998</i>
Key development plan designations or policies for part or all of the Site	Other (all) – <i>CSLP Site is included within the city centre boundary</i> Mixed use (part) – <i>CSLP Policy MSA11 provides for a site at Ocean Village to be developed for a mix of uses including office, a marine innovation centre, water based leisure, hotel, marina related events and residential</i> Other (Flood Zone) (part) – <i>CSLP Policy SDP20 All development proposals require flood risk assessment and will only be permitted where flood defence or flood protection measures are in place to</i>

	<i>minimise risk of flooding on the site.</i>
Key environmental designations covering part or all of the Site	Flood zone
Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)	None
Constraints or Strengths (to future operations and prospects)	<p><i>Strengths</i> – Reputation as a site hosting high profile sailing events.</p> <p><i>Constraints</i> – Site surrounded by residential development</p>
Threats or Opportunities (to future operations and prospects)	<p><i>Threats</i> – Pressure for additional residential development round the basin</p> <p><i>Opportunities</i> – To build on its existing identified strengths</p>

SITE 10: ITCHEN WHARVES (EAST AND WEST BANK)

Site ID No.	10.
Site Name	Itchen Wharves (East and West Bank)
Address	Itchen Wharves, Southampton, Hampshire
Location	Various wharves and related facilities located along the River Itchen in Southampton.
Local Authority	Southampton City Council
Site Description	<p>Various wharves, marinas and marine related sites located along the eastern and western banks of the River Itchen up as far as the Northam Bridge.</p> <p>Aggregate wharves are located on both banks generally immediately north of the Itchen road bridge. The western bank also contains Shamrock Quay and Saxon Wharf which provide marina facilities, superyacht facilities, ashore boat storage facilities and repair and maintenance facilities.</p> <p>The eastern bank contains Kemps Quay marina and associated facilities, the former Willments shipyard and south of the Itchen bridge the former VT site.</p>
Size of Site	73.915 Hectares
Key Marine Activities on the Site	<p>Leisure – marinas & supporting services</p> <p>Leisure – other facilities</p> <p>Commercial Port –Bulk cargo (other than oil & petrochemicals)</p> <p>Manufacturing – Ships, boatbuilding and repair</p> <p>Manufacturing – Marine equipment</p> <p>Minerals</p>
Accessibility	<p><i>Road</i> – West Bank existing other road network access</p> <p><i>Road</i> – East Bank existing other road network access</p> <p><i>Rail</i> – West Bank possible rail access</p> <p><i>Rail</i> – East Bank no existing or possible rail access</p> <p><i>Marine</i> – West Bank between 0 and 2.5 metres</p> <p><i>Marine</i> – East Bank between 0 and 2 metres</p>
Existing or potential economic significance	Of existing regional significance
Development Plan	<ol style="list-style-type: none"> 1. RPG9 2. Hampshire County Structure Plan Review 1996 – 2011 (HCSPR) 3. City of Southampton Local Plan Review 2006

	<p><i>(CSLP)</i></p> <p><i>4. The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998</i></p>
<p>Key development plan designations and policies for part or all of the Site</p>	<p>Mixed Use (part) – <i>Drivers Wharf CSLP Policy MSA16 identifies this site for an employment led mixed use development.</i></p> <p>Mixed Use (part) – <i>Woolston Riverside CSLP Policy MSA18 identifies this site for a mixed use development of employment, residential, leisure, open space and community uses.</i></p> <p>General Employment (part) – <i>Belgrave industrial estate, Spitfire Quay and the north end of Hazel Road safeguarded through CSLP Policy REI 10 for light industrial, general industrial and storage and distribution uses.</i></p> <p>General Employment (part) – <i>Parts of Quayside Road and the Marine Technology Centre safeguarded through CSLP Policy REI 11 as areas for light industry and research and development uses.</i></p> <p>Port / Marine (part) – <i>The south end of Hazel Road, wharf sites between James to Sunderland Wharf, Saxon Wharf, Bakers Wharf and Millbank Wharf identified through CSLP Policy REI 12 where development not reliant upon wharfage or access to the water will not be permitted.</i></p> <p>Other (part) – <i>Shamrock Quay CSLP Policy REI 13 states permission will be granted at the northern and southern parts of Shamrock Quay for water related industries and associated specialist ancillary employment uses. Retail, food and drink and professional services uses will also be granted on the northern part.</i></p> <p>Cultural Heritage (part) – <i>Archaeological Remains CSLP Policy HE6 provides measures relating to the identification and protection of archaeological remains to be taken into account in any development proposal.</i></p> <p>Other (Flood Zone) (part) – <i>CSLP Policy SDP20. All development proposals require flood risk assessment and will only be permitted where flood defence or flood protection measures are in place to minimise risk of flooding on the site.</i></p> <p>Nature Conservation (part) – <i>CSLP Policy NE1 protects internationally significant sites and sets out</i></p>

	<p><i>a test for development proposals along the lines of the Habitats Regulations.</i></p> <p>Nature Conservation (part) – <i>CSLP Policy NE5 sets out tests that must be met before development which would disturb mudflat that is not of international significance would be permitted.</i></p>
Key environmental designations covering part or all of the Site	<p>SSSI (part) SPA (part) Ramsar Site (part) Intertidal mudflat habitat (part) Archaeological remains (part) Flood zone (part)</p>
Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)	<p>SSSI SPA Ramsar Site Intertidal mudflat habitat Flood zone</p>
Constraints or Strengths (to future operations and prospects)	<p><i>Strengths</i> – Established marine infrastructure, such as quays and access channels, and uses in place.</p> <p><i>Constraints</i> – Sites generally constrained by residential development to the rear and environmentally designated sites along the foreshore.</p>
Threats or Opportunities (to future operations and prospects)	<p><i>Threats</i> – Residential and other higher value development proposals.</p> <p><i>Opportunities</i> – Continuation of existing marine uses and development of other linked uses.</p>

SITE 11: HAMBLE OIL TERMINAL & JETTY

Site ID No.	11.
Site Name	Hamble Oil Terminal & Jetty
Address	Hamble Oil Terminal & Jetty, Hamble-le-Rice, Hampshire
Location	Located to the south of Hamble-le-Rice on the eastern shore of Southampton water.
Local Authority	Eastleigh Borough Council
Site Description	Hamble Oil Terminal is a fuel storage and distribution terminal. It is connected by a 91 km pipeline to BP's Wytch Farm oil field in Dorset. Fuel is also received via ships and is distributed by road tankers as well as by pipeline to major industry and airports. Terminal benefits from a marine jetty that extends out into Southampton Water
Size of Site	21.75 Hectares
Key Marine Activities on the Site	Oil & Petrochemicals Transport logistics Safety & Salvage
Accessibility	<i>Road</i> – Existing other road network access <i>Rail</i> – Existing rail access <i>Marine</i> – 13.6 metres at outer hammerhead jetty
Existing or potential economic significance	Of existing national significance
Development Plan	1. <i>RPG9</i> 2. <i>Hampshire County Structure Plan Review 1996 – 2011 (HCSPR)</i> 3. <i>Eastleigh Borough Local Plan Review 2001 – 2011 (2006) (EDLPR)</i> 4. <i>The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998</i>
Key development plan designations or policies for part or all of the Site	Other (part) – <i>All of the site except the marine jetty is included within the defined 'urban edge' boundary of Hamble-le-Rice. The terminal appears as 'white land'.</i> Other (all) – <i>The terminal and a gas pipeline which runs from the jetty through the site are designated notifiable installations. Through EBLPR Policy 68.BE development that would unacceptably increase the level of risk to the public due to proximity to these installations will be refused.</i>

	Other (part) – <i>Flood Plain. EBLPR Policy 43.ES provides guidance on development within flood plains.</i>
Key environmental designations covering part or all of the Site	Flood zone
Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)	SPA Ramsar Site SSSI
Constraints or Strengths (to future operations and prospects)	<i>Constraints</i> – The site is effectively landlocked by surrounding development and designated sites. <i>Strengths</i> – The site benefits from deep water marine access and other marine infrastructure.
Threats or Opportunities (to future operations and prospects)	<i>Threats</i> – Recognition that the site is a notifiable installation within an essentially residential environment. <i>Opportunities</i> – To build on its current strengths.

