

Gosport Infrastructure Investment Plan

Final Report

February 2019



LICHFIELDS

Gosport Infrastructure Investment Plan Final Report

Solent Local Enterprise Partnership

February 2019

The logo for Lichfields, consisting of the word "LICHFIELDS" in white, uppercase, sans-serif font, oriented vertically within a black L-shaped graphic.

LICHFIELDS

16399/CGJ/LBa
16453511v1

Foreword

The Borough of Gosport faces an outstanding, once in a generation, opportunity. The release of substantial land for development at the entrance to one of the most famous natural harbours in the world, and with direct access to the waterfront in the spectacular heart of world sailing - the Solent, creates an unprecedented opportunity to build a destination of world renown. The availability of such a large constellation of developable sites is a rare event. When taken in combination with the Borough's extensive heritage assets, varied physical geography and benign climate, it creates the potential to build a region that provides an exceptional quality of life, is rich in culture, economically dynamic and thriving, and a magnet for businesses, residents and visitors. Now is the time for Gosport to capitalise on this opportunity and to make the world notice.

For over 400 years, Gosport has played a central role in the Nation's defence, supporting the ships, submarines and aircraft of the Royal Navy, and the men and women who operate them. In recent decades, as technology has evolved and the size of the Royal Navy has reduced, many of the support facilities have become redundant and closed or relocated. The announcement by the Ministry of Defence in November 2016 to relocate its activity away from Fort Blockhouse in 2020 and from HMS Sultan between 2024 - 2026, was the next step on a journey that in recent years had already seen the Royal Naval Hospital Haslar, HMS Daedalus, and Royal Clarence Yard all vacated, with only HMS Daedalus seeing any substantial redevelopment, underpinned by its Enterprise Zone status. As these sites close they are leaving legacies of their former use in their shadows and the employment that they once provided is not being fully replaced, forcing the talented labour force to seek work elsewhere or to relocate, resulting in a decline in the Borough's employment opportunities relative to its immediate neighbours.

This situation is neither desirable nor sustainable, and this report, commissioned through the Solent Local Enterprise Partnership, and produced by Nathaniel Lichfield & Partners Ltd ("Lichfields"), identifies the infrastructure investment priorities to enable Gosport to capitalise on the opportunity afforded by the release of up to 100 Hectares of Government land. This land release creates a 'once in a generation' opportunity to create a new vision – economic, geographic, and social - which, if implemented, will transform Gosport's economy and employment opportunities. It is a vision based on Gosport's maritime heritage, on the unique nature of its spectacular waterfront, and on the skills, dedication and resilience of its people.

This report identifies the infrastructure investment that is necessary in order that the sites announced for release, and those that have recently been released, can be developed for maximum economic benefit for Gosport Borough. It recognises that many previous public sector land disposals have come with substantial liabilities that make redevelopment challenging, and that this is likely to be the case for Fort Blockhouse, Royal Clarence Yard, and HMS Sultan. But the prize is worth the fight. The report makes the argument for public sector investment to reduce the risk in private sector development, and to provide the essential catalyst for change. The report also stresses the need for a planning framework that actively promotes and enables creative and inspiring private sector development. But the report goes further, it identifies the key elements of a bold and exciting new vision for Gosport, one that should provide the basis for all major investment and planning decisions, and one that will, quite rightly, make Gosport a driving force in the economy of the Solent, and the nation.

We are particularly grateful to the staff of Lichfields, Gosport and Hampshire local authorities, Solent Local Enterprise Partnership, Ministry of Defence, Ministry of Justice and the many businesses and organisations of Gosport who have contributed to this report.

Richard Stokes CBE
Independent Chair
Gosport Infrastructure Investment Plan

Caroline Dinenage MP
Member of Parliament
Gosport, Stubbington,
Lee-on-the-Solent, Hill Head

February 2019

Executive Summary

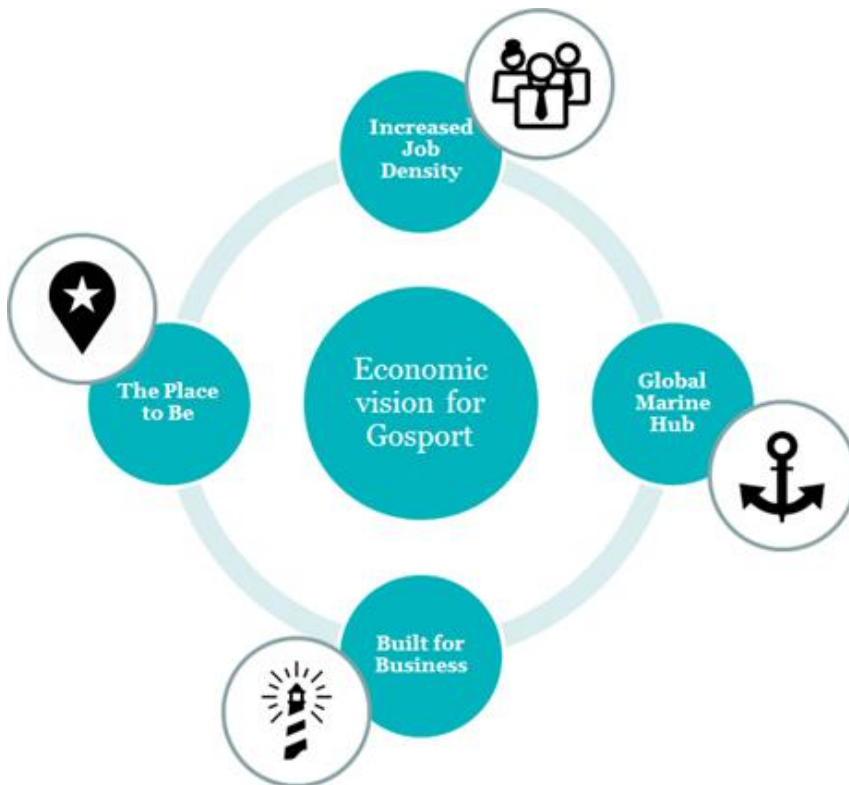
This report has been prepared by Lichfields on behalf of the Solent Local Enterprise Partnership (LEP). It presents an Infrastructure Investment Plan (IIP) for Gosport Borough in order to identify future “economic infrastructure” needs of the Borough to support the work of the Gosport Task Force which has been set up to consider the potential growth opportunities that may be realisable as a result of the disposal of various public sector sites in the Borough.

The IIP has been undertaken at a critical juncture in Gosport’s economic evolution. The Ministry of Defence (MoD) has been gradually consolidating its presence within Gosport over a number of years, following the Borough’s historic role as a support base for the Royal Navy. A number of prominent public sector sites in Gosport – currently or previously owned by the MoD or Ministry of Justice (MoJ) – are due for disposal over the next few years. Collectively these sites provide an unparalleled opportunity to accommodate a new phase of Gosport’s growth, and local stakeholders are keen to maximise the potential of this portfolio of sites to enable and catalyse transformative economic development and growth.

The key findings of the study can be summarised as follows:

- 1 Recent economic trends provide an important backdrop to the IIP, including a pattern of relatively poor performance of Gosport’s economy. Whilst this represents a challenging baseline position, it also means that there is significant scope for change and improved economic performance looking ahead.
- 2 The latest baseline economic projections available for the Solent LEP area anticipate these trends to continue in future. Adopting a ‘business as usual’ outlook implies a real risk that the Borough’s economy could stagnate, serving to exacerbate the existing ‘performance gap’ with the wider Solent area. However, the model-based economic forecasts underplay the scale and nature of future growth potential that exists in Gosport.
- 3 The IIP therefore provides an opportunity to start to shape a renewed and refreshed economic vision for Gosport, drawing upon the Borough’s existing strengths and unique attributes, and being ambitious about the scale of transformative change that might be targeted.
- 4 In this report, four themes are introduced around which an economic vision for Gosport can coalesce and these have been developed in conjunction with key stakeholders through focused consultation undertaken to inform this report. These four themes are summarised in Figure ES1 below and comprise:
 - i a more self-sufficient economy and higher local job density that provides a much larger employment base and broader range of job opportunities for local residents.
 - ii the development and evolution of Gosport to become a world-class global hub for marine and maritime activity.
 - iii becoming a ‘First Port of Call’ for business by offering an attractive location to set up, relocate and grow a business.
 - iv all of the above to be underpinned by measures to enhance Gosport’s profile and reputation as a successful and attractive place to live and work, supported by a strong and more positive brand.

Figure ES1: Economic Vision for Gosport



Source: Lichfields

- 5 The development of an overarching vision provides a useful starting point against which to consider ideas for how key opportunity sites in Gosport could be brought together, alongside associated economic infrastructure, to achieve this economic vision.
- 6 A review of existing economic infrastructure provision to, from and within Gosport Borough does not indicate any fundamental ‘showstopper’ constraints in terms of infrastructure provision or capacity constraining near term development in overall terms. Many smaller-scale infrastructure requirements can be addressed incrementally as new development comes forward.
- 7 However, there are some broader infrastructure issues – notably ongoing risks associated with tidal flooding/coastal defences, pressures on the Borough’s transport networks and the relatively uncompetitive resident skills position – which could undermine Gosport’s ability to deliver transformative economic growth and change. In addition, these may impose additional costs that impact the viability of development proposals.
- 8 Within this context, the forthcoming release of a number of key development sites in Gosport currently in public ownership provides an important spatial opportunity to help achieve a step change in the Borough’s economic prosperity and to work towards the emerging economic vision for Gosport over the next 20 to 30 years. These sites – namely Daedalus, Fort Blockhouse, Royal Clarence Yard, Haslar Immigration Removal Centre, Royal Hospital Haslar and HMS Sultan (shown on Figure ES2 below) – have been considered in detail through the IIP in terms of key opportunities and scope for each site to help achieve the overall economic vision and the main constraints to redevelopment as currently known. Other development sites across the Borough will have an important role to play in shaping the future of Gosport in conjunction with those noted above, including a number of sites in private ownership such as the Haslar Gunboat Sheds and the former Royal Hospital Haslar site, and other waterfront sites identified in the Gosport Waterfront and Town Centre SPD including Gosport Bus Station and the remaining parts of the Priddy’s Hard site.

Figure ES2: Key Development Opportunities



Source: Lichfields / Google Earth

- 9 These sites collectively provide over 100ha of land supply – about 7% of the Borough total – and in most cases represent a level of potential growth over and above the current Gosport Local Plan. They are also anticipated to come forward on a phased basis over a broad timeframe (partly driven by the route of MoD/MoJ disposal), underlining the need for a joined-up and holistic approach to considering how best to maximise growth opportunities.
- 10 In many cases, detailed technical work is required to more accurately determine site conditions and constraints, whilst initial masterplanning work is needed to test the potential feasibility of different uses and forms of development (particularly in relation to heritage issues which are relevant on all sites). Notwithstanding, it is clear that there are some significant barriers to delivery and viability challenges present on all sites, and that initial investment is needed to help unlock and accelerate their potential and ultimately leverage private sector investment. Significant underinvestment in the maintenance of buildings and structures have left many of the heritage and economic assets on key sites in poor condition and this represents a major barrier to regeneration. Therefore, targeted investment and action by the public sector is required.
- 11 Past experience shows that when land supply for new development has been made available in Gosport, the market has generally responded (albeit not always leading to optimal development outcomes). This suggests that no inherent market failures exist within the local residential and commercial property market.

- 12 For this reason, the case for public sector intervention on particularly challenging sites in the Borough is strong, and through this IIP a series of overarching infrastructure investment priorities have been identified that are considered to have a critical role to play in facilitating a step change in Gosport’s economy, each for different reasons. These strategic infrastructure investment themes and concepts (summarised below) represent a scale and type of ambition that would be needed to unlock the development and growth potential of the Borough over the coming years, to 2050, and beyond.

Table ES1: Overarching Investment Priorities

Economic Infrastructure Theme	Potential Area of Infrastructure Investment	Relevance to key Development Site(s)	Contribution to Overarching Economic Vision (H = high, M = medium, L = low)	
Water, waste and flooding	Tidal flooding defence works to Gosport waterfront	Royal Clarence Yard, Fort Blockhouse and Haslar Immigration Removal Centre in particular	Protecting a number of development sites that are key to achieving the vision for Gosport global marine hub, in doing so enhancing their viability for development	H
Energy	Introduction of renewable energy generation facilities to help power residents and businesses in Gosport	Scope to benefit whole Borough and various sites	Supporting self-sufficiency agenda (albeit from energy rather than economic perspective), possible links to marine renewable energy cluster strengths elsewhere on the south coast / Solent	L-M
Transport	Improving vehicle access to and from Gosport Peninsula, including better links to Portsmouth and the major road network	Scope to benefit whole Borough	Enhancing overall accessibility and connectivity to and from Gosport Peninsula, in turn supporting attractiveness of Gosport as a business location, and enhancing profile of Gosport global marine hub	M-H
	Expanded water based transport offer, serving multiple waterfront locations in Gosport (and potentially joining up with elsewhere along/across the Solent inc Portsmouth Harbour)	Particularly relevant for key waterfront sites at Fort Blockhouse and Royal Clarence Yard, but also scope to benefit whole Borough	Provision of a water-based transport link to facilitate access between a number of development sites that are key to achieving the vision for Gosport global marine hub	M-H
	Expanded Bus Rapid Transit (BRT) to serve more of Gosport Peninsula, more often, potentially incorporated as part of new Solent-wide transit system	Scope to benefit whole Borough	Forms key part of a comprehensive package of public transport improvements necessary to facilitate an accessible and productive Gosport global marine hub	M
Telecoms	Roll-out of next-generation 5G mobile connectivity and provision across Gosport	Scope to benefit whole Borough	Providing fast and reliable digital connectivity to reinforce Gosport’s attractiveness as a business location, particularly within knowledge and service based sectors where growth is required to diversify Gosport’s existing business base. Critical in developing ‘Digital Peninsula’ concept.	H
	Roll-out of ultrafast broadband connectivity (100Mbps +) across Gosport	Scope to benefit whole Borough		
Human capital and skills	Provision of higher education facility/facilities within the Borough	Scope to incorporate within wider masterplan for key development sites (e.g. Fort Blockhouse, HMS Sultan, Daedalus)	Pro-actively developing resident skills in key growth areas for Gosport, enhancing the Borough’s competitiveness as a global marine hub and maritime cluster, and more generally as an attractive and viable place to start and grow a business. Key infrastructure components behind World Class Centre of Excellence for sailing and yacht technology and engineering	M-H
	Dedicated marine and maritime skills centre/training academy, potentially linked to existing institutions			H
	Dedicated hospitality skills centre/training academy			H

Source: Lichfields

- 13 This IIP provides an initial framework for taking forward a future economic vision for Gosport, and highlights key areas where there is scope for targeted public sector action and investment. Some of these relate to infrastructure matters but also to more general measures in support of site delivery, and partners will want to consider how the overarching themes can be refined and developed into a series of workable propositions that could form the basis for future funding bids in due course.
- 14 A number of potential approaches that could be taken, in broad terms, to bring forward the key public sector sites for development in Gosport are identified through this IIP to form a basis for further discussion and dialogue, including various delivery organisational constructs and planning mechanisms.
- 15 Finally, a series of overall recommendations and suggested next steps are provided for supporting the future growth of Gosport and in realising the development potential of a number of key public sector sites that are due to be released for wider redevelopment over the coming months and years. These are summarised in the table below.

Table ES2: Principle Recommendations

Time Horizon	Key Recommendations
Near term and ongoing	<ul style="list-style-type: none"> • Commission next-stage technical work to more accurately establish site conditions and constraints on key public sector sites (building on initial analysis presented in this IIP). Where possible this should cover multiple sites to encourage efficiency. • Maintain ongoing dialogue with developers of key sites in the Borough (public and private sector), including Royal Hospital Haslar and Daedalus, to stay aware of latest plans, progress and barriers to delivery. • Pursue early investment in full fibre /Giganet broadband as a catalyst for growth and improving public service delivery • Facilitate regular discussions with key infrastructure providers to understand investment plans over the coming years and site-specific issues/constraints. As a minimum this should include: <ul style="list-style-type: none"> ○ Transport providers (inc Hampshire County Council, Gosport Ferry) ○ Telecoms providers (inc BT, Openreach, CityFibre, Virgin Media) ○ Existing post-16 education/training providers in the Borough ○ Utilities providers (Inc Portsmouth Water, Southern Water, Environment Agency, Eastern Solent Coastal Partnership) ○ Energy providers (inc Southern Electric/SSE, Scotia Gas Networks) • Linked to the above, start working on developing a destination/place brand for Gosport which draws on the Borough's USPs and overarching economic vision.
1 to 3 years	<ul style="list-style-type: none"> • Identify and establish optimum organisational structure/delivery model, including pros, cons, likely cost/resource implications and synergy with partner aspirations. • Develop masterplans for each MoD/MoJ site, and an overarching masterplan for key development sites considered as part of this report. • Identify immediate and longer term funding opportunities / sources to help overcome 'abnormal' costs to site redevelopment e.g. associated with heritage assets. • Use upcoming Gosport Borough Local Plan Review to establish preferred planning policy approach/direction for key development sites. • Develop emerging components of Vision for Gosport 2050 into a more detailed economic plan and/or strategy to guide ongoing work, engaging with local stakeholders to generate ideas and secure early stage 'buy-in'. • Work on expanding initial table of overarching infrastructure investment priorities (set out in this IIP) into a series of more specific/tangible infrastructure investments and projects to inform future investment decisions and funding bids. Ideally this will form a 'live' schedule of potential projects that can be updated by partners on an ongoing basis and feed into delivery of the economic vision for Gosport.

Source: Lichfields

Contents

1.0	Introduction	1
	Background	1
	Methodology and Approach	2
	Structure of Report	3
2.0	Gosport Economic Context	4
	Implications for Growth	9
3.0	Vision for Gosport 2050	11
	Local Plan Vision	11
	Building on Strengths	11
	1) Increased Job Density	13
	2) Global Marine Hub	13
	3) Built for Business	14
	4) The Place to Be	15
	Implications for Growth	16
4.0	Economic Growth Potential	18
	Supporting Gosport's Growth	18
	Local Evidence Base	18
	Economic Forecasts	22
	Implications for Growth	24
5.0	Economic Infrastructure Baseline	25
	Water, Waste and Flooding	25
	Energy	28
	Transport	29
	Telecommunications	31
	Human Capital and Skills	32
	Synthesis	33
6.0	Key Development Opportunities	35
	Daedalus	36
	Fort Blockhouse	38
	Royal Clarence Yard	41

	Haslar Immigration Removal Centre	43
	HMS Sultan	45
	Royal Hospital Haslar	47
	Implications for Growth	48
7.0	Overarching Investment Priorities	50
	Infrastructure Challenges	50
	Delivering a Step Change	50
	Potential Infrastructure Investments	51
	The Case for Public Sector Intervention	53
8.0	Approaches to Delivery	54
	Organisational Structures and Delivery Models	54
	Planning Mechanisms	56
	A Co-Ordinated Approach	57
9.0	Overall Recommendations	59

1.0 Introduction

- 1.1 The Solent Local Enterprise Partnership (LEP) commissioned Nathaniel Lichfield & Partners (“Lichfields”) to prepare an Infrastructure Investment Plan (IIP) for Gosport Borough.
- 1.2 The purpose of the IIP is to identify future needs of the Borough across a range of “economic infrastructure” themes to support the work of the Gosport Task Force which is considering the potential growth opportunities that may be realisable as a result of the disposal of various public sector sites in the Borough.