SITE 12: RIVER HAMBLE

Site ID No.	12.
Site Name	River Hamble
Address	Hampshire
Location	The River Hamble flows north-south between the large conurbations of Southampton and Portsmouth and joins the coast to separate the villages of Hamble-le-Rice and Warsash. The site area boundary extends from the coast as far north as Bursledon and Lower Swanwick.
Local Authority	Eastleigh Borough Council and Fareham Borough Council
Site Description	The River Hamble is of significant landscape and nature conservation value and provides a wide range of recreational opportunities. There are five large marinas and cluster of boatyards, chandlers, yacht clubs and other marine businesses located along both banks of the river. It is a renown yachting haven with over 3000 moorings and is used as a base for events and national and international yachtsmen. Facilities are available for supporting and servicing power craft and sailing yachts.
Size of Site	82.015 Hectares
Key Marine Activities on the Site	Leisure – marinas & supporting services Leisure – other facilities Marine Services Education and Research Manufacturing – Ships, boatbuilding and repair
Accessibility	Road – Existing strategic road network access <i>Rail</i> – Existing rail access (Eastern bank) <i>Marine</i> – Hamble Point Marina – Main channel off marina 4m below CD Port Hamble Marine – Main channel off marina 3m below CD Mercury Yacht Harbour – Main channel off marina 2m below CD Swanwick Marina – Main channel off marina 2m below CD Universal Marina – Main channel off marina 2m below CD
Existing or potential economic significance	Of existing national significance

<p>Development Plan</p>	<ol style="list-style-type: none"> 1. <i>RPG9</i> 2. <i>Hampshire County Structure Plan Review 1996 – 2011 (HCSPR)</i> 3. <i>Eastleigh Borough Local Plan Review (EBLPR) 2001-2011, May 2006 and Fareham Borough Local Plan Review (FBLPR), June 2000.</i> 4. <i>The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998</i>
<p>Key development plan designations or policies for part or all of the Site</p>	<p>Employment (part) – <i>Policy 124.E of the EBLRP and Policy E11 of the FBLPR protect the character of the river and its environs by safeguarding waterside sites for boatyard uses, including boat building, fitting out, maintenance and repair of boats and ancillary uses, permitted subject safety, navigational and environmental safeguards. Exceptionally non-boat related uses may be permitted where necessary to secure viability of the boatyard.</i></p> <p>Port/Marine (part) – Moorings. <i>Policy R155.0S of the EBLRP and Policy C7 of the FBLPR restrict the number of new moorings that can be permitted so that the total number of craft berthed in the River Hamble does not exceed 3,261. Parts of the River are protected from further mooring development to retain the character of the river and to keep the relatively open nature of certain stretches. Policy C8 of the FBLPR encourages the replacement/ relocation of existing moorings within restricted areas to improve the appearance and navigation of the River.</i></p> <p>Port/Marine (parts) – Jetties. <i>Policy 156.OS of the EBLPR controls the development of new jetties, slipways, pontoons, landing stages, steps, walkways, bridges and catwalks or extensions to such structures to protect the landscape and ecological value of the Hamble. New facilities are restricted to existing boatyards or within the built up- up areas of the river frontage.</i></p> <p>Nature Conservation (parts) - <i>The river’s foreshore is of European nature conservation importance; and parts are of national significance. Policy 21.NC of the EBLPR and C13 of the FBLPR protects the integrity of European sites from the adverse affects of development. The majority of boatyards and marinas are free from environmental designation.</i></p> <p>Other (part) - River Corridors/ASLQ. <i>Policy 39.ES of the EBLPR protects and enhances the wildlife and landscape qualities of the river corridors by refusing development which has adverse impact on a range of matters including flood water storage areas;</i></p>

	<p><i>scenic, ecological, historical, archaeological interests or fisheries; water abstraction; and safety and ease of navigation. Policy C6 of the FBLPR sets out similar policy criteria and Policy C9 further designates the Hamble Valley as a designated Area of Special Landscape Quality (ASLQ).</i></p> <p>Other (part) - Coastal Zone Policy. <i>Policy C5 of the FBLPR does not permit new development in the countryside, unless it is related to an existing use or has an overriding need for a waterside or coastal location. Development should have no adverse effect on nature conservation, the special character of the coast, environmental quality or recreational interests and other interests.</i></p> <p>Countryside (part) - <i>The majority of sites are subject to countryside policies.</i></p>
<p>Key environmental designations covering part or all of the Site</p>	<p>Flood Zone (part) Local Nature Reserve (part) SSSI (part) SINC (part) Conservation Area (part)</p>
<p>Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)</p>	<p>SAC Ramsar Site SPA SSSI</p>
<p>Constraints or Strengths (to future operations and prospects)</p>	<p><i>Strength</i> – The Hamble is a major, internationally recognised centre for yachting excellence with superb, modern facilities and attractive environment.</p> <p>Policies are supportive of continuing boatyard uses and seek to safeguard sites for marine-related uses albeit that such uses are restricted to existing site boundaries and there are stringent environmental safeguards.</p> <p><i>Constraint</i> – The River Hamble is an international and nationally important area for nature conservation and the majority of marinas and boatyards along its length are entirely surrounded by environmental designations and/or countryside protection policies, a significant constraint to further growth.</p> <p>There are tight restrictions over new moorings due to concerns about capacity, safety and navigation but also to protect landscape and nature conservation interests along the river. There is little</p>

	scope for new marina development.
Threats or Opportunities (to future operations and prospects)	<p><i>Threat</i> – Environmental constraints and tightening restrictions threaten the growth, expansion and innovation within the marine industry along the Hamble.</p> <p><i>Opportunity</i> – To build upon the reputation as a centre of excellence for yachting, continuing to modernise and improve existing facilities and develop new markets.</p>

SITE 13: HMS DAEDALUS

Site ID No.	13.
Site Name	HMS Daedalus
Address	Lee-on-Solent
Location	HMS Daedalus is located on the level coastal plain between Stubbington and Lee-on-Solent on the site of the former Lee-on-Solent airfield.
Local Authority	Fareham Borough Council and Gosport Borough Council
Site Description	<p>A former MOD naval airfield and training establishment. The site can be divided into two distinctive areas. The majority of the site to the north comprises an airfield with three runways, perimeter and other service roads and a range of aircraft buildings, mainly hangers. The remaining southern part of the site is mainly built up, containing most of the airfield buildings and accommodation blocks, adjacent to Lee-on-Solent.</p> <p>SEEDA has acquired (March 2006) three parcels of land; land to the north west and east (largely predominated by hangers); and the built-up area to the south. It is the intention to develop a high quality, sustainable mixed-use development. The remaining, large central area comprising the airfield has been acquired by the Maritime and Coastguard Agency (MCA) and planning permission has recently been granted for new coastguard buildings.</p>
Size of Site	182.843 Hectares
Key Marine Activities on the Site	Defence
Accessibility	<p><i>Road</i> – Existing other road network access</p> <p><i>Rail</i> – No existing or possible rail access</p> <p><i>Marine</i> – No existing marine access</p>
Existing or potential economic Significance	Of potential regional significance
Development Plan	<ol style="list-style-type: none"> 1. <i>RPG9</i> 2. <i>Hampshire County Structure Plan Review 1996 – 2011 (HCSPR)</i> 3. <i>Gosport Borough Local Plan Review 2006 (GBLPR)</i> 4. <i>Fareham Borough Local Plan Review 2000 (FBLPR)</i>

	<p><i>5. The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998</i></p> <p><i>Site is also the subject of a joint planning statement (JPS) produced by the two borough Councils in April 2006.</i></p>
<p>Key development plan designations or policies for part or all of the Site</p>	<p><i>Other (all) – JPS (although not an adopted development plan) identified key aspirations for the site as providing a range of employment opportunities, affordable housing, reusing listed or historic buildings, retaining a strategic gap, safeguarding mineral deposits and maximising benefits of the runways.</i></p> <p><i>Other (part) – FBLPR Policy DG12 sets out four options which will be granted planning permission. These support general aviation use of the runways and hangers. Where aviation use is not required, the hangers may be used for employment or recreation uses or, alternatively, replacement buildings will be permitted closer to the Borough boundary and adjacent to the main complex of buildings in Gosport. The remaining undeveloped part of the airfield is to be retained open with only uses appropriate to a strategic gap permitted. Policy DG12 recognises the potential of the airfield for sand and gravel extraction.</i></p> <p><i>Countryside (part) – Strategic Gap FBLPR Policy C11 and GBLPR Policy R/OS2 protects strategic gap area from inappropriate development that would physically and/or visually diminish undeveloped land.</i></p> <p><i>Countryside (part) – FBLPR designates a large part of the airfield as countryside where restrictive policies apply.</i></p> <p><i>Mixed Use (part) – GBLPR Policy R/DP4 allocates part of the southern part of the site for mixed use development consisting of employment, residential, hotel and leisure uses.</i></p> <p><i>Cultural Heritage (part) – Conservation Area GBLPR Policies R/BH1 and R/BH2 seek to preserve or enhance the character of the conservation area covering an area in the southern part of the site.</i></p> <p><i>MOD Site (part) – GBLPR Policies R/MOD1 and R/MOD2 set out criteria to be met before development proposals will be granted permission on existing MOD operational sites and those declared surplus to MOD requirements.</i></p>