Background

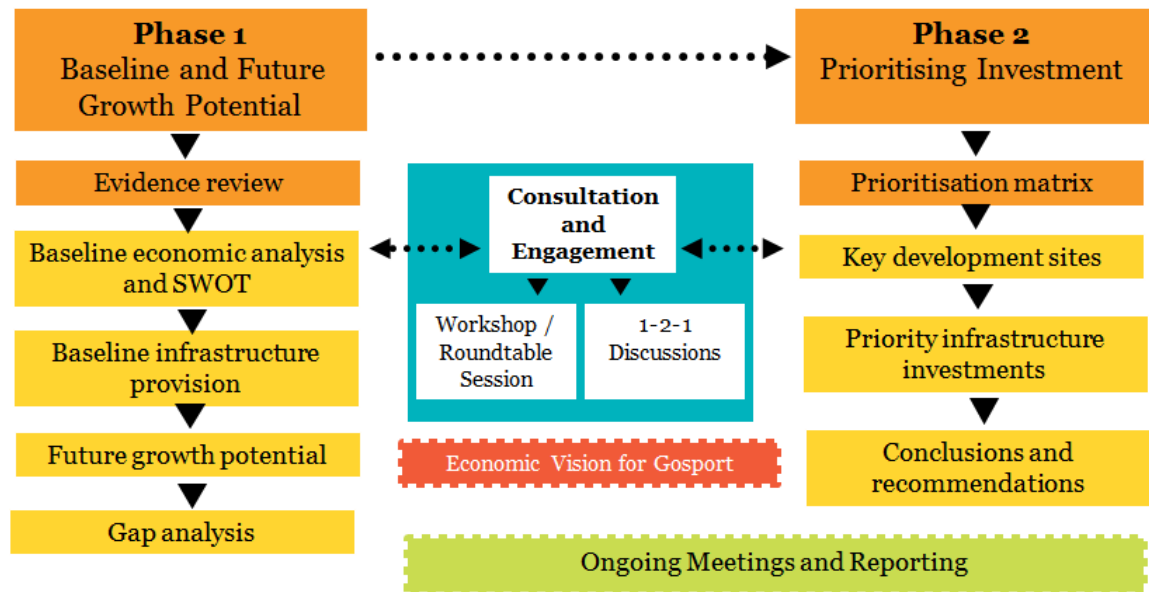
- 1.3 The Gosport Task Force was established to consider a range of Ministry of Defence (MoD) and Ministry of Justice (MoJ) sites in Gosport Borough that are either planned or under consideration for disposal. The Task Force is chaired by the Member of Parliament for Gosport, Caroline Dinenage.
- 1.4 The Task Force has requested that the Solent LEP work with local stakeholders to consider, at a strategic level, possible growth opportunities that may be realisable as a result of the disposal of these sites that are currently in public ownership. This follows recent announcements by the MoD¹ about forthcoming site disposals within Gosport. To better understand this, the LEP commissioned Lichfields to independently consider the overall supply of development land coming forward in the Borough, and the viability of bringing forward these sites that are in public ownership with a view to supporting the delivery of sustainable housing and employment growth. This should also take account of, and be informed by, an emerging economic vision for Gosport that reflects the views of local stakeholders about how the Borough’s economy could grow and diversify in future.
- 1.5 Many of these public sector sites have not been in economic use for some time and this, alongside the existing infrastructure constraints within Gosport Borough, indicate the need for an Infrastructure Investment Plan (IIP) that identifies the key infrastructure investments required to unlock and/or accelerate the delivery of new housing and employment land. In addition, broad consideration has been given to framing an economic vision for Gosport Borough given the unprecedented opportunity that these site disposals provide to strategically plan for the future.
- 1.6 Provision of good quality infrastructure is an essential ingredient for a competitive modern economy. Research indicates that well-designed infrastructure investments deliver long-term economic benefits including increased economic growth, productivity and positive spill-over effects. However, what distinguishes infrastructure from other forms of investment is its typically high-risk, long-term, capital-intensive nature, with high initial sunk costs and relatively long return periods on investment. This can lead to instances of market failure and, consequently, the potential rationale for public intervention.
- 1.7 The key findings and recommendations from the IIP will be used to help the LEP and its partners to identify opportunities for public sector action and funding to unlock those sites in public ownership across the Borough that offer greatest potential to support housing and employment growth. In doing so, it will provide an important evidence base to help frame future investment priorities.

¹ Ministry of Defence, A Better Defence Estate, November 2016

Methodology and Approach

- 1.8 Preparation of this study has followed a two-phase methodology as set out in Figure 1.1 below, comprising a review of baseline infrastructure conditions and the Borough’s future growth potential, followed by identification of priority infrastructure investment themes to support housing and employment growth.
- 1.9 The project has been supported by a Steering Group which has provided ongoing advice and guidance, the membership of which is set out in Appendix 1.

Figure 1.1 Study Methodology



Source: Lichfields

Definition of Economic Infrastructure

- 1.10 For the purposes of the IIP, the following infrastructure categories required to support the day-to-day functioning of an economy have been considered:
- 1 **Water, waste and flood defence** – including water, waste disposal, flood and coastal defences;
 - 2 **Energy** – generation and distribution;
 - 3 **Transport** – roads, railways, ports, ferries and cycle network;
 - 4 **Telecommunications** – broadband, telephone, mobile and radio; and
 - 5 **Human capital and skills** – skills and access to education and training provision.
- 1.11 These categories reflect the definition of “economic infrastructure” adopted by the National Audit Office² and the Government’s Industrial Strategy but are expanded to include human capital and skills, which are also regarded as important to supporting economic growth.

² Planning for economic infrastructure, National Audit Office, January 2013
<https://www.nao.org.uk/wp-content/uploads/2013/03/Economic-infrastructure-full-report.pdf>

Consultation

- 1.12 The project has been informed by consultation with a range of individual stakeholders detailed in Appendix 2, and two stakeholder workshops were convened in Gosport in July 2018.

Limitations

- 1.13 It is important to note that this report represents a point-in-time assessment. The analysis incorporates the latest data and other evidence available at the time of preparation during 2018 but will be subject to change. The accuracy of data derived from third party sources has not been checked or verified by Lichfields.
- 1.14 The study has identified potential infrastructure investments and interventions through the review of evidence and the consultation process. Where interventions are noted, they are not necessarily exhaustive and are likely to be subject to more detailed scrutiny and review in due course.
- 1.15 The scope of the work commissioned by the Solent LEP extends to a number of key economic infrastructure ‘themes’ that are widely acknowledged as being necessary to promote successful sustainable economic development, both in terms of specific sites and local areas more generally. In supporting the development of key sites and the wider Borough of Gosport, as per normal planning practice, the local authority and its partners will also need to consider what additional social infrastructure (such as schools, hospitals, places of worship) and green infrastructure may be required.

Structure of Report

- 1.16 This report is structured as follows:
- **Section 2.0** provides a summary of the Gosport economy and key strengths, weaknesses, opportunities and threats.
 - **Section 3.0** identifies a future vision for the growth of the Gosport economy.
 - **Section 4.0** examines the drivers for future economic growth in Gosport, including local planning and recent economic projections.
 - **Sections 5.0** provides a baseline overview of economic infrastructure in Gosport, including existing provision, constraints and priorities.
 - **Section 6.0** outlines the key development opportunities within Gosport associated with sites in public sector ownership which have been identified or are being considered for release.
 - **Section 7.0** identifies overarching infrastructure investment priorities for Gosport.
 - **Section 8.0** considers potential approaches to delivering key site development opportunities.
 - **Section 9.0** sets out overall recommendations and next steps to realise site specific and wider growth opportunities in Gosport.
- 1.17 All references to “Gosport” refer to Gosport Borough unless otherwise stated.

2.0 Gosport Economic Context

- 2.1 This section briefly establishes the baseline economic context for the study by summarising current and recent economic trends in Gosport. It highlights a number of key trends and characteristics, with more detailed supporting data and analysis included at Appendix 3.

Spatial Profile

- 2.2 Gosport is a town and Borough located in South Hampshire on the western side of Portsmouth Harbour opposite the city of Portsmouth. The Borough forms a peninsula of 2,750 hectares (9.76 square miles) surrounded on three sides by the Solent and Portsmouth Harbour with almost 39 kilometres of coastline. It is predominately urban in character and contains the two principal settlements of Gosport and Lee-on-the-Solent, separated by the Alver Valley. Nearly three quarters (72%) of the Borough is 'built-on'³.

Population and Migration

- 2.3 Gosport has a resident population of 87,000, having increased by around 5% since 2010 (a lower rate than the Solent LEP area and South East). Its working-age population totals 53,000 and accounts for 61.5% of the Borough's population. Growth in Gosport's working-age population has lagged behind other areas in recent years.
- 2.4 Latest internal migration data (i.e. relating to flows within the UK only) shows that in 2016, the Borough experienced a minor net gain of 300 residents through migration that year.

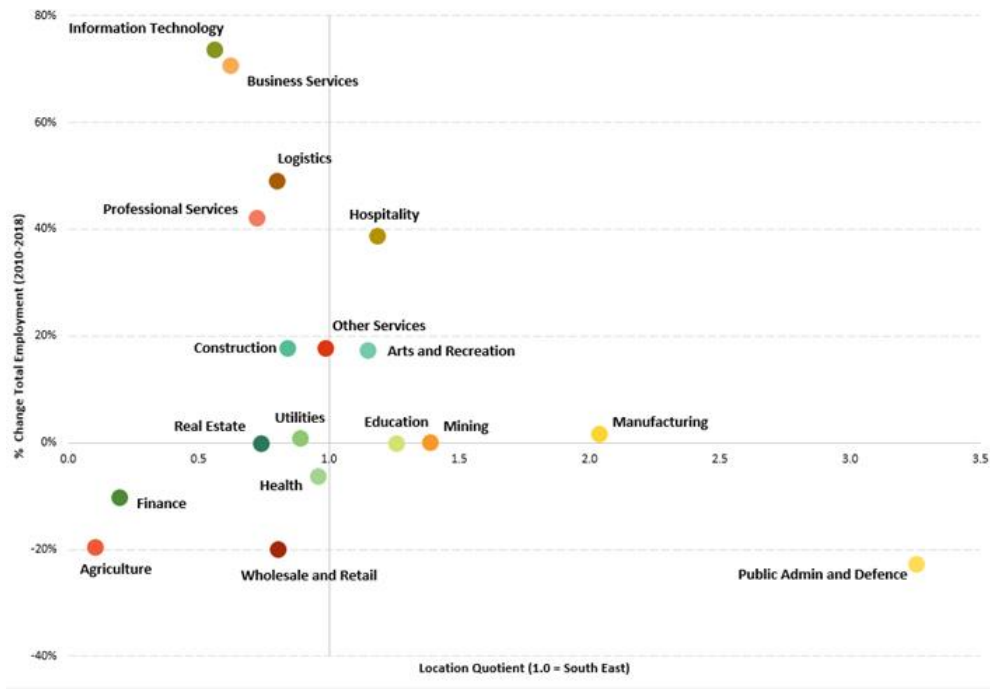
Employment

- 2.5 The Borough's total employment base amounted to 27,240 in 2018, representing just over 4% of all jobs within the Solent LEP area⁴. The stock of total jobs has increased by around 1,100 since 2010, equivalent to an increase of 4.2%.
- 2.6 In employment terms, Gosport is particularly well represented by the public administration and defence, manufacturing, and accommodation and food services sectors, while financial and insurance activities, information and communication and administrative and support service activities are all under-represented when compared to the South East (see Figure 2.1).

³ <https://www.bbc.co.uk/news/uk-41901294>

⁴ Oxford Economics 2017 (via Solent LEP)

Figure 2.1 Gosport Sector Location Quotients



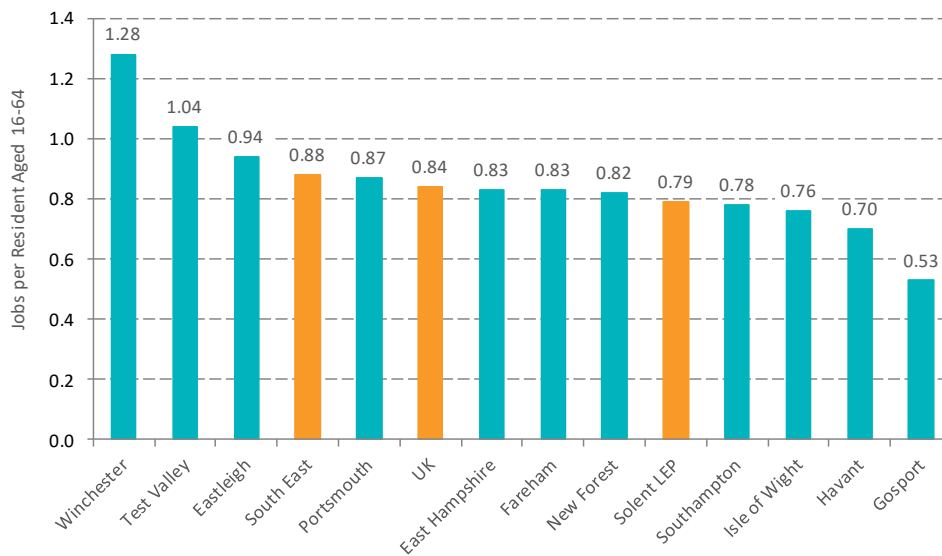
Source: Oxford Economics 2017 / Lichfields analysis

2.7 The Borough’s strong representation of the public admin and defence sector in employment terms reflects Gosport’s historical role as a support base for the Royal Navy. This has traditionally provided significant employment for local residents as evidenced by the significant naval heritage across the Borough, although the overall scale of this defence related employment has declined in recent years as several MoD establishments in the Borough and around the wider Portsmouth Harbour area have closed.

Job Density

2.8 Job density is measured by the ratio of jobs to working-age residents (aged 16-64 years). In 2016, the job density within Gosport Borough was equivalent to 0.53 jobs per working-age resident. This lags significantly behind the Solent LEP area wide average of 0.79 and the South East average of 0.88 during the same year (see Figure 2.2 overleaf), and indicates that the stock of local employment opportunities available to Gosport residents is significantly smaller than elsewhere across the Solent and wider region.

Figure 2.2 Job Density (2016)



Source: ONS 2017 / Lichfields analysis

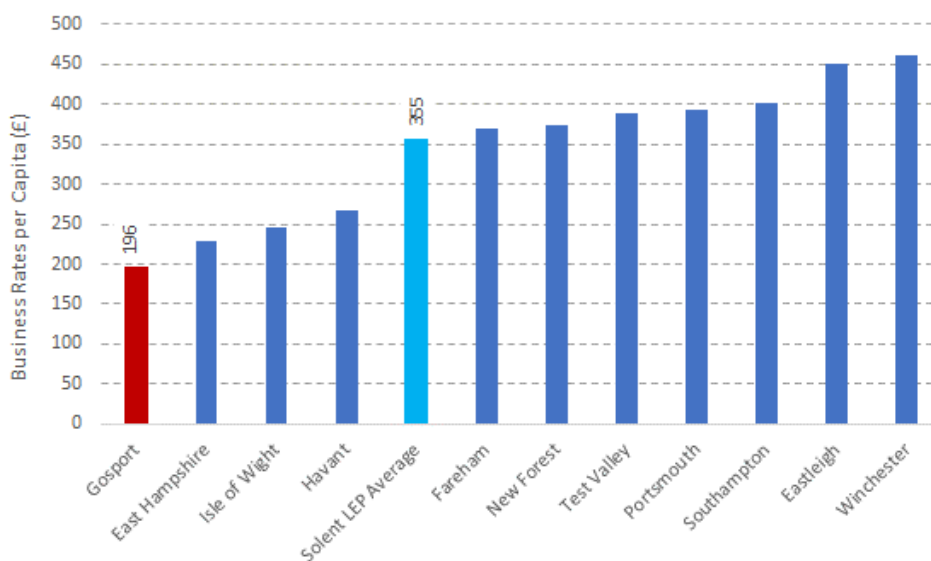
Workforce Productivity

- 2.9 Gosport workers are slightly less productive on average than across the Solent LEP and South East as a whole. In 2018, the economy of Gosport is estimated to generate £1.3 billion of GVA over the year, equating to an 11.3% increase from 2010 and a 4.4% share of total GVA generated by the Solent LEP in the same year. Growth in economic productivity within the Borough has lagged behind other locations in the wider Solent area and beyond in recent years.

Business Floorspace

- 2.10 The stock of office, retail and industrial floorspace in Gosport has grown over the last 15-years but remains relatively small in absolute terms. This has knock-on implications for business rate revenues collected by the Council; latest DCLG data indicates that in 2016/17, Gosport Borough Council received just under £17m in business rates income, comparatively lower than nearby authority areas elsewhere in the Solent that accommodate larger stocks of commercial space. On a 'per capita' basis, this leaves Gosport lagging behind all other authority areas in the Solent (Figure 2.3).

Figure 2.3 Business Rates Per Capita (2016/17)



Source: DCLG 2018 / Lichfields analysis

Labour Market

- 2.11 Gosport's labour market is characterised by a similar working age economic activity rate to the Solent LEP area, although this varies significantly between males and females suggesting that fewer females are in work or seeking work. This represents an immediate and obvious source of potential to grow and diversify Gosport's resident labour supply to be able to take up employment opportunities as and when they arise.

Commuting Flows

- 2.12 Gosport has a labour self-containment rate of 51.4% (i.e. 51.4% of residents also work in the Borough), indicating that a high proportion of residents out commute from the Borough to work elsewhere⁵. These out-commuters could form an important component of the local labour market if sufficient quality and suitably paid jobs were available locally to match their skills.
- 2.13 In total, 20,600 Gosport residents commute out of the Borough, while 7,400 people commute into the Borough to work from other local authorities elsewhere. The most popular destinations for out-commuters are Fareham and Portsmouth, which are also the largest sources of in-commuters.
- 2.14 A higher proportion of jobs based in the Borough are filled by Gosport residents, equivalent to just under 64% in 2011.

Deprivation

- 2.15 Deprivation at the local level is measured by the Indices of Multiple Deprivation (IMD), which uses a series of data to rank areas across seven domains that range from income to health⁶. These categories are combined to produce an overall score for each local authority in England.

⁵ ONS, Census (2011)

⁶ Ministry of Housing, Communities and Local Government, Indices of Multiple Deprivation (2015)

- 2.16 In overall terms, Gosport is ranked as the 131st most deprived local authority area out of the 326 local authorities in England, which means the Borough was just outside the top 40% most deprived local authorities in the country in 2015. It is the 4th most deprived authority in the Solent. At a sub-Borough level, there are some significant pockets of severe deprivation around the town centre and Rowner.

Housing

- 2.17 The total stock of dwellings in Gosport stood at 37,430 in 2017. Completions of new residential dwellings in the Borough have fluctuated over recent years, with completion of new build dwellings dropping in 2013/14 and having picked up since then.
- 2.18 Average (median) house prices in Gosport Borough stood at £202,000 in 2017, the lowest across all local authority areas in Hampshire. The Hampshire-wide average house price is more than 50% higher at £314,000.

Land Release

- 2.19 The MoD has been gradually reducing its presence within Gosport over a number of years, following the Borough's historic role as a support base for the Royal Navy. A number of prominent public sector sites in Gosport – currently or previously owned by the MoD or MoJ – are due for disposal over the next few months and years.
- 2.20 Collectively, these sites provide an unparalleled opportunity to accommodate a new phase of Gosport's growth, and local stakeholders are keen to maximise the potential of this portfolio of sites to enable and catalyse transformative economic development and growth. Taken together they are equivalent to over 100ha in land terms, or nearly 7% of the Borough's total land area, and represent some of the few remaining site development opportunities in the Borough.
- 2.21 They offer potential to accommodate a significant uplift in development capacity and growth in Gosport, subject to these sites providing a genuinely 'market ready' and viable proposition for future development. The scale of the opportunity underlines the importance of taking an integrated approach to planning and development to ensure that the benefits associated with site specific opportunities can be maximised across the Borough and wider Solent. The sites are considered in more detailed later in the report.

National Industrial Strategy

- 2.22 In November 2017, the Government published its Industrial Strategy White Paper 'Building a Britain fit for the future'. It sets out Government's plan to boost the productivity and earning power of people throughout the UK and identifies five 'foundations of productivity' for a transformed economy, summarised in Figure 2.4 below.
- 2.23 These five foundations of productivity are considered by Government to represent the essential attributes of every successful economy and form the overall basis for the various policies included in the Industrial Strategy to boost productivity and earning power throughout the UK.

Figure 2.4 Industrial Strategy 5 Foundations of Productivity



Source: HM Government, Industrial Strategy: Building a Britain fit for the future, November 2017

- 2.24 Of particular relevance to the IIP is the ‘Infrastructure’ foundation which acknowledges that infrastructure is the essential underpinning of our lives and work, and having modern and accessible infrastructure throughout the country is essential to our future growth and prosperity. The Industrial Strategy notes that much of this investment is, by its nature, large scale and long term, and represents one of the most significant ways the Government can influence the economy – from transport and housing through to the roll-out of digital networks.
- 2.25 Within the context of Gosport, this places even greater focus upon the ability of the Borough’s infrastructure provision to facilitate and support economic growth. The Solent LEP’s latest Productivity and Growth Strategy Update⁷ recognises that infrastructure investment in Gosport needs to be strengthened, that transformational action is required and that there is an ambition to provide a new alternative route to the Gosport Peninsula to relieve the extreme congestion of the existing main road link from the motorway (A32).
- 2.26 It also acknowledges that many sites need infrastructure investment to unlock and accelerate their potential and improve viability for private sector investment. It identifies the Gosport Waterfront overlooking Portsmouth Harbour as a priority site with a number of areas where there is an opportunity to intensify employment generating uses, particularly marine-related employment due to the opportunities to access deep water.

Implications for Growth

- 2.27 In the context of the Solent region, the socio-economic metrics reported above describe a comparatively poor economic performance by Gosport. Whilst these constraints are likely to influence the pattern of future economic growth and development within the Borough, they also underline the scale of opportunity that exists to enhance Gosport’s economic performance and to ‘catch up’ with other parts of the Solent. This is particularly pertinent with regards to Gosport’s local employment base which offers significant scope for diversification away from a

⁷ Solent LEP, Transforming the Solent: Productivity and Growth Strategy Update, February 2017

historic dependence upon the public sector towards a broader mix of higher value sectors that can help to retain more out-commuters within the Borough and enhance Gosport's job density to become more economically self-sustainable.

- 2.28 The Government's recently published Industrial Strategy provides an important macro policy backdrop to the Gosport IIP and underlines the importance of modern and accessible infrastructure in driving forward future growth and prosperity. By its nature, infrastructure investment can be large scale and long term, and represents one of the most significant ways that the public sector can influence economic growth and development.

3.0 Vision for Gosport 2050

3.1 Given the importance of future development and infrastructure investment in helping to achieve transformational ‘step change’ in Gosport’s economy, this section starts to frame a future ‘vision’ for the Gosport economy and considers the key concepts and potential outcomes that could underpin this. It incorporates feedback from various stakeholder consultation undertaken as part of the IIP, as well as economic profiling analysis presented earlier in this report.

3.2 The purpose of this analysis is not to replicate or prejudge any work that may be undertaken by key partners (such as Defence Infrastructure Organisation and/or Gosport Borough Council) at some future stage, but to provide a contextual starting point for considering the future direction of the Gosport economy and the potential housing and employment growth benefits that could be delivered as a result of this.

Local Plan Vision

3.3 A useful starting point in this regard is the vision for Gosport (to 2029) as set out in the Gosport Borough Local Plan 2011-2029, which states that:

“Gosport will take advantage of the opportunities presented by its attractive coastal location adjacent to Portsmouth Harbour and the Solent, making the best use of its maritime heritage. New development will provide a mix of employment, homes, shops, leisure and community facilities.

The delivery of high quality sites will maintain and enhance the Borough’s sense of place. New development will assist in delivering a prosperous economy and creating quality neighbourhoods.

Accessibility throughout the Borough will be improved for all. Development will respect and where possible enhance the environment and will fully consider the need to adapt to the impact of climate change as necessary.” (p.16)

3.4 This overarching vision is accompanied by a number of more detailed complementary vision statements set out under six key themes which reflect the key elements that the Local Plan seeks to address, namely: Regenerating Gosport through the Delivery of High Quality Sites; Enhancing Sense of Place; Delivering a Prosperous Economy; Improving Transport and Accessibility; Creating Quality Neighbourhoods; and Creating a Sustainable Environment.

3.5 A key component of the Spatial Strategy is to provide more jobs in the Borough in order to develop a balanced community and tackle deprivation, health inequalities, out commuting and congestion issues.

Building on Strengths

3.6 Based on analysis of recent economic trends and characteristics (Section 2.0), it is clear that Gosport has been falling behind other locations within the Solent and wider South East in terms of economic performance. Part of this can be explained by ongoing structural challenges and weaknesses faced by the Borough which have been exacerbated by the historic MoD presence and military activity which has reduced significantly in recent years. This has not only reduced the scale of economic activity taking place in Gosport, but has also left a number of formally productive sites in unproductive use.

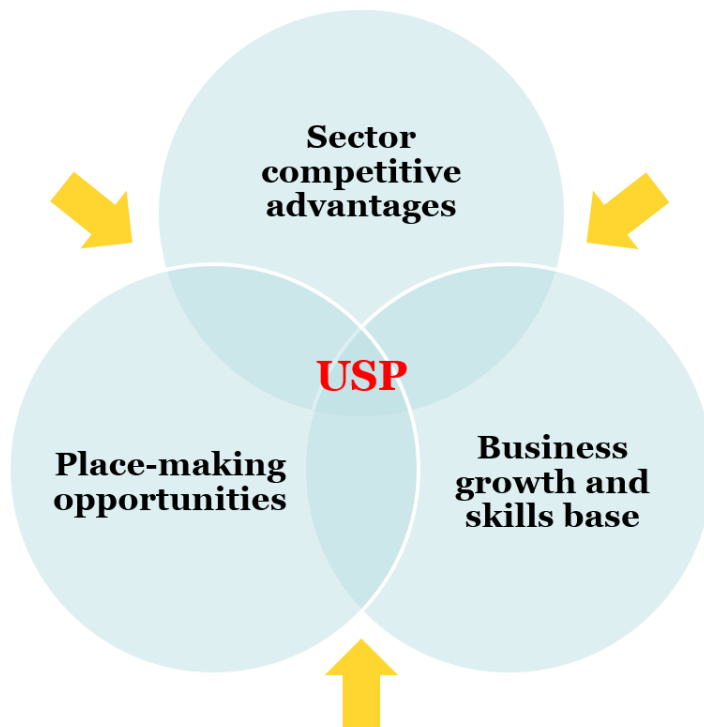
3.7 At the same time, the Borough’s unique coastal location and the site-based capacity for development afforded by a number of MoD/MoJ sites due for disposal represent inherent

economic strengths and provide important USPs for the Borough to capitalise upon in order to achieve a genuine step change in economic prosperity and growth.

3.8 A key part of the IIP project brief is to establish an overarching economic vision and growth narrative for Gosport Borough over the coming years (broadly covering the longer term horizon to 2050) in order to help frame a future direction against which to identify infrastructure projects and investment that could be required to unlock and/or accelerate the delivery of new housing and employment land in the Borough.

3.9 Consultation, including stakeholder workshops held in Gosport during July 2018, has enabled the identification of three overarching building blocks of an economic vision for the Borough; three mutually reinforcing drivers that together start to articulate Gosport’s USPs. These are summarised below in Figure 3.1.

Figure 3.1 Building blocks of an economic vision for Gosport



Source: Lichfields analysis

3.10 The focus of these building blocks is on building and growing existing sector strengths to provide a future platform for growth, closing the skills gaps that hinder economic performance and potential in order to make Gosport a better place to start and grow a business, and maximising place-making opportunities from strategic land releases to create vibrant new neighbourhoods that help reposition the Borough for long-term growth.

3.11 A series of more specific key components are set out below, around which an economic vision for Gosport can coalesce.

1) Increased Job Density

- 3.12 **Vision:** Gosport will develop its economy to become more self-sufficient, providing a much larger employment base and broader range of job opportunities for local residents. Within the next 30 years the Borough's job density will significantly improve to become closer to the Solent-wide average, resulting in a more balanced mix of working residents and jobs. This represents the overarching 'driver' for improving Gosport's economic performance and position and underpins the overall vision.
- 3.13 **Rationale and scope for change:** Latest Census data shows that a high proportion of Gosport residents out commute from the Borough to work elsewhere and this results in a relatively low level of labour market self-containment. Whilst a degree of in and out commuting is to be expected as part of a normally functioning local economy, patterns of out-commuting from Gosport are particularly high and a negative consequence of this is the daily congestion experienced on the road networks leading to and from the Gosport Peninsula each day. Job density within Gosport Borough stands at just 0.53 jobs per working-age resident, significantly lagging behind the Solent LEP area wide average of 0.79 and the South East average of 0.88. This means that the stock of local employment opportunities available to Gosport residents is significantly smaller than elsewhere across the Solent and wider region, and seeks to reinforce patterns of significant out commuting.
- 3.14 **Existing strengths:** The adopted Gosport Borough Local Plan 2011-2029 places a key emphasis on provision of more jobs in the Borough in order to provide a balanced community; consequently, the provision of employment land is a key element of the Borough's Spatial Strategy. Whilst local job creation within Gosport has been sluggish in recent years, the upcoming release of a number of MoD/MoJ sites provides an opportunity to accommodate new employment growth at a genuinely 'step change' scale in future. The Borough also has a sizeable and growing resident population which provides an 'in-situ' labour force, able to take up work opportunities locally.
- 3.15 **Key gaps and infrastructure requirements:** As a result of historic dependency on the public sector (mainly MoD) for locally based employment in Gosport, the Borough's stock of enterprises is comparatively low. Whilst there is likely to be some scope to grow and expand existing businesses based in the Borough, this is unlikely to be sufficient in itself to generate the scale of new employment opportunities required to bring Gosport's job density closer to the Solent wide average. Attracting new businesses (and in turn, jobs) to the Borough will therefore be key and will help to diversify Gosport's economy across a broader range of sectors to those currently accommodated.

2) Global Marine Hub

- 3.16 **Vision:** Gosport will grow and diversify its existing sector strengths to become a recognised global hub for marine and maritime activity. Within the next 30 years, Gosport will be home to a world class marine economy, characterised by a thriving maritime based leisure and recreation scene and supported through a sophisticated supply chain network that attracts marine and maritime businesses from across the world. This will be supported by a world-class Centre of Excellence for sailing and yacht technology and engineering, making Gosport the first-choice location for yacht and related equipment designers, manufacturers and suppliers.
- 3.17 **Rationale and scope for change:** As a marine town, Gosport already has substantial and long-standing marine infrastructure. Situated on the sheltered western shore of Portsmouth Harbour, Gosport is home to the biggest concentration of yachts and services on the south coast yet its thriving yachting scene tends to be 'outshined' by the higher profile locations of Cowes

and Hamble. There is an immediate and obvious opportunity to diversify the range of marine and maritime related economic activity that already takes place in Gosport and re-position its offer to the global marine marketplace in order to exploit further economic opportunities and increase its contribution to both the local economy and wider Solent marine cluster.

- 3.18 **Existing strengths:** Gosport benefits from a unique natural geography and its proximity to the Solent waterway and nearby Portsmouth harbour leave it well placed to develop into a global hub for marine and maritime industries. Through its extensive existing marinas, the Borough has a 'built-in' world class advantage in marina infrastructure, coupled with the prospect of additional waterside development sites becoming available for redevelopment and regeneration over the coming years. The sector is also supported by business representative organisations such as Gosport Marine Scene which aims to raise the profile of Gosport as a yachting centre.
- 3.19 **Key gaps and infrastructure requirements:** The expansion of Gosport's marine and maritime economy will need to be supported and facilitated through provision of appropriate workspace and premises, particularly for supply chain activity which currently operates at a relatively modest scale. This would need to be accompanied by outstanding facilities for professional and recreational yachtsmen and women. In many cases this will require waterside access or proximity, so re-use of former MoD waterfront sites is likely to be critical. From a visitor economy perspective, Gosport will need to be able to offer world class associated leisure facilities to attract visitors to the peninsula and encourage them to stay and spend money in the local economy. This includes a high-quality accommodation, food and beverage, retail and cultural offer all brought together through a co-ordinated destination brand (see point 4 below). The proposed regeneration of Gosport town centre is likely to prove critical to success and will play a catalytic role in re-inventing Gosport's waterfront area as a vibrant and accessible gateway to the global marine hub. From a skills point of view, a key challenge will be up-skilling the Borough's residents to take advantage of the range of job opportunities afforded through Gosport's world class marine and maritime economy. Meanwhile, connectivity across Portsmouth Harbour will need to be enhanced (building on the existing Gosport Ferry service) to facilitate the easy movement of mariners, tourists and businesses alike.

3) Built for Business

- 3.20 **Vision:** Gosport will become an attractive location to set up, relocate and grow a business; 'Locate in Gosport – Grow in Gosport'. It will develop, not only to become the first port of call for marine based businesses seeking a base within the Solent's marine and maritime cluster but also for technology based and other start-ups, with a wide range of high quality premises and site options available to accommodate business demand and a supportive wider ecosystem. Businesses will also be attracted by the world class digital infrastructure available on the Gosport Peninsula including full fibre, gigabit broadband. Gosport will be synonymous with an aspirational, enterprising culture and an energetic work ethic.
- 3.21 **Rationale and scope for change:** Gosport Borough has historically supported a reasonably strong entrepreneurial environment and while the trend in business births has been encouraging, business survival beyond the first few years has been much weaker. Supporting Gosport to become a more attractive and viable location for business growth is directly linked to the successful outcome of parts 1) and 2) of the economic vision set out above; a thriving business culture and base within the Borough represents a critical component of a successful global marine hub and a more diversified, self-sufficient local economy. It also represents a key mechanism for helping to diversify Gosport's economy and gradually reducing dependency upon the public sector (such as the MoD) for employment related opportunities in the Borough. A greater critical mass of locally based businesses will also generate additional revenue for the local authority through business rates, allowing further re-investment in the local economy.

- 3.22 **Existing strengths:** Gosport already has a well-established and successful cluster of marine and maritime based firms and a track record in entrepreneurship. It also has a diverse and growing population, some of which could be encouraged to set up and grow a new business if the necessary supporting ecosystem can be provided to help make the transition from employee into self-employment and in turn, employer.
- 3.23 **Key gaps and infrastructure requirements:** The Borough benefits from various business support services intended to grow Gosport's business base and in turn promote greater levels of economic prosperity. For instance, the Solent Growth Hub provides a range of mentoring, signposting, recruitment, training and networking services. However, the economic vision for Gosport comprises a step change in the scale and mix of business activity and enterprise taking place in the Borough, and is highly dependent upon the ability of Gosport to become a recognised global hub for marine and maritime activity. Connectivity already represents a key consideration for businesses in the Borough, so improvements in transport infrastructure in order to more easily reach the Gosport Peninsula are likely to be key requirements, through ensuring sufficient capacity within the road network and by maintaining water-based connectivity across Portsmouth Harbour to link Gosport with other economic centres within the Solent. Maintaining and enhancing Gosport's digital connectivity will also form an important component of the overall infrastructure package available to businesses, supported by ultrafast internet connectivity providing a competitive advantage for businesses operating in the Borough.

4) The Place to Be

- 3.24 **Vision:** An overarching and mutually reinforcing component of the economic vision is to enhance Gosport's profile and reputation as a successful and attractive place to live and work. Over the next 30 years Gosport will develop to become a world-class destination for marine based business and leisure activity, supported by a strong and positive brand.
- 3.25 **Rationale and scope for change:** Despite its established marina infrastructure and existing clusters of marine based business activity, Gosport does not currently have a particularly strong profile or reputation as a centre for marine and maritime expertise, nor as an attractive leisure destination within a Solent wide context. Beyond the Solent, awareness about Gosport's unique coastal assets and marine infrastructure tends to be very limited.
- 3.26 Through a programme of targeted place branding and destination development, there is significant scope to raise Gosport's profile and image as an exciting and growing marine and maritime destination to an external audience elsewhere in the Solent and beyond. In doing so, this will help to promote the Borough's USPs and opportunities to the types of enterprises that are likely to prove critical to successfully achieving the first 3 parts of the vision (outlined above).
- 3.27 This will need to be accompanied 'on the ground' by a series of place-making initiatives and masterplanning exercises for the Borough's key sites that are expected to play a catalytic role in transforming Gosport into a global leading marine and maritime destination. The town centre and waterfront area represent the most immediate opportunities and offer significant combined scope for change and revitalisation through provision of high quality residential, hospitality and cultural development, alongside a range of workspace options to suit the different tiers and segments of the marine industry supply chain.
- 3.28 A key component of any new destination brand for Gosport should be the exceptional quality of life on offer in and surrounding the Borough, including waterfront living, superb beaches and easy access to a wide range of water and land-based sports and pastimes. This is supported by a benign climate, wide range of good value residential property available locally (ranging from

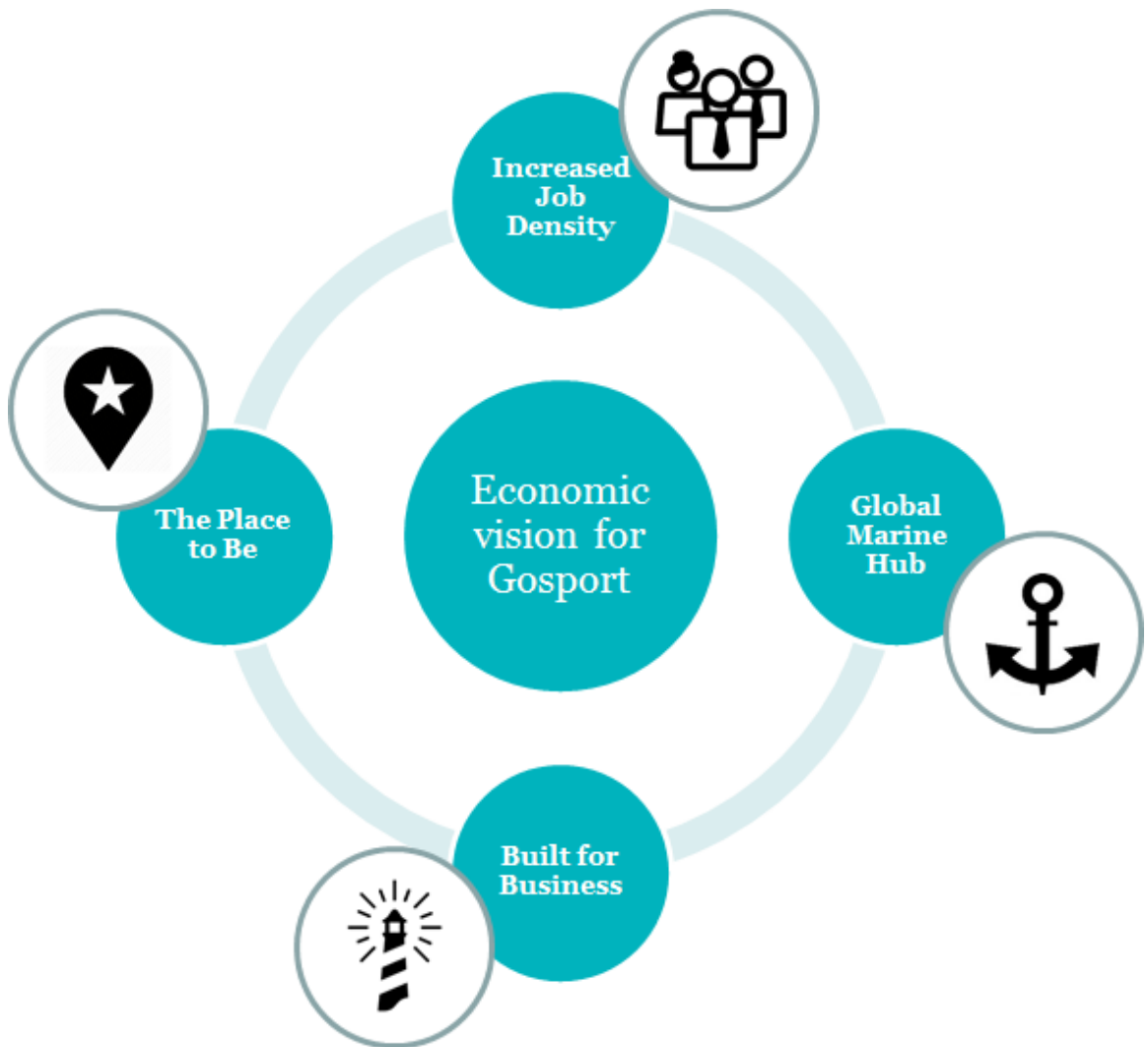
executive style to affordable options) and a series of unique heritage features (including maritime and military heritage) which come together to represent a genuinely iconic destination.