	<p>Other (part) – <i>Lee-on-Solent aerodrome safeguarding GBLPR Policy R/ENV9 requires the Borough Council is obliged to consult the Secretary of State for Defence on any development proposals for buildings, structures or works within the Safeguarded Area.</i></p>
<p>Key environmental designations covering part or all of the Site</p>	<p>Conservation area (part)</p>
<p>Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)</p>	<p>SSSI SPA Ramsar Site</p>
<p>Constraints or Strengths (to future operations and prospects)</p>	<p><i>Strengths</i> – Large site containing elements of previous development</p> <p><i>Constraints</i> – Land locked site with no direct waterfront access. Provides a strategic gap between Stubbington and Lee-on-Solent</p>
<p>Threats or Opportunities (to future operations and prospects)</p>	<p><i>Threats</i> – Pressure to retain the maximum extent of ‘gap’ as possible.</p> <p><i>Opportunities</i> – Redevelopment of the site presents many opportunities.</p>

SITE 14: GOSPORT – HASLAR TO PRIDDY’S HARD

Site ID No.	14.
Site Name	Gosport – Haslar to Priddy’s Hard
Address	Gosport, Hampshire
Location	Located in Portsmouth Harbour to the eastern side of the Gosport peninsula.
Local Authority	Gosport Borough Council
Site Description	<p>There is a mix of land uses and activities across the site which has a long history of marine activity and defence and employment uses.</p> <p>To the north of the site, the Priddy’s Hard Heritage Area and the Royal Clarence Yard (north), formally in MOD ownership, are now promoted for mixed use redevelopment, including housing, business, retail and leisure development and are rich in cultural heritage. The Royal Clarence Yard includes the new Royal Clarence Marina Development.</p> <p>Centrally located, the Coldharbour area offers a significant redevelopment opportunity. Gosport marina is located here along with a number of other marine related business, other general industrial and office premises. Parts of the site have already been redeveloped for waterside apartments. To the south is the Haslar Marina offering a range of marine facilities and services.</p> <p>Land at Haslar to the south of the site remains in the ownership of the MOD. The site was the formerly a Submarine Base and is now used in connection with Haslar Hospital. Fort Blockhouse on the peninsula is a Scheduled Ancient Monument. Parts of the Royal Clarence Yard (south) is also in the ownership of the MOD.</p>
Size of Site	51.546 Hectares
Key Marine Activities on the Site	<p>Leisure – marinas & supporting services</p> <p>Leisure – other facilities</p> <p>Defence</p>
Accessibility	<p><i>Road</i> – Existing strategic road network access</p> <p><i>Rail</i> – No existing or possible rail access</p> <p>Marine – Portsmouth Harbour main channel – 9.5 metres</p>

	<p>Haslar Marina (General throughout) – 2.0 metres to 3.0 metres</p> <p>Haslar Lake (Maintained depth at entrance to Marina) – 6.0 metres</p> <p>Gosport Marina (Entrance from main channel) – 9.0 metres</p> <p>Gosport Marina (General throughout mooring) – 0.7 metres to 2.3 metres</p> <p>Priddys Hard (Forton Lake entrance) – 1.0 metres to 1.9 metres</p>
Existing or potential economic significance	Of existing regional significance
Development Plan	<ol style="list-style-type: none"> 1. <i>RPG9</i> 2. <i>Hampshire County Structure Plan Review 1996 – 2011 (HCSPR)</i> 3. <i>Gosport Borough Local Plan Review, June 2000</i> 4. <i>The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998</i>
Key development plan designations or policies for part or all of the Site	<p>MOD site (part) – <i>GBLPR Policy R/MOD1 provides guidance to the MOD on future development setting out criteria to protect the built and natural environment, local residential amenity and to ensure development is sustainable. Where sites are declared surplus to requirements. Policy R/MOD2 indicates that those with a waterfront location may have significant potential for redevelopment to provide waterfront employment areas.</i></p> <p>Mixed use and General Employment (part) – <i>Significant parts of the site allocated for mixed used development (GBLPR Policy R/DP4 and R/EMP2):</i></p> <ul style="list-style-type: none"> ○ <i>Coldharbour – redevelopment opportunity for marine/commercial employment uses. Existing marine based uses requiring a waterside location to be integrated into mixed-use development scheme.</i> ○ <i>Priddy’s Hard – a mix of residential, business, conferencing facilities, a specialist market/exhibition hall, food and drink outlets, managed workspace/ craft workshops and open space is acceptable.</i> ○ <i>Royal Clarence Yard – redevelopment/refurbishment of existing buildings. New development permitted where enhances the historic environment of the site. Residential, small scale business uses, limited retail and leisure development is acceptable.</i> <p>Cultural Heritage (part) – <i>large part of the site is designated conservation area. Three Scheduled</i></p>

	<p><i>Ancient Monuments present (GBLPR Policy R/BH8) along with many listed buildings. Policies seek to protect the historic environment from the detrimental impact of development.</i></p> <p><i>General Employment (all) - GBLPR Policy R/EMP4 protects waterfront sites for employment uses within urban areas that require direct access as an essential part of their operation. Employment uses relating to the building, repair, maintenance or fitting out of boats or any other appropriate marine uses are permitted.</i></p> <p><i>Other (all) – Coastal Zone. GBLPR Policy R/CH1 aims to reconcile development requirements with the protection, conservation and improvement of the coast’s landscape, environmental quality and wildlife habitats.</i></p> <p><i>Port/Marine (all) – A number of restrictive marine policies set out criteria to protect nature conservation, landscape and safeguard navigation: reclamation and dredging (GBLPR Policy R/CH3); marina development (GBLPR Policy R/CH4; additional moorings and pontoons (GBLPR Policy R/CH5); new slipways/maintenance/improvements of existing (GBLPR Policy R/CH6).</i></p> <p><i>Other (all) - Safeguarded area for the storage of munitions (GBLPR Policy R/ENV9). The Borough Council is obliged to consult the Secretary of State for defence on any development proposals for buildings, structures or works within the Safeguarded Area.</i></p>
<p>Key environmental designations covering part or all of the Site</p>	<p>Scheduled Ancient Monument Conservation Area (part) Flood Zone (part) Coastal Zone Policy Area</p>
<p>Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)</p>	<p>Ramsar Site (part) SPA (part) SSSI (part) Urban Gap (part)</p>
<p>Constraints or Strengths (to future operations and prospects)</p>	<p><i>Strength</i> – Supportive planning policies protecting waterfront sites for marine related employment uses/ retaining existing marine uses. Good range of potential redevelopment opportunities within the site within close proximity or with direct access to the waterfront.</p>

	<p><i>Constraint</i> – Strong emphasis on environmental protection/habitat regulations. Although the site is free from nature conservation constraints, the foreshore is of international nature conservation importance. Little scope for further marina related development.</p>
<p>Threats or Opportunities (to future operations and prospects)</p>	<p><i>Threat</i> – The mixed use development allocation covering much of the site is likely to lead to fierce competition from residential and other uses for attractive waterfront sites. Small/medium sized marine businesses may be unable to compete.</p> <p><i>Opportunity</i> - If the MOD disposes of land at Haslar and/or Royal Clarence Yard (south) there may be a significant opportunity for redevelopment for waterfront employment uses.</p>

SITE 15: GOSPORT – RNAD FRATER / BEDENHAM

Site ID No.	15.
Site Name	Gosport – RNAD Frater / Bedenham
Address	RNAD Frater / Bedenham, Gosport, Hampshire
Location	The site occupies a coastal location to the east of Gosport in Portsmouth Harbour.
Local Authority	Gosport Borough Council
Site Description	RNAD Frater/Bedenham is a large site used by the Royal Navy as an Armament Depot.
Size of Site	213.569 Hectares
Key Marine Activities on the Site	Defence
Accessibility	<p><i>Road</i> – Existing other strategic road network access</p> <p><i>Rail</i> – No Existing or possible rail access</p> <p><i>Marine</i> – Alongside Bedenham Pier 5.0 metres</p>
Existing or potential economic significance	Of existing national significance
Development Plan	<ol style="list-style-type: none"> 1. <i>RPG9</i> 2. <i>Hampshire County Structure Plan Review 1996 – 2011 (HCSPR)</i> 3. <i>Gosport Borough Local Plan Review, June 2000</i> 4. <i>The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998</i>
Key development plan designations or policies for part or all of the Site	<p>Other (all) – <i>All of the site except for small parts falls outside the defined urban area of Gosport.</i></p> <p>MOD Site (all) – <i>GBLPR Policy R/MOD1 provides guidance on development proposed within MoD sites setting out criteria to protect the built and natural environment, local residential amenity and to ensure development is sustainable. Where sites are declared surplus to requirements. GBLPR Policy R/MOD2 indicates that those with a waterfront location may have significant potential for redevelopment to provide waterfront employment areas.</i></p> <p>Employment (part potential) – <i>The Plan notes that up to 17ha of MOD land may be released at Frater/Bedenham during the Plan period that would be suitable for employment use subject to any environmental constraints (GBLPR Policy R/EMP1).</i></p> <p>Other (all) – <i>The land is a safeguarded area for the</i></p>

	<p><i>storage of munitions and the Aerodrome at Lee-on-the-Solent (GBLPR Policy R/ENV9). The Secretary of State for defence must be consulted on any development proposals for buildings, structures or works within the Safeguarded Area.</i></p> <p><i>Other (all) – The site is within a designated Coastal Zone. GBLPR Policy R/CH1 aims to reconcile development requirements with the protection, conservation and improvement of the coast’s landscape, environmental quality and wildlife habitats.</i></p> <p><i>Nature Conservation (part) – A substantial part of the site is designated as a SINC. GBLPR Policy R/OS12 protects such sites from development likely to have an adverse impact unless it can be demonstrated that proposal outweighs the need to safeguard the substantive nature conservation value of the site.</i></p>
Key environmental designations covering part or all of the Site	<p>Coastal Zone Policy Area SINC (part) Scheduled Ancient Monument (Fort Elson) (part) Flood zone (part)</p>
Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)	<p>SPA Ramsar Site SSSI</p>
Constraints or Strengths (to future operations and prospects)	<p><i>Strength</i> – A large waterside site with direct access to the water. Land adjoining the site to north is also predominately in employment use or is proposed for such uses.</p> <p><i>Constraint</i> – Site constrained by environmental designations, with a designated SINC covering the majority of the site and international designations covering the foreshore.</p>
Threats or Opportunities (to future operations and prospects)	<p><i>Opportunity</i> – Support for further employment uses if all or part of the site is released in the future, subject to environmental safeguards. A larger strategic opportunity may arise should land at Fleetlands to the north of the site also be released by the MOD.</p> <p><i>Threat</i> – Future MOD strategy review could result in closure. Possible pressure to use the land for other higher-value development.</p>

SITE 16: FLEETLANDS

Site ID No.	16.
Site Name	Fleetlands
Address	Fleetlands, Gosport, Hampshire
Location	A waterside site located to the east of Gosport in Portsmouth Harbour.
Local Authority	Gosport Borough Council
Site Description	<p>The MOD's Defence and Aviation Repair Agency (DARA) occupies a large part of the central and southern area of the site. DARA specialises in the maintenance, repair and overhaul of rotary and fixed wing aircraft, avionics, systems and components. Located in Fleetlands, DARA Rotary is the UK's centre of depth maintenance for Chinook, Lynx and Sea King helicopters, working in partnership with UK MOD Integrated Project Teams, Augusta Westland and Boeing. DARA is undergoing a major transformation programme with recent announcement that the Defence and Aviation Repair Agency is to be merged with the Army Base Repair Organisation. Fleetlands is proposed to be sold to the private sector which is seen as crucial to secure the site's long term viability.</p> <p>The northern part of the site is outside the ownership of the MOD and is in a mix of other employment uses. A central area is undeveloped, open land.</p>
Size of Site	44.776 Hectares
Key Marine Activities on the Site	Defence
Accessibility	<p><i>Road</i> – Existing Strategic road network access</p> <p><i>Rail</i> – No existing or possible rail access</p> <p><i>Marine</i> – Alongside wall, general depth is 2.7 metres above CD. Mid channel depth is 0.7 metres below CD.</p>
Existing or potential economic significance	Of existing national significance
Development Plan	<ol style="list-style-type: none"> 1. RPG9 2. Hampshire County Structure Plan Review 1996 – 2011 (HCSPR) 3. Gosport Borough Local Plan Review, June 2000 4. The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998

<p>Key development plan designations or policies for part or all of the Site</p>	<p>General employment (part) – <i>Land to the north and south of the site is allocated as an existing employment area where non-employment use is not permitted (GBLPR R/EP3). Policy R/EMP5 enables the expansion and the redevelopment of redundant employment sites.</i></p> <p>Marine/Port (all) – <i>In urban areas, GBLPR Policy R/EMP4 protects waterfront sites for employment uses that require direct access to the water as an essential part of their operation, permitting development that relates to the building, repair, maintenance or fitting out of boats or any other appropriate marine uses.</i></p> <p>MOD Site (part) – <i>GBLPR Policy R/MOD1 provides guidance to the MOD on future development setting out criteria to protect the built and natural environment, local residential amenity and to ensure development is sustainable. Where sites are declared surplus to requirements. GBLPR Policy R/MOD2 indicates that those with a waterfront location may have significant potential for redevelopment to provide waterfront employment areas.</i></p> <p>Leisure/Recreation and Nature Conservation (part) – <i>A central area of open, undeveloped land is designated as an existing public open space to be protected from development by GBLPR Policy R/OS4. It is an urban gap “resenting a pleasant visual break on the Harbour shore” protected by GBLPR Policy R/OS3. It is also a designated SINC protected by GBLPR Policy R/OS12 from development likely to have an adverse impact.</i></p> <p>Other (all) – <i>The site is within a designated Coastal Zone. GBLPR Policy R/CH1 aims to reconcile development requirements with the protection, conservation and improvement of the coast’s landscape, environmental quality and wildlife habitats.</i></p> <p>Other (part) – <i>The land is a safeguarded area for the storage of munitions (GBLPR Policy R/ENV9). The Secretary of State for defence must be consulted on any development proposals for buildings, structures or works within the Safeguarded Area. The whole site is also within the safeguarded area for the Aerodrome at Lee-on-the-Solent.</i></p>
<p>Key environmental designations covering part or all of the Site</p>	<p>Coastal Zone Policy Area SINC (part) Urban Gap (part)</p>

	Flood zone (part)
Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)	SPA Ramsar Site SSSI
Constraints or Strengths (to future operations and prospects)	<p><i>Strength</i> – A waterfront site for which there is some policy support for marine-related employment uses requiring direct access to the water.</p> <p><i>Constraint</i> – The site is constrained by environmental designations and the central part of the site is likely to remain open and undeveloped, protected under current land use policies.</p>
Threats or Opportunities (to future operations and prospects)	<p><i>Threat</i> – The proposed sale of Fleetlands to the private sector presents uncertainty; future job losses and/or restructuring. There is still a prospect of closure.</p> <p><i>Opportunity</i> – Should land be released by the MOD or become available as a result of private sale, opportunities should be viewed strategically.</p>

SITE 17: PORT SOLENT

Site ID No.	17.
Site Name	Port Solent
Address	Port Solent, Portsmouth, Hampshire
Location	Port Solent marina is located to the northeast of Portsmouth Harbour on land reclaimed at North Harbour. It can be accessed from the A27, linked to M27 at junction 12.
Local Authority	Portsmouth City Council
Site Description	<p>Port Solent is one of the UK's largest marinas, operating 24 hours day, 375 days a year. The complex is a large, mix-use development including housing, offices, shops, health centre and cinema, as well as many restaurants and bars, making it a vibrant and popular marina.</p> <p>The marina provides over 800 berths and a fully serviced boat yard with storage facilities ashore. Services include yacht brokerage, engine servicing, marine engineers, maintenance and repair specialists, sail training companies and a chandlery.</p>
Size of Site	34.64 Hectares
Key Marine Activities on the Site	<p>Leisure – marinas & supporting services Leisure – other facilities Manufacturing – Ships, boatbuilding and repair Marine Services Education and Research</p>
Accessibility	<p><i>Road</i> – Existing strategic road network access</p> <p><i>Rail</i> – No existing or possible rail access</p> <p><i>Marine</i> – Depth in entrance channel is 1.5 metres below CD</p>
Existing or potential economic significance	Of existing regional significance
Development Plan	<ol style="list-style-type: none"> 1. RPG9 2. Hampshire County Structure Plan Review 1996 – 2011 (HCSPR) 3. Portsmouth City Local Plan 2001 – 2011, July 2006. 4. The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998
Key development plan designations or policies for	Other (all) – <i>The site is within the built-up urban area. No specific land use allocations except small</i>