Implications for Growth

3.29

The key building blocks and components of an economic vision for Gosport as set out above and summarised in Figure 3.2 below, provides a broad direction of travel for how the Borough could achieve a step change in economic performance and development over the next 30 or so years. This draws upon Gosport’s existing economic strengths, its coastal location and forthcoming site-based regeneration opportunities brought about by the release of a number of prominent public sector sites. The vision is broadly consistent with the Borough’s existing Local Plan which seeks to harness the strategic location advantages that come from Gosport’s coastal location adjacent to Portsmouth Harbour, and also a broader aspiration to use high quality new development as a catalyst for delivering greater prosperity through a sustainable place making agenda; albeit, taking this to the next level.

Figure 3.2 Economic Vision for Gosport



Source: Lichfields

- 3.30 The economic vision is deliberately aspirational; achieving it would require substantial commitment and resources from a wide range of public and private sector partners. Although a broadly 30-year time horizon is referred to, in reality each element of the vision is likely to represent an ongoing and longer term aspiration, particularly when it comes to developing Gosport's external profile and brand. This will need to be underpinned by a concerted effort to facilitate and support cross-sector linkages and development of a self-sustaining ecosystem to include key infrastructure, talent, technology and a wider culture of enterprise and innovation.

4.0 Economic Growth Potential

- 4.1 This section examines the economic growth potential of Gosport Borough in order to understand the future scale of economic change and growth that could take place over the coming years, and likely sources of supply to practically support this growth.

Supporting Gosport's Growth

- 4.2 Analysis presented previously in this report underlines a range of structural economic challenges that the Borough faces in terms of achieving economic growth, and a number of areas where Gosport 'lags behind' the wider Solent in terms of economic performance. Future growth and investment represents an important way to address and support the future economic prosperity of Gosport.
- 4.3 Whilst economic growth and prosperity is ultimately driven by a wide range of factors and interventions, the key focus of the IIP is upon infrastructure investments that have the potential to unlock new public and private development sites for housing and employment and in doing so, securing direct jobs, new homes, new employment space, and private sector investment to respond to the unique economic opportunities and challenges faced by the Borough. Gosport's natural peninsula geography serves to exacerbate the structural challenges noted above, but also provides the Borough with unique economic assets and opportunities in particular focused around marine and maritime industries where the Solent already has significant advantages.
- 4.4 There are a range of development sites with potential to bring forward new housing and employment floorspace within the Borough and thereby stimulate economic growth. However, many of these sites need infrastructure investment to unlock or accelerate their potential and improve viability for private sector investment, in particular those that have previously been in active use by the MoD and MoJ.
- 4.5 The responsibility for setting the Borough's growth agenda and for planning to achieve its growth potential rests with Gosport Borough Council, and this planning approach is set out within, and is guided by, the Council's planning policy evidence base summarised briefly below.

Local Evidence Base

Gosport Borough Local Plan 2011-2029

- 4.6 The Gosport Borough Local Plan 2011-2029 was adopted in October 2015 and sets out the Council's proposals for the development and use of land over the 18-year period from 2011 to 2029. It identifies key proposals, allocates land for development and sets out detailed policies which the Borough Council will use to determine planning applications.

- 4.7 The Local Plan sets an overarching vision for Gosport by 2029:

"Gosport will take advantage of the opportunities presented by its attractive coastal location adjacent to Portsmouth Harbour and the Solent, making the best use of its maritime heritage. New development will provide a mix of employment, homes, shops, leisure and community facilities.

The delivery of high quality sites will maintain and enhance the Borough's sense of place. New development will assist in delivering a prosperous economy and creating quality neighbourhoods." (p.16)

4.8 The Local Plan sets out the overall quantum of growth that will be planned for over the period to 2029 and the broad spatial distribution of this growth. This includes provision for 3,060 net additional dwellings (equivalent to 170 p.a.) and 84,000 sq.m. net additional employment floorspace (B1, B2 and B8 Use Classes).

4.9 In terms of spatial strategy, the Local Plan proposes that growth within Gosport is located within existing urban areas and is not reliant on major new Greenfield sites that are dependent on the provision of completely new infrastructure. Growth within Gosport will therefore be more dependent on the general provision of infrastructure keeping pace with development, and specific policies are included in the Local Plan stating that new development proposals are accompanied by payment of financial contribution through the Community Infrastructure Levy (CIL) and/or planning obligations to ensure that proposals make an appropriate and reasonable contribution to the cost of infrastructure provision to support the development.

Regeneration Areas

4.10 The Local Plan adopts an ‘employment-led’ approach to development in the Borough in order to drive economic growth and regeneration. Reflecting the recent closure of a number of MoD facilities in Gosport over recent years, an overarching objective of the Local Plan is to re-use existing brownfield sites, identifying a number of regeneration areas in the Borough that will be key to delivering the Plan’s objectives. These regeneration areas are Gosport Waterfront and Town Centre, Daedalus, Haslar Peninsula and Rowner, as shown in Figure 4.1 below.

4.11 Within each regeneration area, major brownfield development sites have been identified which can deliver a large proportion of the development set out in the Spatial Strategy. In addition, the Alver Valley is identified as a regeneration area for green infrastructure.

Figure 4.1 Gosport Regeneration Areas



Source: Gosport Borough Local Plan 2011-2029: adopted October 2015

Components of Land Supply

- 4.12 The Local Plan identified sufficient supply in quantitative terms (through existing commitments and new allocations) to accommodate the scale of housing and employment provision set out as targets within the Spatial Strategy (Policy LP3). Over the period 2011-2029, this was equivalent to 84,000sq.m net additional employment floorspace (B1/B2/B8) and 3,060 net additional dwellings (170 p.a. on average).
- 4.13 Changes in the scale and location of this supply have occurred since the Local Plan was adopted in 2015, so the latest housing and employment supply position is summarised in turn below in Tables 4.1 and 4.2. This suggests that sufficient supply is identified to accommodate the level of housing growth anticipated by the plan but that supply of employment floorspace falls slightly below the requirement identified in the plan.

Table 4.1 Housing supply in Gosport

Housing Supply	No of Dwellings (Net Gain)
Completions 2011 – 2017	754
Existing permissions	995
Large sites without planning permission (10 dwellings or more)	
Royal Hospital Haslar	14
Daedalus	49
Stoners Close	17
Laphorn Close	14
Wheeler Close	16
Priddy's Hard Heritage Area	100
Gosport Waterfront	621
Small Town Centre sites	173
Barclay House	25
Small site Windfall Allowance	320
Total supply	3,098

Source: Gosport Borough Local Plan 2011-2029, Authority's Monitoring Report, December 2017

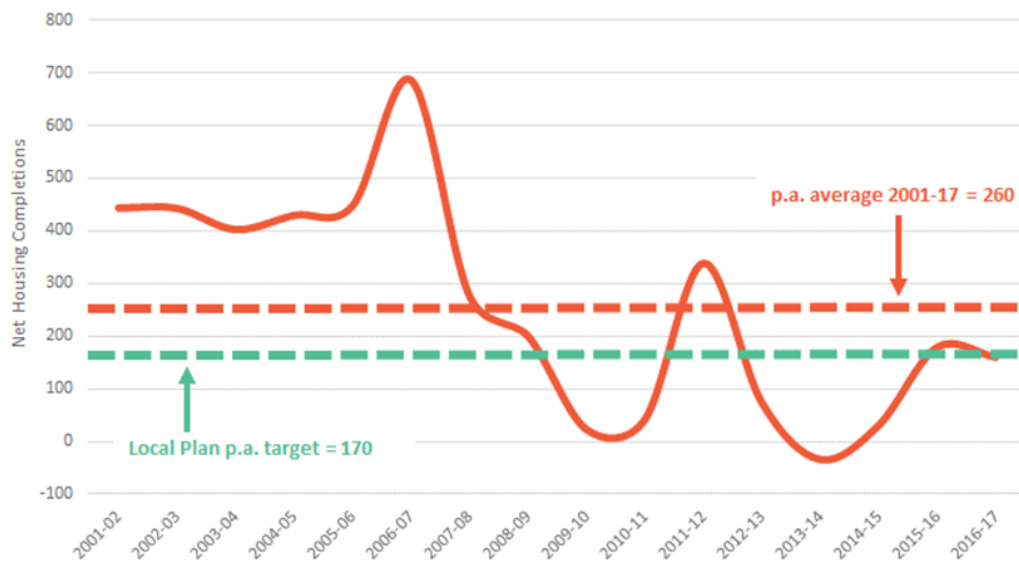
Table 4.2 Employment floorspace supply in Gosport

Employment Floorspace Supply	Employment floorspace (net change m ²)
Total completions (1st April 2011-31st March 2017)	-6,071
Outstanding planning permissions (as at 1st April 2017)	
Daedalus	+56,379
Royal Hospital Haslar	+2,805
Huhtamaki Rowner Road	+9,629
Potential floorspace within existing employment sites (as at 1st April 2017)	
Toronto Place	+315
166 Fareham Reach	+500
Outstanding Allocations	
Grange Road	+8,400
Aerodrome Road	+1,100
Priddy's Hard Heritage Area	+1,000
Total	74,057

Source: Gosport Borough Local Plan 2011-2029, Authority's Monitoring Report, December 2017

- 4.14 These components of housing and employment land supply assume that key development sites such as Daedalus accommodate a mix of new housing and commercial development over the plan period to 2029, but importantly, exclude the key MoD and MoJ site opportunities that are either planned or under consideration for disposal, due to uncertainties regarding future use at the time the Plan was prepared (and subsequently since then).
- 4.15 Latest monitoring data available from Gosport Borough Council on housing completions (presented below in Figure 4.2) indicates that new housing delivery has exceeded the Local Plan annual average target by more than 50% over the past 16 years. The pace of delivery was particularly strong in the run-up to the recession in 2007/08 and has fluctuated significantly since then. A similar pattern for commercial floorspace completions in the Borough is echoed by VOA data analysed and presented in the preceding section. This would appear to suggest that no inherent market failures exist within the residential and commercial property markets in Gosport; when land supply has been provided in the past to accommodate new development, the market has been able to respond effectively.

Figure 4.2 Housing completions in Gosport (2001-17)



Source: Gosport Borough Council / Lichfields analysis

- 4.16 Given Gosport’s constrained location and the heavily built-up nature of the Borough, the key challenge going forward is to maintain a sufficient supply of land in the Borough to continue to enable this development to take place. Although sufficient capacity has been identified by the Council to meet the housing and employment needs identified in the Local Plan, this does not take account of the c.100 ha of additional public sector land that is due for disposal over the coming years. This has the potential to accommodate a significant uplift in development activity and growth within Gosport, subject to these sites providing a genuinely ‘market ready’ and viable proposition for the private sector.
- 4.17 It should be noted that Gosport Borough Council is currently in the process of reviewing its current Local Plan in order to take into account changes in Government policy and forthcoming site releases. This will cover an extended period up to 2036. Up-to-date evidence is currently being prepared across various planning policy themes including housing and employment, but is not available for review at the time of writing.

Economic Forecasts

- 4.18 Against the backdrop of a changing macroeconomic climate and shift in policy, the Solent LEP recently commissioned Oxford Economics (OE) to prepare an updated assessment of the LEP economy and a new 'baseline' outlook for the economy over the next 20 years to 2036 which incorporates the likely impact of Brexit. The outputs from this work were published in January 2017, based on forecast data produced by OE in June 2016, and cover the whole of the Solent LEP area as well as constituent local authority areas.
- 4.19 The resulting employment growth for the Borough of Gosport implied by these latest economic forecasts is presented in Table 4.3 below, covering the 20-year period 2016 to 2036⁸. This implied job growth can be used as a proxy to understand the scale of economic change and growth that could take place over the coming years, and the associated increase in demand for infrastructure to be able to practically support this growth.

Table 4.3 Key Economic Growth Indicators

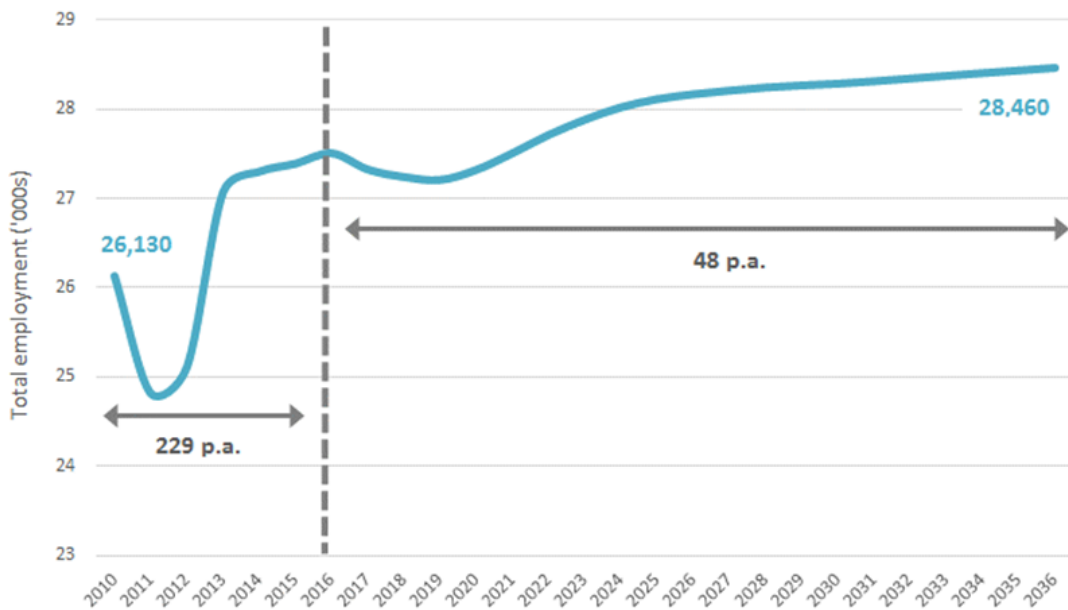
2016-2036 Projections	Gosport	Solent LEP
Total employment change	+950 (3.5%)	+42,870 (7.0%)
Total GVA change	+£509m (40.5%)	+£13.7bn (48.4%)
Working-age population change	-3,230 (-6.1%)	-14,230 (-1.8%)

Source: Oxford Economics June 2016 Forecasts (From 'Solent LEP Baseline Forecasts and the Implications of Brexit', January 2017)

- 4.20 In overall terms, workforce jobs in the Borough are expected to increase by 950 between 2016 and 2036. This represents a 3.5% increase in proportionate terms, which is half the pace of employment growth expected across the LEP area as a whole over this time period (7.0%, see Table 4.1). This implies that Gosport's relative contribution to Solent-wide growth is expected to be lower than other authorities in the Solent. Economic output (as measured by Gross Value Added) generated by Gosport's economy is also expected to grow, and by a much faster pace, equivalent to £509m over this time, representing an increase of just over 40%.
- 4.21 Figure 4.3 overleaf illustrates the trajectory of employment growth in Gosport Borough implied by the OE forecasts. It shows that the period between 2010 and 2016 was characterised by relative volatility, with total employment in the Borough very susceptible to a number of sizeable site closures (including military sites) but also new employment opportunities being created to replace these jobs.

⁸ This also aligns with the 20-year time period associated with the new Gosport Borough Local Plan currently being prepared

Figure 4.3 Projected employment growth in Gosport, 2016-2036



Source: Oxford Economics June 2016 Forecasts / Lichfields analysis

4.22 Despite the notable ‘dip’ in employment between 2011 and 2012, the data suggests that future employment growth in Gosport over the period to 2036 will slow down and stagnate compared with recent trends, with an average of 48 jobs created each year between 2016 and 2036 which is less than a quarter of that recorded between 2010 and 2016 (229 p.a.). This represents a baseline or ‘business as usual’ view of future economic and employment growth in the Borough. It assumes that historical relative sector performance in Gosport broadly continues in future, and also factors in the wider macro-economic outlook for the UK (i.e. assumes a continuing shift away from production sector activity towards service sectors) and potential implications of Brexit.

4.23 From a population perspective, the latest economic forecasts suggest that the Borough’s working age population is expected to continue to decline over the coming years, by 3,230 between 2016 and 2036. The Borough is anticipated to account for nearly a quarter of all working age population decline projected across the LEP area, placing pressure upon Gosport’s indigenous labour supply to meet the growing demand for employment and business growth. There is significant scope to attract more working age people to Gosport over the coming years to help deliver a transformational ‘step change’ in the Borough’s economic prosperity.

Closing the Solent Gap

4.24 Echoing recent trends explored in section 2.0, the forecast data presented above suggests that future employment growth within Gosport is expected to ‘lag behind’ the rest of the Solent in proportionate terms, with total employment increasing by 3.5% in Gosport between 2016 and 2036 compared with 7% across the whole of the Solent LEP area.

4.25 If future employment growth in Gosport were to match forecast Solent-wide growth rates, this would imply creation of an additional 970 jobs in the Borough by 2036 (over and above the increase of 950 noted in Table 4.1 above).

4.26 An alternative way of thinking about the scale of growth required to catch up with the trajectory of growth and development occurring elsewhere in the Solent is job density; as noted in section 2.0, the job density in Gosport at 0.53 (i.e. 0.53 jobs per resident) is the lowest of all authority

areas in the Solent LEP area. If workplace employment in Gosport were to increase to match the current Solent-wide job density ratio of 0.79, this would necessitate creation of an additional 14,150 jobs over and above the current total stock of c. 27,240. This represents a particularly challenging trajectory, but provides a useful indication of the current scale of opportunity that exists to enhance the Borough's economic performance.

Implications for Growth

- 4.27 The economic forecasts summarised above provide a 'business as usual' view of Gosport's economic growth potential, broadly assuming that past trends and sector specialisms continue in future, albeit framed within the context of ongoing macro-economic uncertainty brought about by Brexit. They imply a slowing down of job growth within Gosport compared with past trends.
- 4.28 It is clear that the scale and scope of employment growth that could be achieved within the Borough's key Regeneration Areas and across a number of public sector (MoD/MoJ) sites due for disposal could deliver a significant step-change in the Borough's economic evolution and growth, significantly out-pacing the OE job growth projections if the full scale of development and regeneration can be achieved and maximised over the new Local Plan period to 2036. This could also help to increase the existing ratio between jobs and residents in the Borough, in doing so facilitating provision of locally based job opportunities within the Borough.
- 4.29 Past experience suggests that no inherent market failures exist within the residential and commercial property markets in Gosport; when land supply has been made available to accommodate new development, the market has generally been able to respond effectively. This helps to provide the rationale for public sector intervention on particularly challenging sites in the Borough, particularly within the context of Gosport Peninsula's spatial constraints and generally limited remaining pipeline of land supply once remaining Local Plan allocations have been built out.
- 4.30 As noted above, a key focus of the IIP is upon supporting and stimulating Gosport's sustainable economic growth through enhancing competitiveness and productivity. In order to achieve this agenda, infrastructure priorities will inevitably vary by economic sector, for instance with the tourism sector placing particular value upon transport accessibility and connections to and from the Gosport Peninsula, while telecommunications and digital infrastructure will be particularly key for the Borough's business services sector which is expected to record employment growth over the next 20 years. The type of infrastructure required to support economic growth will therefore look different across these sectors.

5.0 Economic Infrastructure Baseline

- 5.1 This section provides an overview of existing economic infrastructure provision to, from and within Gosport Borough and the key issues and gaps associated with each type of economic infrastructure in supporting the growth of the Borough's economy. The findings are based upon a review of existing data sources and evidence, as well as discussions with a number of stakeholders and operators currently active within Gosport and the wider Solent area (see Appendix 1 and 2).
- 5.2 The main source of information for this review is Gosport Borough Council's Infrastructure Assessment Report (dated June 2014) which provides an assessment of the current infrastructure in the Borough and identifies future infrastructure requirements where known as a result of implied growth over the Gosport Borough Local Plan period (2011-2029). It represents a key evidence base document for the current Borough Local Plan and is accompanied by an Infrastructure Delivery Plan (November 2015) which sets out identified scheme details, lead providers, costings and timescales (where these are known) for key infrastructure in the Borough. The Infrastructure Assessment Report represents a point in time review and where known, this information has been updated.
- 5.3 The analysis is presented by infrastructure theme below.

Water, Waste and Flooding

Water supply

- 5.4 Water supply within the Borough is provided by Portsmouth Water, a private company. A local grid helps water companies meet demand within their own supply boundaries. A continuous and reliable supply of water is essential to the proper functioning of the Borough.
- 5.5 Portsmouth Water are taking a number of measures to ensure that there is sufficient provision of water supply available over the long term including a Winter Storage Reservoir at Havant and compulsory metering roll-out between 2015-2030 for Portsmouth Water customers.
- 5.6 The regeneration of key sites within Gosport will allow the reuse of existing mains capacity released by the reduction in MoD activity over recent years. Individual sites may need local mains reinforcements but Portsmouth Water is expected to work with developers to deliver this as and when required.
- 5.7 The Gosport Local Plan seeks to ensure that new developments in the Borough are served by the necessary utilities and include measures to reduce the consumption of water where possible.
- 5.8 In terms of funding new water supply facilities going forward, the standard approach is for water companies to fund investment via business plans regulated by Ofwat. Developers will be required to fund the necessary on-site provision and connections to the network through appropriate planning obligations.
- 5.9 The Partnership for Urban South Hampshire (PUSH), Natural England (NE), and Environment Agency (EA) have been jointly working to develop an Integrated Water Management Strategy (IWMS) for the area. The purpose of the IWMS is to examine the potential for the PUSH region to accommodate future housing growth without having a detrimental effect upon the water environment (both in terms of water quality and quantity).
- 5.10 The IWMS has identified a number of issues across the PUSH region which need further investigation. In some locations there is uncertainty about whether there will be sufficient water supply capacity to accommodate new housing growth. There is uncertainty about the efficacy of

catchment measures to deliver the required reductions in nitrogen levels, and/or whether the upgrades to waste water treatment works will be sufficient to accommodate the quantity of new housing proposed. The IWMS therefore recommended that new housing developments could be brought forward in a phased manner up to 2020; targeted to those areas with sufficient capacity. Any housing developments brought forward after 2020 may need to implement mitigation measures; however the scale and potential costs of the required measures is currently unknown.

Waste water

5.11 Southern Water is responsible for wastewater infrastructure in Gosport. There is a Wastewater Treatment Works (WWTW) at Peel Common which serves the Borough.

5.12 Whilst capacity of existing wastewater infrastructure is generally aligned with demand, Southern Water has identified that there is insufficient capacity in the local sewerage system to meet the anticipated demand from future development proposed at:

- Gosport Waterfront and the Town Centre;
- Daedalus;
- Haslar Peninsula;
- Priddy's Hard Heritage Area; and
- Royal Clarence Yard.

5.13 This means that new and/or improved local sewerage infrastructure will be required to enable these key regeneration sites to come forward for development. This will need to be delivered in phase with the development.

5.14 Where sewer improvements are required to serve proposed developments, then it would be for the developer to largely fund such improvements. Funding for investment in strategic infrastructure (i.e. wastewater treatment capacity) by Southern Water is normally obtained through the periodic review of prices, subject to approval by Ofwat.

Waste disposal

5.15 The Borough Council has a statutory duty to make arrangements to provide a waste collection service for the removal of household waste from residential properties within the Borough. Hampshire's authorities work in partnership with a private waste contractor (Veolia) through a 25 year Waste Management Strategy, known as Project Integra. Waste processing and disposal and operational activities are therefore undertaken by Veolia through this contract.

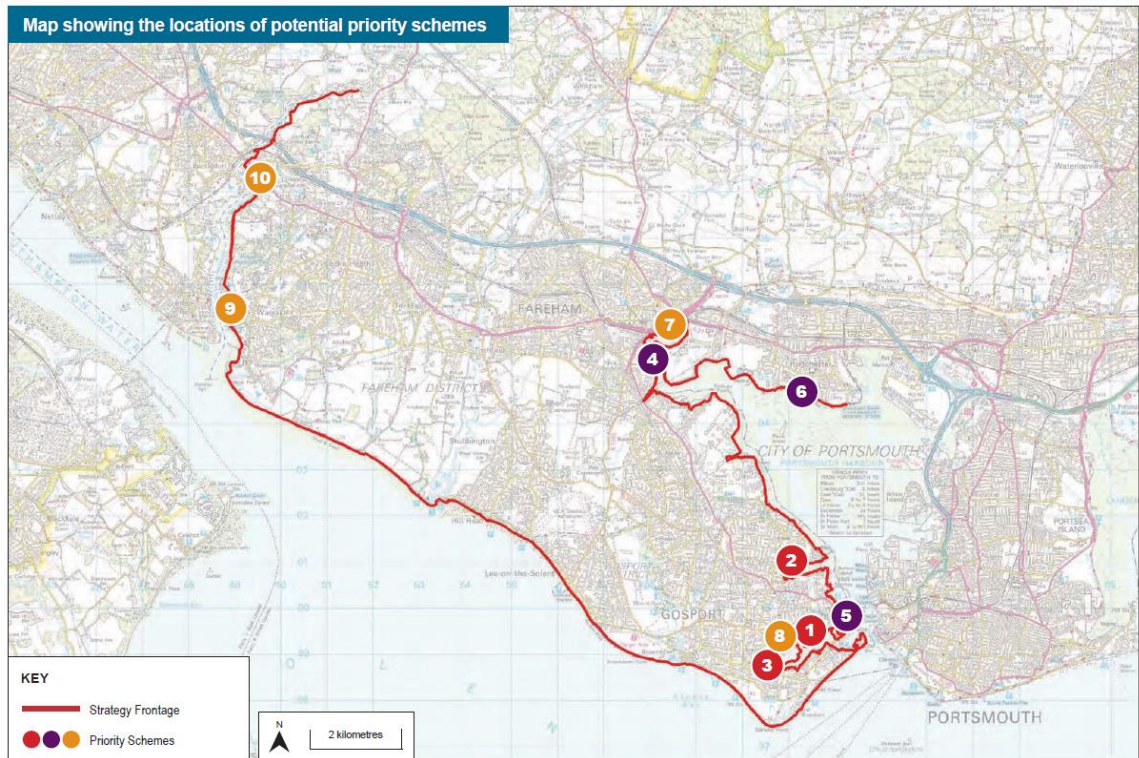
5.16 There is a Household Waste Recycling Centre (HWRC) in Gosport at Grange Road Works which has recently been refurbished. The Hampshire Minerals and Waste Plan was adopted in October 2013 and intends to safeguard existing waste disposal facilities in Gosport.

5.17 Whilst the funding of the collection and processing infrastructure needed to handle municipal waste is the responsibility of the district and unitary councils as waste collection authorities, the Borough's Infrastructure Assessment Report acknowledges that there is a need for private sector investment in new commercial and industrial waste facilities in order to augment this service.

Flood defences

- 5.18 Many of the coastal frontages in Gosport are low-lying and benefit from a variety of coastal defences. Elsewhere ground levels are higher than extreme sea levels.
- 5.19 The main source of flood risk to the Borough comes from tidal flooding, with those areas at particular risk from tidal flooding including the entire frontage of Haslar Creek; Stokes Bay; The Alver Valley; and the southern half of Portsmouth Harbour. A secondary source of flood risk is from the River Alver which discharges into the sea via a tidal outflow which is flapped to prevent tidal inundation of the river valley.
- 5.20 As a result, there are significant areas of land within the Borough that fall within the Environment Agency's defined Flood Zones. The Borough Council acknowledges that to sustain future development patterns in Gosport, significant investment in flood defences and flood defence infrastructure will be required.
- 5.21 The Eastern Solent Coastal Partnership (ESCP) was formed in 2012 to deliver a combined, efficient and comprehensive coastal management service across the coastlines of Fareham, Gosport, Havant and Portsmouth authority areas (collectively covering 162 km of Hampshire's coastline). It delivers a range of coastal flood and erosion risk reduction projects benefiting thousands of properties whilst enhancing the shoreline for local communities.
- 5.22 The ESCP published a Coastal Flood and Erosion Risk Management Strategy for the stretch of the Solent coast from the River Hamble to Portchester in March 2016 and this covers the entirety of Gosport Borough's shoreline. Of specific relevance to Gosport are Strategy Management Zones 2 (Fareham and Gosport) and 3 (Lee-on-the-Solent and Stokes Bay).
- 5.23 The strategy identifies a series of 'priority areas' targeted at those areas of this stretch of coastline with the most significant flood and erosion risk and the greatest need for coastal defence works. A number of schemes are identified for each priority area that are considered necessary to alleviate the flood and erosion risk. Under the current funding regime these schemes are likely to attract decent levels of public grant aid funding, but they may not be prioritised over other schemes unless contributions can be secured. If contributions are gained then they would move up the list for receiving approval of public monies and ensure their construction is not unduly delayed.
- 5.24 The location of priority schemes in Gosport Borough is shown in Figure 5.1 overleaf.
- 5.25 The strategy notes that in some key areas of Gosport, where defence heights are lowest, there is a significant risk of tidal flooding from the present day. The preferred strategic approach therefore involves a phased implementation of new defences including capital works, softer options (to encourage and build up the existing natural defence, such as vegetation management and planting) and maintenance of existing defences. The strategy also acknowledges that aspirations to redevelop and regenerate parts of Gosport Borough means that new coastal defences have an important role to play in supporting these wider initiatives, for instance at the key development sites Fort Blockhouse and Royal Clarence Yard Retained Area.
- 5.26 A number of flood defence infrastructure projects are currently being prepared in the Borough, namely St Vincent College at Forton Lake, Seafields, and Stoke Lake in Alverstoke.

Figure 5.1 Potential Priority Coastal Defence Schemes in Gosport



Source: Eastern Solent Coastal Partnership (March 2016)

Energy

Electricity

- 5.27 National Grid owns and maintains the high voltage electricity transmission system in England, together with operating the system across Great Britain. Scottish and Southern Energy (SSE) is the local Distribution Network Operator (DNO), which covers Hampshire. SSE own and operate the tower and cable networks that distribute the electricity from the high-voltage transmission network to homes and businesses.
- 5.28 Southern Electric (part of the Scottish and Southern group) have been the long-established supplier of electricity in the area, but this market is now open to numerous other operators which sell electricity to domestic, commercial and smaller industrial premises.
- 5.29 New development within Gosport would be connected at various points on the distribution network. The Extra High Voltage (EHV) network in the area does have spare capacity, however it is limited and the proposed development would require the EHV network to be reinforced before connection.
- 5.30 Developers would be liable for their contribution towards the cost of this reinforcement under the reinforcement cost apportionment rules. For larger scale developments (i.e. within Gosport's key Regeneration Areas) it is likely that the required capacity will not be available without reinforcement. The extent of any requirements can be evaluated at the time of application when anticipated loads are better understood. This means that necessary improvements to the infrastructure will need to be funded by developers on a case-by-case basis.

5-31 It is also worth noting that the National Grid is planning a major new energy infrastructure project, known as IFA2 (Interconnexion France-Angleterre 2), linking the UK’s electricity transmission network to France. The link will help enhance the security, affordability and sustainability of energy supply to both countries. The converter station is proposed to be based at Daedalus in Stubbington, and a new project office has recently been opened by National Grid IFA2 at Gosport Basepoint.

Gas

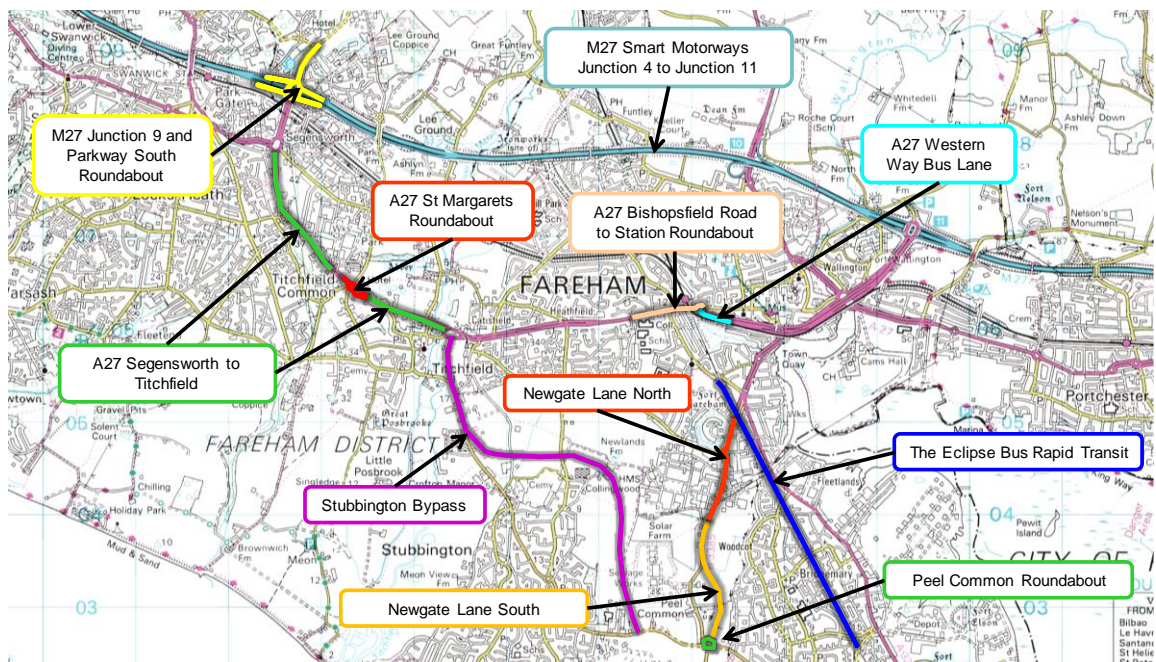
5-32 Gas is transported via a network of high-pressure and low pressure transmission systems, which supply consumers in Gosport. There are 12 Local Distribution Zones which contain pipes operating at low pressure and are managed with eight Gas Distribution Networks. The distribution network in Hampshire is owned and managed by Scotia Gas Networks, operating as Southern Gas Networks. Investment in the gas industry comes from the private sector.

5-33 The latest Long Term Development Statement for Scotia Gas Networks (published in October 2012) provides a forecast of transportation system usage and likely system developments, and does not refer to any major projects for the Portsmouth area over the next 10 years.

Transport

5-34 Access to Gosport peninsula is via three road routes, one of which – the A32 – is part of the Strategic Transport Network. High levels of out-commuting from the Borough to other destinations outside of Gosport has resulted in high levels of congestion on the A32, B3385 (Newgate Lane) and other roads in the morning and evening peaks. Hampshire County Council as Highway Authority has invested in new and improved road infrastructure to access the Gosport peninsula over recent years in order to improve capacity and journey times as summarised in Figure 5.2, alongside planned investment by Highways England at M27 Junction 9. However, some completed and planned new house building in the area (including within adjoining Fareham Borough) has to some degree absorbed the additional capacity which has been delivered.

Figure 5.2 Road Improvement Schemes in Fareham and Gosport



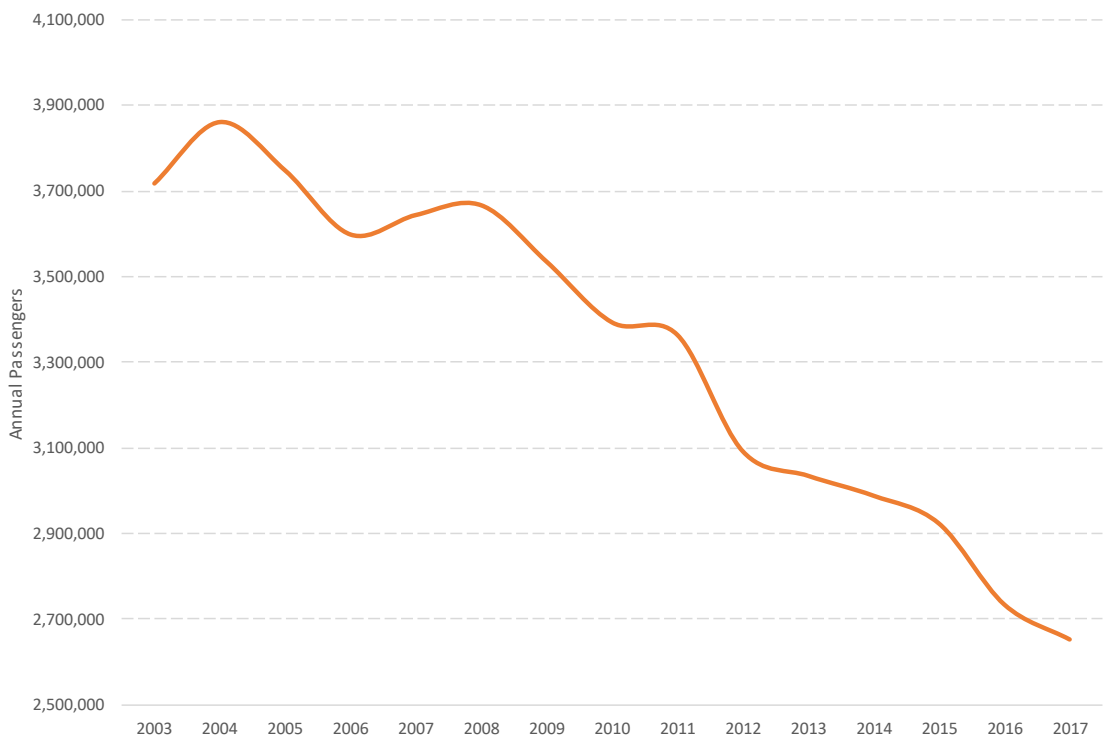
Source: Hampshire County Council

5.35 There are also proposals to divert traffic around the outskirts of Stubbington through delivery of the Stubbington Bypass which has received planning permission and funding. The £34 million bypass is intended to reduce journey time and peak hour congestion onto and off the Gosport Peninsula, remove transport barriers to growth and encourage investment and regeneration, including at the Solent Enterprise Zone at Daedalus, and improve connectivity and provide additional network resilience. This will assist in making the Borough more attractive for new business investment and help retain existing enterprise. This new road infrastructure will help to form part of a key transport corridor to and from the Peninsula and it will be important to monitor the scale and type of new development that takes place adjoining the corridor which could impact negatively upon traffic flows and the overall accessibility of the Peninsula.