<p>part or all of the Site</p>	<p><i>allocations for retail development with existing planning consent.</i></p> <p><i>Port/marine (all) – PCLP Policy PH2 does not permit new moorings in the Portsmouth Harbour SPA/Ramsar/ SSSI. The Harbour is close to its mooring capacity of 4,700 – a figure determined by navigational safety issues at the mouth of the harbour.</i></p> <p><i>Employment (all) – PCLP Policy SP8 encourages employment-generating uses where they contribute to enhancing the city’s economy/protect existing employment sites; identify new job opportunities/sites; support the expansion of existing business; and/or maintain and further develop the tourist industry.</i></p> <p><i>PCLP Policy DC31 enables the consolidation/intensification of activities at sites and premises outside the primary employment areas currently used for employment/commercial purposes. The redevelopment of sites for housing will be permitted where the loss of the employment uses would be outweighed by environmental benefits or where the site is not suitable for continued employment uses.</i></p> <p><i>Other (all) – Portsmouth Harbour Coastal Zone. Development will be permitted under PCLP Policy PH1 where it has regard to the coastal setting, landscape, public access to the water front, navigation and nature conservation interests. No specific requirement limiting further development along the shoreline to uses requiring a coastal location.</i></p> <p><i>Nature Conservation (part) – Portsmouth Harbour and the foreshore is a designated Ramsar, SPA and SSSI. PCLP Policy DC16 and DC17 protects such sites from development likely to have significant effects nature conservation interests. There is a presumption against reclamation of inter-tidal mudflats. The site itself is free from nature conservation designations.</i></p> <p><i>Other (all) – Flood plain. PCLP DC6 seeks to ensure that new development within the floodplain is protected from flooding.</i></p>
<p>Key environmental designations covering part or all of the Site</p>	<p>Coastal Zone Policy Area Flood zone</p>
<p>Key environmental designations covering area between MLW and MHW</p>	<p>Ramsar Site SPA SSSI</p>

<p>adjacent to site (n.b these areas are not included within the site boundary)</p>	
<p>Constraints or Strengths (to future operations and prospects)</p>	<p><i>Constraint</i> – The site is heavily constrained by European nature conservation interests.</p> <p><i>Strength</i> – The marina is one the most significant within the UK and is a widely renown centre for major yachting/boating events as well as being a major tourist designation in its own right. It has excellent road connections.</p>
<p>Threats or Opportunities (to future operations and prospects)</p>	<p><i>Threat</i> – There is no room for expansion outside its current boundaries and further space for moorings is limited and restricted. At risk from sea level rise.</p> <p><i>Opportunity</i> – To build upon its current reputation as a premier league marina and to upgrade/improve existing facilities and services and capitalise on major events.</p>

SITE 18: HORSEA

Site ID No.	18.
Site Name	Horsea
Address	Horsea, Portsmouth, Hampshire
Location	Horsea Island is located to the northeast of Portsmouth Harbour on land reclaimed at North Harbour.
Local Authority	Portsmouth City Council
Site Description	<p>The site is in the ownership of the MOD and its primary purpose is to provide military diving training for both Royal Navy and Army personnel. The Defence Diving School is the UK's centre of excellence for providing military diving training.</p> <p>All basic training is conducted at Horsea Island. The facilities include a 1000m (1km) salt water lake, a 5m diving tank, recompression chambers, surface and underwater engineering facilities, classrooms, conference rooms, catering facilities and a specialist diving clothing store.</p>
Size of Site	37.639 Hectares
Key Marine Activities on the Site	Defence Education and Research
Accessibility	<p><i>Road</i> – Existing strategic road network access</p> <p><i>Rail</i> – No existing or possible rail access</p> <p><i>Marine</i> – General depth is 2.5 metres above CD</p>
Existing or potential economic significance	Of existing national significance
Development Plan	<ol style="list-style-type: none"> 1. <i>RPG9</i> 2. <i>Hampshire County Structure Plan Review 1996 – 2011 (HCSPR)</i> 3. <i>Portsmouth City Local Plan 2001 – 2011, July 2006.</i> 4. <i>The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998</i>
Key development plan designations or policies for part or all of the Site	<p>Other (all) – <i>Horsea Island is within the built-up area of Portsmouth City. There are no specific land use allocations for the site within the Local Plan.</i></p> <p>Employment (all) - <i>PCLP Policy SP8 encourages employment-generating uses contributing to the</i></p>

	<p><i>city's economy; protecting existing employment sites; creating new job opportunities/sites; supporting existing business; and/or the tourist industry.</i></p> <p><i>PCLP Policy DC31 enables the consolidation/intensification of activities at sites and premises outside the primary employment areas currently used for employment/commercial purposes. Redevelopment for housing is permitted where the loss of the employment uses is outweighed by environmental benefits or where the site is not suitable for continued employment uses.</i></p> <p><i>Other (all) - Portsmouth Harbour Coastal Zone. Development will be permitted under PCLP Policy PH1 where it has regard to the coastal setting, landscape, public access to the waterfront, navigation and nature conservation interests. No specific requirement limiting further development along the shoreline to uses requiring a coastal location.</i></p> <p><i>Nature Conservation (part) - Portsmouth Harbour and part of the foreshore is a designated Ramsar, SPA and SSSI. The southern half of the site is part of SSSI. PCLP Policy DC16 and DC17 protect such sites from development likely to have significant effects on nature conservation interests. There is a presumption against reclamation of inter-tidal mudflats.</i></p> <p><i>Other (all) – Flood plain. PCLP DC6 seeks to ensure that new development within the floodplain is protected from flooding.</i></p>
<p>Key environmental designations covering part or all of the Site</p>	<p>Coastal Zone Policy Area Flood zone SSSI (part) Archaeological site (part) SPA (part) Ramsar Site (part)</p>
<p>Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)</p>	<p>Ramsar Site SPA SSSI</p>
<p>Constraints or Strengths (to future operations and prospects)</p>	<p><i>Strengths – The centre of excellence for Royal Navy diving training in the UK supporting the Naval present/local economy in Portsmouth.</i></p>

	<i>Constraint</i> – Further growth constrained by land use and environmental designations.
Threats or Opportunities (to future operations and prospects)	<i>Threat</i> – May be vulnerable to future UK defence reviews. Vulnerable to sea level rise. <i>Opportunity</i> – Large expanse of enclosed water with numerous access points.

SITE 19: WHALE ISLAND

Site ID No.	19.
Site Name	Whale Island
Address	Whale Island, Portsmouth, Hampshire
Location	Whale Island is a small island located to the east side of Portsmouth Harbour on reclaimed land close to Portsmouth. It is connected to the mainland by a road bridge to the north of the ferry port.
Local Authority	Portsmouth City Council
Site Description	<p>Whale Island is home to HMS Excellence, the Royal Navy's training establishment. It delivers a wide range of different training functions including the Phoenix School of Nuclear, Biological and Chemical Defence, damage control and fire fighting and the South East Naval Military Training Centre. Most of the training buildings and facilities are concentrated around the perimeter of the Island and to the north. A large area of open space is located in the centre.</p> <p>HMS Bristol is permanently berthed at Whale Island providing training and accommodation for a variety of personnel. There are a variety of facilities including pontoons, jetties slipways and piers.</p> <p>HMS Excellent provides support for a number of lodger units, most notably the Headquarters of Commander in Chief Fleet, and the UK's Operational Battle Staffs. HMS Excellent also provides administrative and infrastructure support to the Defence Diving School, Horsea Island and small arms ranges at Tipner.</p> <p>There are number of important historical memorials and monuments on the Island.</p>
Size of Site	31.741 Hectares
Key Marine Activities on the Site	Defence Education and Research
Accessibility	<p><i>Road</i> – National Primary Route network access</p> <p><i>Rail</i> – No existing or possible rail access</p> <p><i>Marine</i> – In and around mooring on South – 1.5 metres below CD</p>
Existing or potential economic significance	Of existing national significance