5.36 The Borough is served by a relatively good bus service coverage, and the introduction of the Bus Rapid Transit (BRT) between Redlands Lane in Fareham and Tichborne Way in Gosport running along a disused railway line (which was opened in April 2012) provides an enhanced public transport choice for the area and improved reliability. The BRT is operated with dedicated ‘Eclipse’ branded buses and provides a connection to Fareham Railway Station which enhances the choice of railway services in terms of destinations and frequency. Funding has recently been secured through the National Productivity Investment Fund to extend the BRT to form a new junction with Rowner Road, helping to further improve journey times and reduce congestion on the road network. It should be noted that there are some areas of the Borough that do not benefit from frequent bus services.

5.37 The Borough is also linked to Portsmouth Harbour by the Gosport Ferry service which operates every 7.5 minutes at peak times, with a journey time of around 4 minutes. In recent years, passenger numbers have been declining on this route (Figure 5.3), and it is understood that this may reflect reducing usage by MoD personnel over time.

Figure 5.3 Gosport Ferry Passenger Numbers, 2003-2017



Source: Port Statistics, Portsmouth International Port / Lichfields analysis

5.38 Whilst the Ferry service provides a link to connecting services from Portsmouth Harbour railway station, there is no railway station within Gosport itself, making Gosport one of the largest towns in the UK not directly served by the national rail network. Therefore linkages into the wider South Hampshire public transport network are also important. It was recently announced that the joint bid by Portsmouth City Council and Hampshire County Council to the Transforming Cities Fund has been accepted, focused on developing a mass transit network linking Portsmouth to Fareham (building on the BRT link to Gosport), Havant and Waterlooville, based initially on journey time and reliability improvements to the bus network. Intermodality with ferry and rail at key interchanges will also be incorporated.⁹

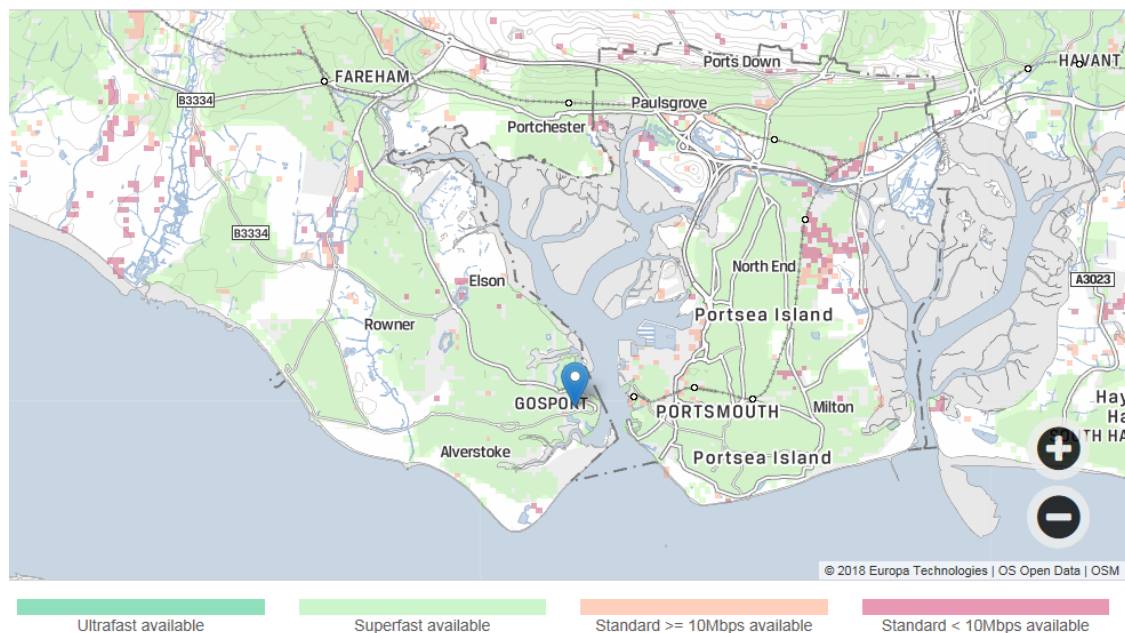
5.39 A significant proportion of Gosport residents cycle to work on an extensive cycle network that has received significant investment in recent years.

Telecommunications

5.40 Existing telecommunications provision within Gosport Borough is generally comparable to and competitive with the wider Solent area in terms of coverage and speeds available.

5.41 Figure 5.4 below shows the approximate broadband speed and coverage across the Borough and wider area. This shows that for many parts of the Borough, provision of superfast broadband (24 MBps and above) is good and comparable with other parts of the Solent. It is worth noting that the broadband coverage data is predominantly provided by BT, and that there are caveats to areas marked as having superfast broadband coverage. Data provided by Think Broadband¹⁰ indicates that 99.8% of premises in Gosport are able to access superfast broadband (>24 Mbps) while 91.2% of premises are able to access ultrafast speeds (>100 Mbps).

Figure 5.4 Broadband coverage



Source: Ofcom (2018) Broadband Availability

⁹ Transforming Cities Fund, Portsmouth City Council, <https://www.portsmouth.gov.uk/Ext/Travel/Transforming-Cities-Fund>

¹⁰ <https://labs.thinkbroadband.com/local/gosport,E14000713>

- 5.42 High speed broadband is a stated Government priority for Enterprise Zones such as Daedalus, so this part of the Borough has the potential to offer some of the highest speeds of broadband (albeit much of the consented new commercial development is still to come forward).
- 5.43 It is difficult to make an assessment of future requirements for the mobile telecommunications network due to the rapidly changing technology in this sector. Essentially the demand for additional infrastructure and capacity in the networks is consumer led. The rollout of additional infrastructure (base stations) to support existing networks is reactive, rather than proactive.
- 5.44 Access to competitive broadband and mobile services has become an expectation for businesses and residents in the UK. It is increasingly essential for the day-to-day operations of most businesses, particularly those in the 'knowledge economy', as businesses increasingly host their operations on 'the cloud' and exchange ever increasing volumes of data with customers and suppliers. In particular online retail has seen remarkable growth in recent years. Because it plays an important role in supporting economic growth, it is identified as a key priority in the Solent LEP's recent Productivity and Growth Supplement. This will become even more important in future as next-generation broadband comes to the market and provides a new 'benchmark' level of provision to which Gosport's residents and businesses will aspire.
- 5.45 Consultation with the key telecoms providers serving Gosport and the surrounding Solent area suggests that all have plans to invest in the next generation of telecoms infrastructure required to facilitate the roll-out of faster broadband speeds. In most instances this will start with the cities of Portsmouth and Southampton (through initiatives such as Gigabit Cities), followed by contiguous and more suburban areas such as Gosport if a business case can be made and sufficient public sector support can be secured.
- 5.46 Whilst telecommunications connectivity does support economic growth it is often viewed as an enabler of growth rather than directly generating it. For example, people now take into account broadband accessibility into their decision making when purchasing homes; vibrant and desirable places to live therefore need to have competitive broadband connectivity. Without this connectivity then the labour market will ultimately suffer as people choose to locate in other areas. In locations like the Gosport Peninsula it is important that telecommunications provision stays competitive with the wider Solent to prevent people from being discouraged to live there.
- 5.47 As described above, broadband and mobile infrastructure constraints are predominantly limited to peripheral locations within the Borough. Broadband speeds drop significantly compared to urban areas and there are also some 'black spots' where mobile network coverage is poor.

Human Capital and Skills

- 5.48 Primary and secondary education provision is not specifically considered here because these are within the statutory role of Hampshire County Council as local education authority, albeit it must be recognised that schools provision and performance does influence further and higher education outcomes.
- 5.49 A number of post 16 providers operate within the Borough, including Fareham College, St. Vincent College (Sixth Form College), Bay House School 6th Form, and Fareport Training.
- 5.50 Immediately adjoining Gosport Borough (in neighbouring Fareham) is the recently constructed Centre of Excellence in Engineering, Manufacturing and Advanced Skills Training (CEMAST) which is operated as a campus of Fareham College on the Daedalus airfield in Lee-on-the-Solent. The site is the central training facility for over 900 Full Time and Part Time Students, and acts as the main learning centre for students in apprenticeship programmes with a range of partner companies including GE Aviation, Virgin Atlantic, Coopervision, BAE Systems and

Jensen Motorsport. There is considered to be scope to expand the CEMAST facility at Daedalus to offer civil engineering opportunities (CETC).

- 5.51 Hampshire County Council act as the strategic commissioner for Post-16 Education in Gosport and note that there is a deficiency in level 2 and 3 skills at ages 16 and 19, which may in the future stifle economic growth and well-being in the Borough. Coupled with reductions in post-16 unit funding from 2011/12, and an ageing demographic, this could increasingly challenge the sustainability of some post-16 provision in Gosport in the coming years.
- 5.52 As noted in section 2.0, Gosport currently has a skills deficit with a less qualified population in terms of higher-level qualifications when compared with other parts of the Solent. Lack of direct access to full-time higher education within the Borough could prove to be a factor in causing some young people to leave the Borough to access this elsewhere, or providing a disincentive to reach educational attainment levels required to access Higher Education. The Borough lies in close proximity to higher education facilities such as the nearby University of Portsmouth but this relies upon travelling outside of Gosport to access. A key factor to support future growth of Gosport's economy is the potential to expand and broaden access to Higher Education. This could help with retention of younger age groups, as well as directly and indirectly supporting the Borough's key sectors.
- 5.53 The Borough is also home to a range of other specific training facilities many of which have potential for expansion. These include significant training facilities at HMS Sultan both for the armed forces but also for private companies such as Railtrack and others in the engineering sector. There is considered to be scope to intensify this training provision on-site.
- 5.54 Gosport's existing sail training offer also has significant potential to expand (for instance on key sites such as Fort Blockhouse, Royal Clarence Yard Retained Area, Gunboat Sheds) and attract further investment into the Borough by companies and visitors. Existing provision includes:
- Clipper Round the World Sailing (based at Gosport Marina);
 - Joint Services Adventurous Sail Training Centre (JSASTC) at Fort Blockhouse;
 - Sea Cadets;
 - The Association of Sail Training Organisation; and
 - Numerous clubs, charities and companies offering sail training and other watersport training.
- 5.55 Meanwhile there are opportunities for diving training at the SETT tower at Fort Blockhouse which was built as a training facility for deep water diving.

Synthesis

- 5.56 The latest available evidence summarised above does not identify any major 'showstopper' issues or constraints in terms of economic infrastructure provision within, to or from Gosport. Many smaller-scale infrastructure requirements can be addressed incrementally as new development comes forward.
- 5.57 It does however suggest that there are some emerging pinch points and areas of pressure that will need to be overcome in order to enable new development of any significant scale in the Borough over the coming years. These pinch points include insufficient existing capacity in the local sewerage system to meet the anticipated demand from future development proposed across Gosport's key regeneration areas and a requirement for the high voltage electricity network to be reinforced before new development can be connected. This means that new and/or improved local infrastructure will be required to enable these key regeneration sites to

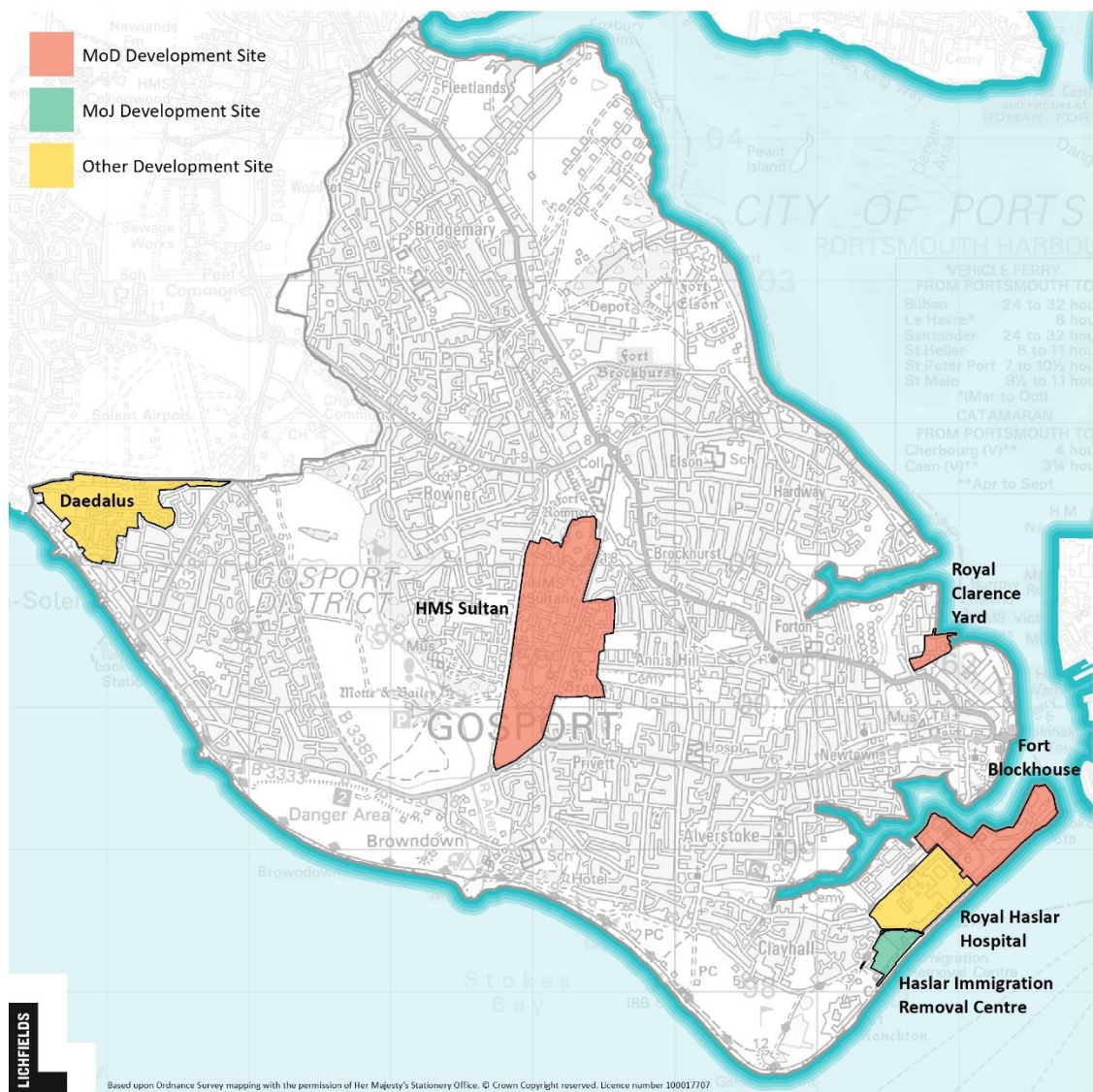
come forward for development and on the whole, this would need to be funded by site developers via relevant contributions to public sector partners.

- 5.58 Broader infrastructure issues – notably ongoing risks associated with tidal flooding/coastal defences, pressures on the Borough’s transport networks and the relatively uncompetitive resident skills position – could undermine Gosport’s ability to deliver transformative economic growth and change. In addition, these may impose additional costs that impact the viability of development proposals.
- 5.59 These infrastructure challenges provide a useful baseline position against which to consider future requirements, and help to frame subsequent sections of this Infrastructure Investment Plan report.

6.0 Key Development Opportunities

6.1 This section outlines the key development opportunities within Gosport associated with sites in public sector ownership which have been identified or are being considered for release (Figure 6.1). It should be noted that there are also a number of other sites with potential to support the future vision for Gosport and provide complementary opportunities to regenerate the Borough, such as other sites within Gosport town centre and waterfront (e.g. Bus Station redevelopment) and at Priddy’s Hard, but are not the focus for this report.

Figure 6.1 Overview of Key Development Opportunities



Source: Lichfields

6.2 A synopsis of the main opportunities and identified constraints for each site is set out below, having regard to existing published evidence where available and consultation with stakeholders undertaken to inform this report. Finally, consideration is given to the potential role of each site to contribute to achieving the overall economic vision for Gosport set out in the previous section.

Daedalus

Figure 6.2 Daedalus Waterfront



Source: Lichfields / Google Earth

- 6.3 The Daedalus site is a former military base and lies to the north and northwest of Lee-on-the-Solent. Having functioned as a base for navy aircraft and seaplanes, as well as technical training and engineering, HMS Daedalus closed in 1996 and was declared surplus to requirements by the MoD in 2004. The site covers a total area of approximately 196ha. The majority of the site (151ha), comprising the runways and airfield buildings lies within Fareham Borough. The remainder of the site (44ha) lies within Gosport.
- 6.4 Taken as a whole, the site has broadly four parts: the Airfield; Hangars West (now referred to as Swordfish Business Park); Hangars East (now referred to as Faraday Business Park); and Daedalus Waterfront. The first three areas are predominately within Fareham Borough, whilst the Daedalus Waterfront and a small area at the southern end of Hangars East and the airfield are within Gosport.
- 6.5 An Enterprise Zone was designated in 2012 with the aim of creating a new cluster of principally engineering and manufacturing businesses with a focus on the aviation, aerospace and marine sectors. Parts of the site have now been developed out for a range of commercial and residential uses, but there remain significant opportunities for future development within the Gosport area, notably at Daedalus Waterfront which is considered here.
- 6.6 Daedalus Waterfront lies between the seafront, Lee-on-the-Solent and the airfield. There are a range of existing buildings on the site including former offices and domestic buildings alongside large-scale industrial units and former seaplane hangars. Some of the buildings are of historic and architectural value. Part of this area is a designated Conservation Area, and there are a number of listed buildings. Part of the site is currently leased for use as a hovercraft museum which uses hangar space and associated outdoor space in Seaplane Square. This attraction is

open to the public on a small number of days each year as well as educational and private tours.¹¹

- 6.7 It should be noted that a masterplanning exercise and development appraisal for Daedalus Waterfront is currently being prepared, and will provide detailed analysis of opportunities and constraints taking into account site surveys, valuation and market analysis. The commentary will therefore be subject to updating in due course.

Opportunities and constraints

- 6.8 The key opportunities presented by Daedalus Waterfront include:

- 1 Direct waterfront access to the Solent via a slipway which crosses over Marine Parade West, which could support a range of marine-related and tourism/leisure activities.
- 2 Significant naval heritage and historic buildings, including a range of WW1 seaplane hangars set around Seaplane Square. These provide a range of flexible and characterful spaces may be suitable for a range of potential uses, including commercial leisure, heritage and marine-related activities.
- 3 Recent investment, for example at Newgate Lane, has improved access to Daedalus which will be further enhanced by delivery of the proposed Stubbington Bypass. There has also been significant investment in on-site access and upgrading of services.
- 4 Proximity to Solent Airport – a general aviation airfield – where recent investment has occurred in runway resurfacing, new fuel and maintenance facilities and hangarage.
- 5 Proximity to new development associated with the Enterprise Zone, including new residential and industrial uses, the Fareham Innovation Centre, the Centre for Engineering, Manufacturing, Advanced Skills and Training (CEMAST) and new Civil Engineering Training Centre (CETC).

- 6.9 Identified constraints include:

- 1 The site comprises a conservation area, and a number of listed buildings namely: the Dining Room and Cookhouse; The Wardroom; Westcliffe House; and three Type J Seaplane Hangars and Winch Houses. These factors may limit the type and form of development that can be accommodated on the site, and require some level of investment in the refurbishment of historic buildings.
- 2 The Hovercraft Museum which operates as a charitable trust is currently on site and scope for re-provision would need to be investigated.
- 3 There are known contamination issues on the site which will require mitigation.

Potential contribution to vision

- 6.10 Daedalus Waterfront presents a major opportunity to create a new mixed-use marine and leisure district for Gosport, organised around a new masterplanned development making use of the heritage assets where possible.
- 6.11 The site provides a natural focus for some types of marine activities, with the existing buildings and shallow-water slipway offering potential to be re-purposed for workspaces and small business accommodation. The location could also develop links with other sectors such as aviation, technology and engineering businesses, complementing the growing residential

¹¹ Daedalus Supplementary Planning Document, September 2011, Gosport Borough Council, <https://www.gosport.gov.uk/EasySiteWeb/GatewayLink.aspx?allId=21834>

community in this location. The potential for a start-up business hub affiliated with CEMAST or CETC could be explored.

- 6.12 The expansive water frontage of the site, and proximity to the Alver Valley Country Park and Titchfield Haven National Nature Reserve, also presents significant opportunities to enhance and diversify the visitor attractions of Lee-on-the-Solent and Gosport more widely. The re-use of historic buildings, such as The Wardroom, offer conversion opportunities subject to viability. There are opportunities for food and drink establishments as well as the development of marine-based leisure activities which could make use of the waterfront access. Proximity to Solent Airport gives an added dimension to this location which could help establish links between premium leisure facilities and general aviation services.
- 6.13 Some residential development which could increase activity on the site and assist with blending the site with neighbouring residential areas would be desirable, and would help to fund the costs associated with restoration of the historic buildings where this required. Many buildings in the historic core of the site would be suitable for residential use.
- 6.14 It is therefore considered that Daedalus Waterfront has the potential to contribute to all four elements of the economic vision for Gosport (Table 6.1). It also represents one of the earliest opportunities for future delivery, but the key will be that a comprehensive approach to development is taken to maximise the site’s potential and synergy between uses.

Table 6.1 Contribution to Vision - Daedalus Waterfront

Increased Job Density	Global Marine Hub	Built for Business	The Place to Be
High	High	High	High

Source: Lichfields analysis

Fort Blockhouse

Figure 6.3 Fort Blockhouse



Source: Lichfields / Google Earth

- 6.15 Fort Blockhouse forms part of the Haslar Peninsular with a total site area of about 33ha. The site lies south of Gosport Town Centre and has approximately 2.5km of water frontage on Haslar Creek (part of Portsmouth Harbour) and the Solent. Fort Blockhouse has a significant naval heritage associated with its strategic position at the mouth of Portsmouth Harbour which led to the development of the original blockhouse and later defences, and its deep-water access which made it an important location for naval activity including through the establishment of HMS Dolphin as a premier submarine base until its closure during the 1990s.
- 6.16 The site comprises a number of distinct sub-areas as follows:
- ‘Blockhouse 1’ (23.1ha) (former HMS Dolphin) which includes the Submarine Escape Training Tank and 33 Field Hospital as well as MoD administration, training, living accommodation and sports and welfare facilities.
 - ‘Blockhouse 2’ (4.6ha) includes the RN Submarine Museum and the Joint Services Adventurous Sailing Training Centre (JSASTC). The Museum is a popular visitor attraction.
 - ‘Blockhouse 3’ (5.1ha) (former HMS Hornet) is separated from Blockhouse 1 and 2 by Haslar Road and is used jointly by the JSASTC and the Hornet Sailing Club primarily as a boatyard.
- 6.17 It is understood that 33 Field Hospital will be rationalised in 2018 and that site disposal could take place from 2020, albeit details have not yet been confirmed and it is possible that release of the site may be phased.
- 6.18 The 2015 Gosport Borough Local Plan identifies the site as part of the Haslar Peninsular Regeneration Area (Policy LP6), and provides for mixed-use development and re-use of buildings for employment (including marine), leisure, tourism and residential uses.

Opportunities and constraints

- 6.19 The key opportunities presented by Fort Blockhouse include:
- 1 A highly prominent waterfront location fronting onto Portsmouth Harbour and the Solent which could form part of a new ‘gateway’ for Gosport and allow for the creation of new pedestrian routes including forming part of the England Coast Path (national trail).
 - 2 Significant naval heritage and historic buildings including a scheduled ancient monument (Fort Blockhouse) and listed buildings associated with the Gunboat Yard and the Submarine Escape Training Tank (SETT) – alongside the existing Submarine Museum – give significant potential to catalyse the local visitor economy.
 - 3 Existing features which are potentially attractive to the marine, marina and associated sectors including: deep and sheltered water on the Solent; a cluster of marina and other technology businesses in the vicinity (such as the Haslar Marine Technology Park); as well as on-site assets which may be suitable for re-use.
 - 4 Proximity to the Royal Hospital Haslar and Haslar Immigration Removal Centre sites provides an opportunity to form part of new neighbourhood with improved connectivity and permeability, in turn supporting the overall regeneration of the Peninsular.
 - 5 Proximity to the Haslar Gunboat Yard site (in private ownership) which is subject to redevelopment proposals and where the feasibility of reusing the Grade I listed sheds is being assessed, offering potential for marine and/or heritage activities.
- 6.20 Identified constraints include:

- 1 The site comprises a conservation area, a scheduled ancient monument and a total of five Listed Buildings (Grade II/II*), as well as other non-designated heritage assets. These factors may limit the type and form of development that can be accommodated on the site.
- 2 Significant flood defence infrastructure is likely to be required on the Peninsula with the precise nature and scale still to be determined. This would include improvements to sea walls on the Solent frontage of Fort Blockhouse. Significant parts of the site are within Flood Zone 3 which presents the highest level of flood risk.
- 3 The current bridge and highway network serving the Peninsular (via Haslar Road or Clayhall Road) is not suited to accommodating significant volumes of additional traffic.
- 4 Due to the long-term military use of the site it is likely that there will be some contamination on the site which will require mitigation.
- 5 There are a number of third party uses and applicable lease arrangements to be factored into any future development, potentially as part of a phased delivery of the site.

Potential contribution to vision

- 6.21 Fort Blockhouse is one of the most iconic sites within Portsmouth Harbour, with a critical role to play as part of Gosport’s ‘front door’ as well as site of significant naval heritage value. It adjoins Royal Hospital Haslar which is, in itself, also an important development site in wider Gosport terms. However, Fort Blockhouse is a complex, multi-faceted site, for which detailed technical work is still required on many aspects to fully explore the opportunities and constraints.
- 6.22 The site offers immediate potential for marine-based activities, having deep and sheltered frontage onto the Solent. There is already a nexus of these uses in the form of the existing marina facilities and Submarine Museum, but these uses could be extended and enhanced (particularly given proximity to Haslar Marine Technology Park). There may be scope for some existing facilities, such as the on-site diving tank, to be repurposed for commercial use subject to feasibility.
- 6.23 More broadly, given the position and setting, Fort Blockhouse will be an attractive location for tourism, leisure and recreational activities. The cluster of historic buildings provides a unique and characterful environment for independent retail and leisure uses, workspaces for creative businesses, and heritage interpretation facilities. Widening public access to the site gives an outstanding opportunity for new scenic walking routes and public spaces overlooking the Solent, which in particular could support an evening economy hub. Access to the site could be enhanced through the introduction of extended Gosport ferry services, to allow direct access to Gosport town centre and day visitors from Portsmouth.
- 6.24 It is therefore considered that Fort Blockhouse has the potential to contribute to all four elements of the economic vision for Gosport (Table 6.2). The site is complex and a degree of phased release is therefore likely, particularly having regard to existing leases on the site which will need to be considered as part of the overall delivery strategy.

Table 6.2 Contribution to Vision – Fort Blockhouse

Increased Job Density	Global Marine Hub	Built for Business	The Place to Be
High	High	High	High

Source: Lichfields analysis

Royal Clarence Yard

Figure 6.4 Royal Clarence Yard



Source: Lichfields / Google Earth

- 6.25 Royal Clarence Yard (retained area) is a 2ha site with deep water access located to the north of Gosport Town Centre. The site originally formed part of the larger Royal Clarence Yard, a naval victualling yard, the northern part of which was released by the Ministry of Defence in 1995 and was granted planning permission in 2001 for a mixed-use development subsequently delivered by Berkeley Homes (now known as ‘Royal Clarence Marina’).
- 6.26 The retained area has not been used for operational purposes for a number of years, resulting in deterioration of the general condition of the historic properties across the site. It is understood that the site will be disposed by the Ministry of Defence with vacant possession and subject to some fence line works to separate off the Oil and Pipeline Agency operational area and jetty to the south which is to be retained and upgraded.¹²
- 6.27 The 2015 Gosport Borough Local Plan identifies the site for employment uses as part of Gosport Waterfront and Town Centre (Policy LP4).

Opportunities and constraints

- 6.28 The key opportunities presented by the Royal Clarence Yard retained area include:
- 1 A site with deep water frontage with reported market interest from the marine sector. Independent work undertaken for the Solent LEP ranks the site highly for supporting growth of marine and maritime activities.¹³

¹² Gosport Oil Fuel Depot redevelopment, <https://www.gov.uk/guidance/gosport-oil-fuel-depot-redevelopment>

¹³ Solent Waterfront Sites, Solent LEP (2015) https://solentlep.org.uk/media/1341/maritime_futures_-_solent_waterfront_sites_-_169_15_.pdf

- 2 Significant naval heritage and historic buildings including four listed buildings, and forms part of the Royal Clarence Yard Conservation Area.
- 3 Proximity to both Gosport Town Centre and Royal Clarence Marina, including new opportunities for public paths through the site (as identified in the Gosport Waterfront and Town Centre Supplementary Planning Document¹⁴). This will increase the attractiveness of the Gosport Waterfront and improve connectivity between the two areas.

6.29 Identified constraints include:

- 1 Significant repair liabilities have been identified for the historic buildings located on the site which will require investment at an early stage. Estimates obtained by the Council indicate a £6.7m investment to make the buildings wind and watertight, prior to any required refurbishment. Approximately £3.7m is needed immediately to arrest the decay of The New South Stores, The Tank Store and the Tin Smiths Shop and mitigate the risk of a Repairs Notice under listed buildings legislation.¹⁵ This has impacted site valuation estimates.
- 2 An area will be retained for operational reasons associated with the Oil and Pipeline Agency infrastructure over the long term, and it is understood that the southern portion of the site may be required to facilitate the planned upgrading works although phased release may be possible once works are completed.
- 3 The site has known contamination issues which will need to be subject to further survey work to identify the level and cost of remediation required.

Potential contribution to vision

6.30 Royal Clarence Yard (retained area) has sub-regional significance as one of the few remaining available sites with deep water access onto the Solent, and therefore could command a premium for high-value marine industries. Attracting these specialist activities would serve to broaden and deepen the extent of Gosport's existing marine sector, and in doing so, create demand for skilled jobs and new training opportunities. The potential significance of the site in economic terms should not be understated.

6.31 The site is, in theory, immediately available for delivery. However, the landside envelope is relatively small, and is characterised by historic buildings which require significant investment at an early stage (i.e. to meet the requirements of the Repairs Notice). The degree of enabling infrastructure required is therefore significant, but the historic buildings offer potential to develop new workspaces for a cluster of marine businesses and linked training facilities in the longer term. The Oil and Pipeline Agency will require some land to be retained for long term use, and potentially a larger area whilst the planned investment works are undertaken. Further consideration should be given to how phased release of the site can best be achieved.

6.32 It is therefore considered that Royal Clarence Yard (retained area) has the potential to contribute to all four elements of the economic vision for Gosport (Table 6.3).

Table 6.3 Contribution to Vision – Royal Clarence Yard (retained area)

Increased Job Density	Global Marine Hub	Built for Business	The Place to Be
High	High	High	High

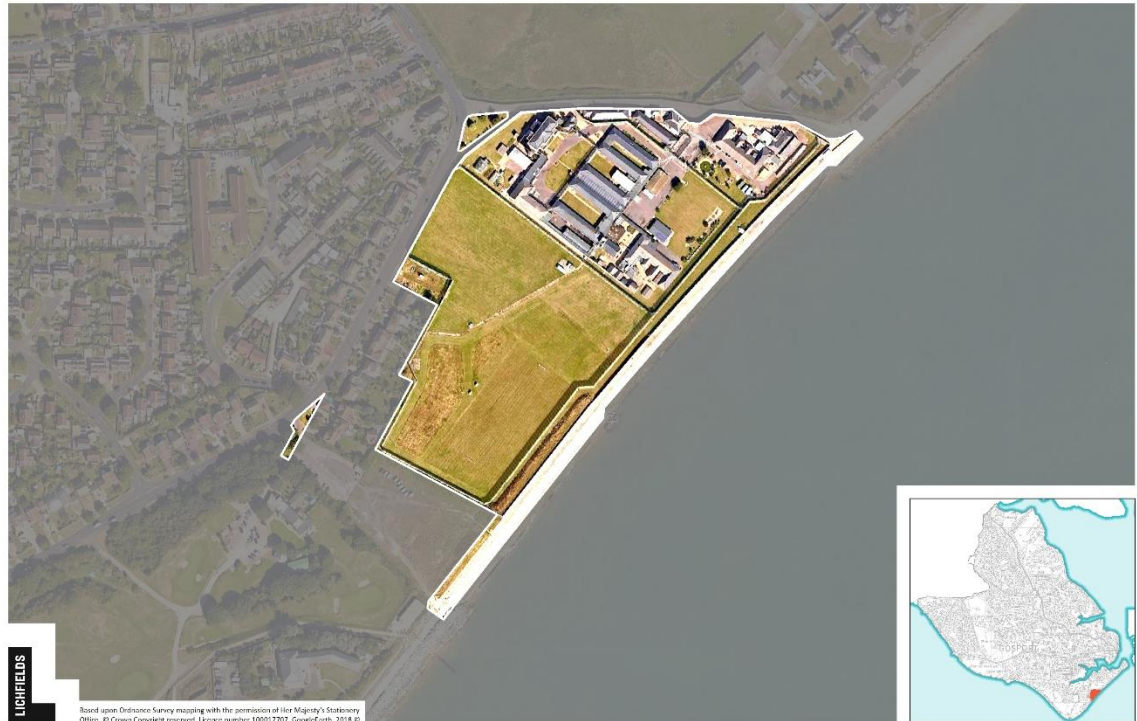
Source: Lichfields analysis

¹⁴ Gosport Waterfront and Town Centre Supplementary Planning Document, March 2018, Gosport Borough Council <https://www.gosport.gov.uk/EasySiteWeb/GatewayLink.aspx?allId=46715>

¹⁵ Gosport Economic Development Board, 31 January 2018 <https://www.gosport.gov.uk/EasySiteWeb/GatewayLink.aspx?allId=45757>

Haslar Immigration Removal Centre

Figure 6.5 Haslar Immigration Removal Centre



Source: Google Earth / Lichfields

- 6.33 The Haslar Immigration Removal Centre closed in 2015, and has been identified by the Ministry of Justice for future disposal, although detailed timings are not currently known. The site is about 5.3ha and is located on the Haslar Peninsula adjacent to the Royal Hospital Haslar site. The buildings and site layout largely comprises the former Haslar Barracks which originates from the early 1800s, and was designated as a conservation area in 2017.
- 6.34 The site has no specific designations in the 2015 Gosport Borough Local Plan, but is within the urban area boundary.

Opportunities and constraints

- 6.35 The key opportunities presented by the former Haslar Immigration Removal Centre site include:
- 1 A prominent 'front line' position overlooking the Solent, and in close proximity to the Royal Hospital Haslar site which provides an opportunity to form part of new neighbourhood with improved connectivity and permeability, in turn supporting the overall regeneration of the Peninsula.
 - 2 A largely self-contained site, not dependent on wider redevelopment and with vacant possession.
 - 3 Significant historic buildings and plan form (e.g. parade ground and lawns) which provide a landmark range of buildings for potential conversion and reuse.
 - 4 A large area of open land on the southern section of the site.
- 6.36 Identified constraints include:

- 1 The site comprises a newly-designated conservation area. This may limit the type and form of development that can be accommodated on the site, and investment may be required in historic buildings.
- 2 Potential works to the sea defences may be required subject to further investigation.
- 3 There are ecological considerations on the southern section where surveys indicate use by Brent Geese for over-wintering, which will need to be subject to further investigation to identify the need for any potential mitigation measures.
- 4 Master planning options to be agreed with Gosport Borough Council, including to determine the full extent of the developable area of the site.

Potential contribution to vision

6.37 The former Haslar Immigration Removal Centre site offers potential for a high-quality residential scheme, that optimises both the waterfront setting of the location and the site’s heritage both in terms of buildings and layout. In time, it will integrate with other new residential development on the peninsula at Royal Hospital Haslar, and provides the opportunity to increase public access and linkages.

6.38 It is therefore considered that former Haslar Immigration Removal Centre has the potential to contribute principally to the ‘Place to Be’ element of the economic vision (Table 6.4) by creating a high quality new residential environment. Its anticipated contribution to the first three themes is also noted, albeit to a lesser extent.

Table 6.4 Contribution to Vision – Haslar Immigration Removal Centre

Increased Job Density	Global Marine Hub	Built for Business	The Place to Be
Low	Low	Low	High

Source: Lichfields analysis

HMS Sultan

Figure 6.6 HMS Sultan



Source: Lichfields / Google Earth

- 6.39 HMS Sultan (“Sultan”) is located in the centre of Gosport Borough and currently functions as a training base, and also accommodates some advanced engineering training to private sector companies. The Sultan site totals 85ha and comprises two main sections which are divided by Military Road. The larger western section (67.5ha) contains two of the Palmerston Forts (Fort Rowner and Fort Grange), and it is for this reason that the military establishment was originally located in this part of the Borough. In addition, a smaller eastern section (17.6ha) lies on the eastern side of Military Road.
- 6.40 The site currently comprises a number of sub-areas as follows:
- The Offices of the Service Personnel and Veterans Agency.
 - The Defence School of Marine Engineering.
 - The Naval Air Engineering and Survival School.
 - Centurion Building which accommodates Royal Navy payroll and pensions services.
 - Forts Rowner and Grange.
 - MoD playing pitches and sports provision on the southern part of the site.
 - MoD accommodation.
- 6.41 In November 2016, the MoD announced its intention to close HMS Sultan and relocate activities elsewhere between 2024 – 26. MoD plans to deliver a “Better Defence Estate” through the wider Defence Estate Optimisation programme are still evolving, and a further update is likely to be provided to Parliament early in 2019. As plans for the future of the site are not yet finalised, opportunities to work more closely with the MoD, and other academic providers, to identify a

broad range of development opportunities – including broadening the education and training offer - should be pursued as a matter of priority.