<p>Development Plan</p>	<p>1. <i>RPG9</i> 2. <i>Hampshire County Structure Plan Review 1996 – 2011 (HCSPR)</i> 3. <i>The Portsmouth City Local Plan 2001 - 2011</i> 4. <i>The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998</i></p>
<p>Key development plan designations or policies for part or all of the Site</p>	<p>Leisure/Recreation (part) - <i>central area allocated open space. PCLP Policy DC20 sets strong presumption against the loss of open space within the City.</i></p> <p>Other (parts) – <i>Flood plain - perimeter of the site/ southern parts most at risk. PCLP Policy DC6 requires new development to have adequate flood protection and include a flood risk assessment.</i></p> <p>Other (all) - <i>Portsmouth Harbour Coastal Zone. Development is permitted under PCLP Policy PH1 where it has regard to the coastal setting, landscape, public access to the waterfront, navigation and nature conservation interests. No specific requirement limiting further development along the shoreline to uses requiring a coastal location.</i></p> <p>Nature Conservation (parts) – <i>Foreshore and Portsmouth Harbour designated Ramsar site, SPA and SSSI (expect southern shores). Presumption against reclamation of intertidal mudflats. PCLP Policy DC16 and DC17 protect sites of international and national nature conservation importance from the adverse effects of development.</i></p> <p>Employment (all) - <i>PCLP Policy SP8 encourages employment-generating uses that contribute to the city’s economy; protect existing employment sites; create new job opportunities/sites; support existing business; and/or the tourist industry.</i></p> <p><i>PCLP Policy DC31 enables the consolidation/ intensification of activities at sites outside primary employment areas currently used for employment /commercial purposes. Redevelopment for housing permitted where the loss of the employment uses is outweighed by environmental benefits or where the site is not suitable for continued employment uses.</i></p>
<p>Key environmental designations covering part or all of the Site</p>	<p>Coastal Zone Policy Area Flood zone (part)</p>
<p>Key environmental designations covering area</p>	<p>SSSI Ramsar Site</p>

<p>between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)</p>	<p>SPA</p>
<p>Constraints or Strengths (to future operations and prospects)</p>	<p><i>Strength</i> – Significant training establishment for the Royal Navy, supporting the Naval base presence/local economy in Portsmouth. Good marine access and marine facilities.</p> <p><i>Constraints</i> – Landward access via connecting bridge to Portsea Island. Lack of space for expansion. Environmentally constrained.</p>
<p>Threats or Opportunities (to future operations and prospects)</p>	<p><i>Threat</i> – May be vulnerable to future MOD defence reviews. Vulnerable to sea level rise.</p>

SITE 20: PORTSMOUTH COMMERCIAL PORT

Site ID No.	20.
Site Name	Portsmouth Commercial Port
Address	Portsmouth Commercial Port, Portsmouth, Hampshire
Location	The commercial port and docks are located in Portsmouth Harbour on the western side of Portsea Island. The A3(M), M27 and M275 give good access to the docks. The continental ferry terminal has particularly good road access being located immediately off the M275.
Local Authority	Portsmouth City Council
Site Description	<p>The commercial port handles both continental freight and passenger traffic.</p> <p>The Continental Ferry Port has five berths capable of handling most RoRo vessels currently in service, including fast craft and ROPAX ships. The passenger terminal accommodates up to 2,000 foot and car passengers.</p> <p>The Albert Johnson Quay and Flathouse Quay handle imports, with the Port recently securing a significant contract with Fyffes/Geest to handle its temperature-controlled fresh produce imports.</p>
Size of Site	32.301 Hectares
Key Marine Activities on the Site	Commercial Port – RoRo Commercial Port – Passenger/ferries (other than cruise)
Accessibility	<p><i>Road</i> – National Primary Route network access</p> <p><i>Rail</i> – No existing or possible rail access</p> <p><i>Marine</i> – General depth is 7.0 metres below CD</p>
Existing or potential economic significance	Of existing regional significance
Development Plan	<ol style="list-style-type: none"> 1. RPG9 2. Hampshire County Structure Plan Review 1996 – 2011 (HCSPR) 3. The Portsmouth City Local Plan 2001 - 2011 4. The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998
Key development plan designations or policies for part or all of the Site	Other (all) - <i>Specific Policy Area. PCLP Policy NL6 only permits development directly related to port business and activities. Three specific sites are</i>

	<p><i>allocated for port-related uses to support the continued Port expansion. Expansion/up-grading of passenger facilities at the Ferry Port is permitted subject to design, efficiency, safety and security considerations. Proposals for further non-port related uses is to be resisted.</i></p> <p><i>Other (all) - Contaminated Land. New proposals must include appropriate measures to deal with contaminated land under PCLP Policy DC21.</i></p> <p><i>Other (all) - Portsmouth Harbour Coastal Zone. Development permitted under PCLP Policy PH1 where it has regard to the coastal setting, landscape, public access to the waterfront, navigation and nature conservation interests. No specific requirement limiting further development along the shoreline to uses requiring a coastal location.</i></p> <p><i>Other (all) - Flood Zone. PCLP Policy DC6 requires development to be adequately protected from flooding.</i></p>
<p>Key environmental designations covering part or all of the Site</p>	<p>Coastal Zone Policy Area Flood zone</p>
<p>Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)</p>	<p>None</p>
<p>Constraints or Strengths (to future operations and prospects)</p>	<p><i>Strength</i> – Excellent road and marine access. Free from nature conservation constraints. Strong supportive planning policies for continued growth and expansion of port-related uses. A leading UK Ferry Port.</p> <p><i>Constraint</i> – Site is surrounded by built-up development, with little space for outward expansion.</p>
<p>Threats or Opportunities (to future operations and prospects)</p>	<p><i>Threat</i> – Vulnerable to sea level rise. Lack of land may constrain future growth.</p> <p><i>Opportunity</i> – Land for expansion may become available to the south if the military presence at the Royal Naval Base is rationalised.</p>

SITE 21: HM NAVAL BASE AND DOCKYARD

Site ID No.	21.
Site Name	HM Naval Base and Dockyard
Address	HM Naval Base and Dockyard, Portsmouth, Hampshire
Location	The naval base and dockyard are located in Portsmouth Harbour on the western side of Portsea Island.
Local Authority	Portsmouth City Council
Site Description	<p>Portsmouth Naval Base is at the heart of the city of Portsmouth and is home to almost two-thirds of the Royal Navy's surface ships, including the three aircraft carriers, Type 42 destroyers, Type 23 frigates and a mine countermeasure squadron, as well as fishery protection and training units. The base is a major employer in the Portsmouth area, with over 17,000 people working at peak times and supporting the local community. It provides lodging facilities to Royal Navy personnel serving at the base and onboard Portsmouth-based ships.</p> <p>The Naval Base covers 120 hectares and is operated by means of a partnering arrangement between the Royal Navy and Fleet Support Ltd which maintains and refits ships in Portsmouth and provides a wide range of other support services. The Naval Base has three miles of waterfront, 62 acres of basins and 15 working dry docks. It is the centre of VT's shipbuilding industry.</p>
Size of Site	84.011 Hectares
Key Marine Activities on the Site	Defence Manufacturing – Ships, boatbuilding and repair
Accessibility	<p><i>Road</i> – Existing Strategic Road network access</p> <p><i>Rail</i> – No existing or possible rail access</p> <p><i>Marine</i> – General (all maintained depths) – 10.0 metres to 12.0 metres below CD</p>
Existing or potential economic significance	Of existing national significance
Development Plan	<ol style="list-style-type: none"> 1. <i>RPG9</i> 2. <i>Hampshire County Structure Plan Review 1996 – 2011 (HCSPR)</i> 3. <i>The Portsmouth City Local Plan 2001 - 2011</i> 4. <i>The Hampshire, Portsmouth and Southampton</i>

	<i>Minerals and Waste Local Plan 1998</i>
Key development plan designations or policies for part or all of the Site	<p>Employment (parts) - <i>A new employment site is allocated on land adjacent to Military Road within the Dockyard for B1/B2/B8 and/or port-related employment uses (PCLP Policy CD15). The site has been relinquished by the MoD on a short lease. A smaller site within the dockyard is earmarked as having planning permission for employment uses. There are no other land use allocations for the site.</i></p> <p>Employment (all) - <i>PCLP Policy SP8 encourages employment-generating uses that contribute to the city's economy; protect existing employment sites; create new job opportunities/sites; support existing business; and/or the tourist industry. PCLP Policy DC31 enables the consolidation/ intensification of activities at sites outside primary employment areas currently used for employment /commercial purposes. Redevelopment for housing permitted where the loss of the employment uses is outweighed by environmental benefits or where the site is not suitable for continued employment uses.</i></p> <p>Other (all) - <i>Portsmouth Harbour Coastal Zone. Development is permitted under PCLP Policy PH1 where it has regard to the coastal setting, landscape, public access to the waterfront, navigation and nature conservation interests. No specific requirement limiting further development along the shoreline to uses requiring a coastal location.</i></p> <p>Other (all) – <i>Flood plain. PCLP Policy DC6 requires new development to have adequate flood protection and include a flood risk assessment.</i></p>
Key environmental designations covering part or all of the Site	Coastal Zone Policy Area Flood zone (part)
Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)	None
Constraints or Strengths (to future operations and prospects)	<p><i>Strength</i> – Good road access. Excellent waterfront access and waterside facilities. Free from immediate environmental constraint. Naval presence in Portsmouth brings considerable economic spin-offs for the City and sub-region.</p> <p><i>Constraint</i> – Part of Portsmouth Harbour to the north</p>

	<p>is designated Ramsar Site/SPA/SSSI. Site is surrounded by built-up development with little scope for outward expansion and with potential for incompatible land uses.</p>
<p>Threats or Opportunities (to future operations and prospects)</p>	<p><i>Threat</i> – future MOD naval review may reduce operations at Portsmouth or worst case, result in closure. Increasing environmental and legislative protection within Portsmouth Harbour. Site vulnerable to sea level rise.</p> <p><i>Opportunity</i> – Maintain existing naval use along with other commercial marine uses.</p>

SITE 22: CHICHESTER MARINA

Site ID No.	22.
Site Name	Chichester Marina
Address	Near Birdham, West Sussex, PO20 7EJ.
Location	Located on the eastern side of Chichester Harbour, north east of Birdham and accessed via the A27 Chichester by-pass, heading south along the A286 Birdham Road.
Local Authority	Chichester City Council
Site Description	A large marina complex operated by Premier Marinas with over 1000 berths and range of modern facilities, including restaurants, shop, boatyard and marine services - repairs, brokers, rigging, chandlery and shipwrights.
Size of Site	19.736 Hectares
Key Marine Activities on the Site	Leisure – marinas and supporting services
Accessibility	<p><i>Road</i> – Existing other road network access</p> <p><i>Rail</i> – No existing rail access</p> <p><i>Marine</i> – Chichester Marina – Entrance 0.5m above CD</p>
Existing or potential economic significance	Of existing regional significance.
Development Plan	<ol style="list-style-type: none"> 1. <i>RPG9</i> 2. <i>West Sussex Structure Plan 2001 – 2016 (WSSP)</i> 3. <i>Chichester District Local Plan, April 1999</i> 4. <i>The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan 1998</i>
Key development plan designations or policies for part or all of the Site	<p>Countryside (all) – <i>The site is in a designated “rural area” where there is a general presumption against development.</i></p> <p>Nature Conservation (parts) – <i>the foreshore is designated RAMSAR, SAC, SPA and SSSI. Development that would damage, destroy or adversely affect these will not be permitted by CDLP Policy RE7.</i></p> <p>Other (all) – <i>Chichester Harbour Area of Outstanding Natural Beauty (AONB) is protected, from development harmful to its visual quality or distinctive character which will not be permitted</i></p>

	<p><i>except in compelling circumstances (CDLP Policy RE4).</i></p> <p><i>Port/Marine (all) – A further increase in moorings, marina berths or dry facilities in Chichester Harbour is not permitted unless there is no detriment to the maritime recreation/ environment of the Harbour (CDLP Policy C5). CDLP Policy C6 allows a reduction in moorings and corresponding increase in marina berths/dry facilities at existing marinas/boatyards subject to controls over the number of vessels, nature conservation impact and dredging/ reclamation.</i></p> <p><i>Port/marine (all) – CDLP Policy C7 enables the development/redevelopment of marina sites only for uses associated with boat building, fitting out, boat maintenance/repair and ancillary uses.</i></p> <p><i>Port/marine (all) – Inter-tidal structures (including pontoons and jetties) are permitted by CDLP Policy C2 provided they do not disturb/damage habitats of nature conservation importance or the estuarine landscape.</i></p> <p><i>Leisure/Recreation (all) – CDLP Policy R2 - development of water-related recreational activities/facilities and/or extension/intensification of existing uses are permitted where it has no serious effect on the resources/character of the countryside or the coast.</i></p> <p><i>Other (all) - Flood zone (CDLP Policy C13). New development/ intensification of development is not permitted in areas at risk of tidal flooding except that essential to serve existing tourist and recreation establishments.</i></p>
<p>Key environmental designations covering part or all of the Site</p>	<p>AONB Flood Zone</p>
<p>Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)</p>	<p>Ramsar Site SPA SAC SSSI</p>
<p>Constraints or Strengths (to future operations and prospects)</p>	<p><i>Strength – A large, well serviced marina set in an attractive environment with good marine access. Planning policies safeguard the marina for existing boat-related uses.</i></p> <p><i>Constraint – development is highly constrained by</i></p>

	landscape and nature conservation designations.
Threats or Opportunities (to future operations and prospects)	<p><i>Threat</i> – Restrictive land-use and environmental designations stifle future growth/enhancement of the marina complex and range of facilities. Vulnerable to sea level rise.</p> <p><i>Opportunity</i> – To maintain and enhance its current status as an attractive and popular marina destination.</p>

SITE 23: RYDE PIER

Site ID No.	23.
Site Name	Ryde Pier
Address	Ryde Pier Head, Ryde, Isle of Wight, PO33 2HF
Location	Located on the northeast shore of the Isle of Wight within the urban area of Ryde.
Local Authority	Isle of Wight Council
Site Description	Ryde pier is a major gateway and multi-modal transport interchange for vehicular and passenger traffic to and from the Isle of Wight. The Wightlink high speed FastCat catamaran runs regularly between Ryde and Portsmouth. The Island Line train runs from Ryde Pier Head station (at the pier head), via Ryde Esplanade down to the eastern side of the island to Brading, Sandown and Shanklin.
Size of Site	7.134 Hectares
Key Marine Activities on the Site	Commercial Port – Passengers/Ferries
Accessibility	<i>Road</i> – Existing Strategic road network access <i>Rail</i> – Existing rail access (On site) <i>Marine</i> – Outer hammerhead jetty 2.5m below CD
Existing or potential economic significance	Of existing local significance
Development Plan	1. <i>RPG9</i> 2. <i>Isle of Wight Unitary Development Plan 1996 - 2011, May 2011</i>
Key development plan designations or policies for part or all of the Site	<i>Other (all) – Cross-Solent Ferry Links. UDP Policy TR10 permits development which improves the cross-Solent ferry links subject to environmental and traffic impact.</i> <i>Tourism (all) – Ryde Sea Front, including the Pier is a designated Tourist Development Area under UDP Policy T7f where tourism development and tourist facilities are acceptable in principle.</i> <i>Other (part) – Railway Line. UDP Policy TR18 supports the retention and extension of the Island's railway line.</i> <i>Cultural Heritage (all) – site within a Conservation Area. UDP Policy B6 expects new development to</i>

	<p><i>protect and enhance the special quality and integrity of conservation areas. The Pier is a Grade II Listed Building.</i></p> <p><i>Other (all) - Flood Zone. Development is not permitted in areas liable to flooding or inundation from the sea other than in exceptional circumstances and where precautionary measures have no adverse effect on the ecology of the watercourse and adjoining land (UDP Policy G6).</i></p> <p><i>Port/marine (all) – Coastal development (UDP Policy G11). Where existing development has an operational requirement to be located on the coast and is at risk of loss through coastal erosion, migration of the development inland will be permitted, subject to criteria to minimise the impact of the relocated development.</i></p> <p><i>Employment (all) – Employment sites/industrial sites with deep water frontages will be safeguarded for marine related employment uses with an essential requirement for deep water access or for employment uses that support the continuation of the existing marine related employment (UDP Policy E7).</i></p>
<p>Key environmental designations covering part or all of the Site</p>	<p>Flood Zone Conservation Area</p>
<p>Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)</p>	<p>Ramsar Site SPA SSSI</p>
<p>Constraints or Strengths (to future operations and prospects)</p>	<p><i>Strength</i> – The only ferry port on the Isle of Wight with a link to the Island railway and the fastest route from the mainland.</p> <p><i>Constraint</i> – Environmental and cultural heritage constraints of the surrounding area.</p>
<p>Threats or Opportunities (to future operations and prospects)</p>	<p><i>Threat</i> – Vulnerable to sea level rise and increasing environmental protection.</p> <p><i>Opportunity</i> – Linked to success of the tourism strategy for the Island and maintenance of marine industry.</p>

SITE 24: COWES – RIVER MEDINA

Site ID No.	24.
Site Name	Cowes – River Medina
Address	The stretch of the River Medina between Newport and Cowes, Isle of Wight.
Location	The site includes both banks of the River Medina that stretches as far south as Newport from the north shore of the Island where it meets the Solent at Cowes.
Local Authority	Isle of Wight Council
Site Description	<p>The River is one of the busiest in the country for recreational sailing and boating. Navigable between Cowes and Newport, it is an internationally recognised boating event and rally centre. Four large marinas are located within Cowes Harbour and along the River – Cowes Yacht Haven, Shepherds Wharf Marina, East Cowes Marina and Island Harbour Marina. Further inland Newport Harbour also provides more limited facilities. A cluster of boatyards is located within the Harbour and along the River with many supporting marine businesses/services.</p> <p>There are also a considerable number of commercial movements with high-speed ferries, car ferries, and commercial craft moving into and out of the harbour and river. The Red Funnel group's hi-speed passenger and passenger/ vehicular ferry terminals are located here providing frequent passenger and vehicular services to Southampton.</p> <p>The River is also the centre for marine aggregate supply and trade for the Island. There are a number of aggregate wharfs and quays along the River handling marine dredged material and other bulk goods such as grain.</p>
Size of Site	91.75 Hectares
Key Marine Activities on the Site	<p>Leisure – marinas and supporting services</p> <p>Commercial Port – passenger/ferries</p> <p>Manufacturing – ships, boatbuilding and repair</p> <p>Marine Services</p> <p>Education and Research</p>
Accessibility	<p><i>Road</i> – Existing strategic road network access</p> <p><i>Rail</i> – No existing and possible rail access.</p>

	<p><i>Marine –</i> River Medina – entrance channel 4m below CD Cowes Yacht Harbour – North Basin 2.5m to 3.5m below CD Cowes Yacht haven – South Basin 2.0m to 2.5m below CD East Cowes Marina – In marina basin 2.5m below CD Folly Inn – Outer hammerhead 0m below CD Island Harbour Marina – Entrance channel 2m above CD</p>
Existing or potential economic significance	Of existing national significance
Development Plan	<p>1. <i>RPG9</i> 2. <i>Isle of Wight Unitary Development Plan 1996 - 2011, May 2011</i></p>
Key development plan designations or policies for part or all of the Site	<p><i>Employment (all) – Employment sites/industrial sites with deep water frontages are safeguarded for marine related employment uses with an essential requirement for deep water access or for employment uses that support the continuation of the existing marine related employment (UDP Policy E7).</i></p> <p><i>Port-marine (parts) – UDP Policy L8 permits jetties, pontoons and slipways within defined settlements and other areas of development on the coast subject to criteria to protect other users, ecology, views and access and the hydrology of the river flow.</i></p> <p><i>Minerals (all) – Development permitted for the improvement, modernisation and extension of imported and marine aggregate wharves at West Medina (Newport), Medina Wharf and Kingston, (Cowes) subject to criteria to minimise disturbance, visual intrusion and highways approval (UDP Policy M6).</i></p> <p><i>Other (parts) – Policy TR15 permits development that upgrades/improves bulk freight handling and distribution facilities and reduces road haulage mileage.</i></p> <p><i>Other (all) – UDP TR10 permits development which improves the cross-Solent ferry links subject to environmental and traffic impact.</i></p> <p><i>Countryside (parts) – development of the undeveloped coast/tidal estuaries will not be permitted unless a coastal location is essential; development is restrict to uses requiring access to the shore; public access to the shore maintained</i></p>

	<p><i>and the development is environmentally acceptable (UDP Policy C3).</i></p> <p><i>Other (all) – river corridors, estuaries and associated wetlands are protected and promoted as important areas of open space and from inappropriate uses which would damage amenity or wildlife or reduce the potential for quiet recreational uses (UDP Policy C7).</i></p> <p><i>Nature Conservation (all) – sites of international and national importance for nature conservation are protected from the adverse effects of development by UDP Policies C9 and C10.</i></p> <p><i>Other (all) - Flood Zone. Development is not permitted other than in exceptional circumstances and where precautionary measures have no adverse effect on the ecology of the watercourse and adjoining land (UDP Policy G6).</i></p>
Key environmental designation covering part or all of the Site	<p>SSSI Ramsar Site SPA Flood Zone</p>
Key environmental designation covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)	<p>SAC SPA Ramsar Site SSSI</p>
Constraints or Strengths (to future operations and prospects)	<p><i>Strength</i> – Well established and renown international centre for yachting/boating with first-class and modern facilities and services and excellent marine access to the Solent and beyond. Planning policies facilitate and support the key marine sectors present in the Harbour and along the River and safeguard waterfront sites.</p> <p><i>Constraint</i> – environmental designations cover a large part of its foreshore.</p>
Threats or Opportunities (to future operations and prospects)	<p><i>Threat</i> – increasing environmental protection may constrain further expansion of marine industry.</p> <p><i>Opportunity</i> – to continue to build on and prosper form its reputation as a premier international sailing centre.</p>

SITE 25 – YARMOUTH

Site ID No.	25.
Site Name	Yarmouth
Address	The Quay, Yarmouth, Isle of Wight, PO41 0NT
Location	Located on the north-west shore of the Island.
Local Authority	Isle of Wight Council
Site Description	<p>The site is centred on Yarmouth Harbour and the Quay at the mouth of the River Yar. The town of Yarmouth is situated on the east bank of the Harbour. Bridge Road provides a river crossing via the Yar Swing Bridge from Yarmouth to the west bank of the River and this marks the southern extent of the site boundary.</p> <p>The Harbour is primarily a boating/yachting centre providing berths/moorings both within the Harbour and beyond its breakwater. A range of on-shore yachting services and facilities are available including with a large boatyard on the west bank. The Wightlink terminal is located on the east bank, operating passenger/vehicular ferry services to and from Lymington.</p>
Size of Site	4.73 Hectares
Key Marine Activities on the Site	<p>Leisure – marinas and supporting services</p> <p>Commercial Port – Passenger/ferries (other than cruise)</p>
Accessibility	<p><i>Road</i> – Existing strategic road network access</p> <p><i>Rail</i> – No existing or possible rail access</p> <p><i>Marine</i> – Yarmouth at entrance channel 3m above CD</p>
Existing or potential economic significance	Of existing local significance.
Development Plan	<p>1. <i>RPG9</i></p> <p>2. <i>Isle of Wight Unitary Development Plan 1996 - 2011, May 2011</i></p>
Key development plan designations or policies for part or all of the Site	<p>Employment (part) – <i>Employment/industrial sites with deep water frontages safeguarded for marine related employment uses with an essential requirement for deep water access or for employment uses supporting the continuation of existing marine related employment (UDP Policy E7).</i></p>

	<p>Port-marine (parts) – <i>UDP Policy L8 permits jetties, pontoons and slipways within defined settlements and other areas of development on the coast subject to criteria to protect other users, ecology, views and access and the hydrology of the river flow.</i></p> <p>Other (part) – <i>UDP TR10 permits development which improves the cross-Solent ferry links subject to environmental and traffic impact.</i></p> <p>Cultural heritage (part) – <i>Conservation Area. Development permitted which preserves/ enhances the character/appearance of conservation areas (UDP Policy B6).</i></p> <p>Other – ANOB (all) – <i>UDP Policy C2 indicates that development will only be permitted where there is no detrimental impact on the landscape and development would meet a proven national need and there is no alternative sites. Further restrictive criteria also apply.</i></p> <p>Nature Conservation (all) – <i>sites of international and national importance for nature conservation are protected from the adverse effects of development by UDP Policies C9 and C10.</i></p> <p>Other (all) - <i>Flood Zone. Development is not permitted other than in exceptional circumstances and where precautionary measures have no adverse effect on the ecology of the watercourse and adjoining land (UDP Policy G6).</i></p>
<p>Key environmental designations covering part or all of the Site</p>	<p>Flood Zone AONB SSSI (part) Ramsar Site (part) SPA (part) SAC (part) Other (part) – conservation area/listed buildings</p>
<p>Key environmental designations covering area between MLW and MHW adjacent to site (n.b these areas are not included within the site boundary)</p>	<p>SAC SPA Ramsar Site SSSI</p>
<p>Constraints or Strengths (to future operations and prospects)</p>	<p><i>Strength</i> – Important as the western gateway to the Isle of Wight and good range of boating/yachting facilities to compliment the larger facilities at Cowes.</p> <p><i>Constraint</i> – environmental/cultural heritage</p>

	constraints to further growth.
Threats or Opportunities (to future operations and prospects)	<i>Threat</i> – increasing environmental protection.