6.42 It should be noted that it is the Council’s position, and that of other local stakeholders, to lobby for the retention of HMS Sultan as a major training base due to its significant importance as the major employment site in the Borough.

6.43 Sultan is unique amongst the MoD sites being released in that it is largely surrounded by existing built up areas, and is located close to the A32 and BRT route. The 2015 Gosport Local Plan identifies the west section of Sultan as an Employment Priority Site in order to retain its role as a major employment site in the Borough. The eastern section has no specific designation and therefore greater flexibility in terms of potential uses. The playing field areas are protected open space.

Opportunities and constraints

6.44 The key opportunities presented by HMS Sultan include:

- 1 The largest single development site within the Borough, providing comprehensive development opportunities for new employment space (western section) and potentially residential uses (eastern section). There may also be some opportunities for residential, residential institution or commercial uses on the southern edge of the western section in buildings associated with the Ward Room and its immediate area.
- 2 A number of distinct land parcels that gives added flexibility in terms of uses and phasing, and that could be progressed individually if required. For example, feasibility work is being prepared to consider the re-use of Fort Rowner which could potentially be separated from the rest of the HMS Sultan site at an early stage.
- 3 Potential for a number of existing onsite facilities (e.g. training) to be repurposed and brought into wider public use including scope for commercial applications.
- 4 Significant historic buildings which provide a landmark range of buildings for potential conversion and reuse.
- 5 Existing playing fields which could be brought into wider public use, and potentially form an extension to the Alver Valley Country Park to meet recreational needs. An extension to Ann’s Hill cemetery could be explored on part of the eastern playing field.

6.45 Identified constraints include:

- 1 The site contains a Scheduled Ancient Monument (Fort Grange) and two Listed Buildings at Fort Rowner and Fort Grange (Grade II), as well as some other locally important heritage assets. These factors may limit the type and form of development that can be accommodated on the site. In addition, the heritage assets are likely to require a comprehensive repair and refurbishment programme.
- 2 The two areas of open space are protected; the western section is also protected as a Site of Importance for Nature Conservation associated with Brent Geese.

Potential contribution to vision

6.46 HMS Sultan is the largest development site within Gosport, giving genuine scale and critical mass for both new employment development (mainly centred on its western section) and an element of residential (mainly on the eastern section). Even more significant is that the site lies at the centre of the Borough, meaning that new employment opportunities would be generated within the urban fabric of the Borough and accessible by a choice of transport modes (including the BRT), generating a significant local economic dividend. Securing integration within the

surrounding area will also be key, for example a potential extension to the Alver Valley Country Park to encompass the open space and recreational uses in the southern part of the site.

6.47 It is therefore considered that HMS Sultan has the potential to contribute to all four elements of the economic vision for Gosport (Table 6.5) to some degree. The site is complex and it is likely that its release would be phased over time, but a full masterplanned approach would give scope to reuse existing assets where appropriate as well as incorporating new commercial premises. Development will also need to be sensitive to the historic fabric of the site.

Table 6.5 Contribution to Vision – HMS Sultan

Increased Job Density	Global Marine Hub	Built for Business	The Place to Be
High	Medium	High	High

Source: Lichfields analysis

Royal Hospital Haslar

Figure 6.7 Royal Hospital Haslar



Source: Lichfields / Google Earth

6.48 The Royal Hospital Haslar closed as a military hospital in 2007 and the NHS ceased operating from the site in July 2009. The site was subsequently sold to private developers Harcourt Developments and a planning application for a mixed-use development was submitted in 2013. The site which overlooks the Solent is approximately 23ha in size and has been designated as a Grade II Registered Park on Historic England’s Register of Parks & Gardens of Special Historic Interest. The site includes a number of Listed Buildings and other important historic assets.

6.49 The Royal Hospital Haslar site is currently undergoing redevelopment and refurbishment by Harcourt Developments and as such is further progressed than the other MoD and MoJ sites described above. Outline planning permission provides for a mix of residential, care home and

retirement units, hotel and business space, a health centre and some retail and leisure uses. On this basis, the site is not considered the same degree of detail here, although a summary is provided below of key constraints and the potential role that the site could play in supporting the wider economic vision for Gosport.

- 6.50 Royal Hospital Haslar forms an important component of the Haslar Peninsula Regeneration Area not least due to the site's size but also the scope it offers to bring back into productive use a series of high profile, landmark military buildings. The Gosport Borough Local Plan Spatial Strategy seeks a new generation of health and care facilities as part of a mixed-use development which will bring back into use a nationally significant historical asset alongside benefits to the community.
- 6.51 The Local Plan notes that most of the Royal Hospital Haslar site is within Flood Zone 1, although the risk of tidal (as well as fluvial flooding) is considered to be low. It is surrounded by Flood Zone 3 and consequently appropriate flood management mitigation measures have been put in place including the appropriate flood warning notification plans.
- 6.52 Part of the site has been identified as a Site of Importance for Nature Conservation (SINC) due to the presence of important plant life. Meanwhile, Southern Water has identified that there is insufficient capacity in the local sewerage system to meet the anticipated demand from the development proposed at Royal Hospital Haslar. New and/or improved local sewerage infrastructure will therefore be required to serve the development, or separation of surface water which currently drains to a combined system.
- 6.53 Given the site's high-profile waterfront location and range of important heritage assets, there is considered to be significant scope to integrate Royal Hospital Haslar into a wider masterplan for the Haslar Peninsula in an effort to encourage complementarity of uses with adjoining Fort Blockhouse and Haslar Immigration Removal Centre and in doing so, maximise opportunities for new employment and high quality residential development within this stretch of Gosport's coastline.
- 6.54 As noted in relation to Fort Blockhouse and Haslar Immigration Removal Centre above, proximity of the Royal Hospital Haslar site provides an opportunity to form a new neighbourhood with improved connectivity and permeability, in turn supporting the overall regeneration of the Peninsular. Inclusion of the Royal Hospital Haslar site within this wider opportunity area enhances the overall scale and critical mass of development potential and therefore has an important place making role to play in transforming the economic productivity of this part of the Peninsula.

Implications for Growth

- 6.55 Taken together, the five key opportunity sites outlined above are equivalent to over 100ha in land terms, or nearly 7% of the Borough's total land area. They offer potential to accommodate a significant uplift in development activity and growth within Gosport, subject to these sites providing a genuinely 'market ready' and viable proposition for future development. All of the sites could contribute significantly to achieving the economic vision for the Borough set out in the previous section.
- 6.56 In many cases, detailed technical work is required to more accurately determine site conditions and constraints, whilst initial masterplanning work is needed to test the potential feasibility of different uses and forms of development (particularly in relation to heritage issues which are relevant on all sites). Notwithstanding, it is clear that there are some significant barriers to delivery and viability challenges present on all sites, and that initial investment is needed to help unlock and accelerate their potential and ultimately leverage private sector investment. In

particular, land values across the Borough are unlikely to match the costs associated with redevelopment including various 'abnormal' costs pertaining to the historic military use of the sites considered. Significant underinvestment in the maintenance of buildings and structures have left many of the heritage and economic assets on key sites in poor condition and this represents a major barrier to regeneration.

- 6.57 Therefore, targeted investment and action by the public sector is required to enable the effective release and redevelopment of the key opportunity sites. As a minimum, this could expand and refine a clear vision for each site to ensure that opportunities are maximised for the wider benefit of the Borough (as opposed to piecemeal development which might fetter the long-term potential of sites). A coordinated approach across sites would also be merited where this can be practically achieved to, for example, allow cross-subsidy of uses or to assist where existing leases are in place or uses need to be relocated.

7.0 Overarching Investment Priorities

7.1 The overarching purpose of the IIP is to identify future infrastructure needs of the Borough across a range of “economic infrastructure” themes to support the work of the Gosport Task Force which is considering the potential growth opportunities that may be realisable as a result of the disposal of various public sector sites in the Borough.

7.2 The IIP has provided a timely opportunity to consider Gosport’s future growth potential and through the study an emerging economic vision for the Borough has been considered to help frame what transformational ‘step change’ in the Gosport economy could look like. This has been prepared against the backdrop of Gosport’s relatively poor and inconsistent economic performance over recent years, with the Borough facing a series of structural economic challenges due in part to the historic military presence and longstanding dependency upon public sector employment which continues to decline. This is coupled with a shared ambition amongst local stakeholders for widespread regeneration of key parts of the Borough, through the redevelopment of a number of high profile and prominent sites including along the waterfront area.

Infrastructure Challenges

7.3 A review of the baseline economic infrastructure position within Gosport does not indicate any particular ‘showstopper’ constraints in terms of infrastructure provision or capacity holding the Borough back from achieving sustainable economic growth over the short to medium term. In some cases – such as road infrastructure – the Borough and adjoining areas have been subject to significant upgrade work in recent months and years. There are also a number of infrastructure proposals currently in the pipeline including the Stubbington Bypass, the southern extension of the BRT Busway (with a potential link to Daedalus) and three flood defence schemes (at Forton Lake, Seafields and Stoke Lake).

7.4 However, various site-specific infrastructure issues and constraints have been identified across the Borough’s key regeneration areas and sites that together form the most significant spatial opportunity for future growth in Gosport. If left unchecked or unresolved, these infrastructure barriers could act to stifle the longer term sustainable economic growth and economic revitalisation of the Borough.

7.5 Beyond general, universal infrastructure requirements that are associated with redeveloping sites or developing them for the first time (such as connecting to the local energy and utility networks), many of the sites available in Gosport are accompanied by ‘abnormal’ or particularly challenging constraints for redevelopment as a result of their current or former MoD/MoJ occupation, for instance characterised by listed/protected buildings that are in need of significant repair or refurbishment. This is likely to make redevelopment and physical regeneration particularly challenging in Gosport once land values, sale values and development viability are taken into account; it indicates that additional investment will be required in Gosport’s existing infrastructure to enable development and regeneration to take place at the scale required to help deliver a genuine step change in the Borough’s growth trajectory.

Delivering a Step Change

7.6 It is important to underline the scale of opportunity presented by the forthcoming disposal of various public sector sites in the Borough, equivalent to over 100ha in land terms or nearly 7% of the Borough’s total land area. This 100ha represents a significant uplift in capacity available to accommodate future growth in Gosport when compared with existing site allocations made

through the Borough Council's current Local Plan (Policy LP3) which are broadly considered to be sufficient to accommodate future demand to 2029 in quantitative terms.

- 7.7 The purpose of this IIP is to consider site development opportunities and associated infrastructure requirements in a holistic and aggregate way, recognising that piecemeal development and change is likely to be insufficient to achieve the step change economic vision for Gosport for which there is a strong appetite amongst key local stakeholders. The forthcoming disposal of a number of MoD/MoJ sites provides a rare and important opportunity to consider the priority investments and infrastructure improvements that will be crucial in helping to facilitate this wider plan for Gosport's growth and development. As noted in the previous section, these sites offer strong potential to achieve the overarching economic vision for Gosport due to their location, size and inherent characteristics.
- 7.8 At the time of analysis, little detail is known about specific infrastructure schemes, projects and investments that may be needed to unlock the development potential of key MoD/MoJ sites in the Borough beyond a series of identified broad constraints noted in the previous section. In most cases, technical work is currently underway (overseen by the relevant MoD/MoJ departments) or is due to commence soon, to provide greater clarity on site-specific issues, but is not yet available to inform the analysis undertaken as part of the IIP.
- 7.9 Beyond these key public sector sites, there are reported to be few schemes that have been sufficiently developed to become candidates for immediate funding opportunities as and when they arise.

Potential Infrastructure Investments

- 7.10 Within this context, Table 7.1 below summarises a number of broad, overarching economic infrastructure priorities that are considered to have a critical role to play in facilitating a step change in Gosport's economy, each for different reasons. The purpose is to set out some strategic infrastructure investment themes and concepts of a scale and type of ambition that would be needed to unlock the development and growth potential of the Borough over the coming years, to 2050, and beyond.
- 7.11 These interventions represent potential infrastructure investments or options rather than specific schemes that have been worked up or are being promoted by particular stakeholders. These emerging ideas have been drawn from stakeholder workshop consultation carried out through the IIP and from Lichfields' own experience of advising on infrastructure requirements and investments elsewhere. In most cases they relate to Borough-wide infrastructure and have the potential to help unlock the development potential of more than one site in Gosport.
- 7.12 The overall contribution of each type of potential investment to achieving the overarching economic vision for Gosport has been considered, ranging from low to high contribution. This is based on the ability of each to directly support or facilitate the different components of an emerging economic vision for the Borough as described in section 3.0.

Table 7.1 Potential Economic Infrastructure Investments – Overarching Priorities

Economic Infrastructure Theme	Potential Area of Infrastructure Investment	Relevance to key Development Site(s)	Contribution to Overarching Economic Vision (H = high, M = medium, L = low)	Time Horizon [¥]
Water, waste and flooding	Tidal flooding defence works to Gosport waterfront	Royal Clarence Yard, Fort Blockhouse and Haslar Immigration Removal Centre in particular	Protecting a number of development sites that are key to achieving the vision for Gosport global marine hub, in doing so enhancing their viability for development	H S-M
Energy	Introduction of renewable energy generation facilities to help power residents and businesses in Gosport	Scope to benefit whole Borough and various sites	Supporting self-sufficiency agenda (albeit from energy rather than economic perspective), possible links to marine renewable energy cluster strengths elsewhere on the south coast / Solent	L-M M-L
Transport	Improving vehicle access to and from Gosport Peninsula, including better links to Portsmouth and the major road network	Scope to benefit whole Borough	Enhancing overall accessibility and connectivity to and from Gosport Peninsula, in turn supporting attractiveness of Gosport as a business location, and enhancing profile of Gosport global marine hub	M-H M
	Expanded water based transport offer, serving multiple waterfront locations in Gosport (and potentially joining up with elsewhere along/across the Solent inc Portsmouth Harbour)	Particularly relevant for key waterfront sites at Fort Blockhouse and Royal Clarence Yard, but also scope to benefit whole Borough	Provision of a water-based transport link to facilitate access between a number of development sites that are key to achieving the vision for Gosport global marine hub	M-H S-M
	Expanded Bus Rapid Transit (BRT) to serve more of Gosport Peninsula, more often, potentially incorporated as part of new Solent-wide transit system	Scope to benefit whole Borough	Forms key part of a comprehensive package of public transport improvements necessary to facilitate an accessible and productive Gosport global marine hub	M S-M
Telecoms	Roll-out of next-generation 5G mobile connectivity and provision across Gosport	Scope to benefit whole Borough	Providing fast and reliable digital connectivity to reinforce Gosport’s attractiveness as a business location, particularly within knowledge and service based sectors where growth is required to diversify Gosport’s existing business base. Critical in developing ‘Digital Peninsula’ concept.	H S-M
	Roll-out of ultrafast broadband connectivity (100Mbps +) across Gosport	Scope to benefit whole Borough		
Human capital and skills	Provision of higher education facility/facilities within the Borough	Scope to incorporate within wider masterplan for key development sites (e.g. Fort Blockhouse, HMS Sultan, Daedalus)	Pro-actively developing resident skills in key growth areas for Gosport, enhancing the Borough’s competitiveness as a global marine hub and maritime cluster, and more generally as an attractive and viable place to start and grow a business. Key infrastructure components behind World Class Centre of Excellence for sailing and yacht technology and engineering	M-H M
	Dedicated marine and maritime skills centre/training academy, potentially linked to existing institutions			H M
	Dedicated hospitality skills centre/training academy			H M

Source: Lichfields

¥ Short term = next 5 years, Medium term = 5 to 15 years, Long term = next 30 years (to 2050, and beyond)

The Case for Public Sector Intervention

- 7.16 The Government’s recently-published Industrial Strategy provides an important backdrop to the development of an IIP for Gosport, in particular its identification of a number of key challenges to driving economic growth across the whole country. Key to this is improving competitiveness and productivity; recent evidence suggests that productivity in the Solent lags behind the South East and national average and this trend is particularly pronounced within the Gosport Peninsula. In response to this, the LEP is seeking to create a step-change in economic growth and wealth creation and a rise in productivity levels, and this renewed focus on driving productivity underpins the LEP’s work across all strategic priority areas.
- 7.17 The study brief is set against the backdrop that it is widely recognised that access to good quality infrastructure is an essential ingredient for a competitive economy. Accordingly, infrastructure investment is recognised as one of the 5 ‘foundations of productivity’ within the Government’s Industrial Strategy. However, infrastructure can present high initial costs and long-return periods on investment which can lead to instances of market failure and, consequently, the rationale for public sector intervention.
- 7.18 The case for public sector intervention is particularly strong in Gosport, not just in terms of infrastructure provision but also investment in broader terms in order to overcome barriers and hurdles to incentivise development on particularly challenging sites. Within a Borough specific context, public sector investment is likely to be required to overcome abnormal development constraints such as bringing derelict, former military listed buildings back into productive use to bring sites up to a ‘market ready’ position and to present a genuinely viable proposition to the private sector development industry.
- 7.19 The development potential of key sites in Gosport is clear, however infrastructure investment is needed to unlock and accelerate their potential and improve viability for private sector investment. Trends over the last few years indicate that when land supply is made available, the market has responded, and development has come forward, including on former MoD land previously released to the market (e.g. the first phases of Daedalus).

8.0 Approaches to Delivery

- 8.1 This IIP provides an initial framework for taking forward a future economic vision for Gosport, and highlights key areas where there is scope for targeted public sector action and investment. Some of these relate to infrastructure matters but also to more general measures in support of site delivery, and partners will want to consider how the overarching themes can be refined and developed into a series of workable propositions that could form the basis for future funding bids in due course.
- 8.2 This section considers potential approaches that could be taken, in broad terms, to bring forward the key public sector sites for development in Gosport. It is intended to form a basis for further discussion and dialogue amongst key partners rather than a definitive or agreed plan of action at this stage.

Organisational Structures and Delivery Models

- 8.3 In practical terms, delivery of key public sector sites – either individually or collectively – could be facilitated through various types of organisational structures. Some examples of potential models are summarised briefly below.

Urban Development Corporation

- 8.4 An Urban Development Corporation (UDC) is a statutory body set up for the purpose of regenerating a specific designated area which is known as the urban development area (UDA). UDCs secure the regeneration of the area through a variety of means, such as bringing land and buildings into effective use (including by compulsory purchase, subject to the Secretary of State's authorisation) and encouraging the development of new and existing industry and commerce¹⁶.
- 8.5 The Secretary of State is responsible for appointing the board and can authorise the UDC to be the local planning authority for certain purposes for the designated area. However, the UDC is required to co-operate with local authorities about the exercise of its powers.
- 8.6 There is currently one UDC in existence at Ebbsfleet in Kent (established in April 2015). A number of former UDCs (including West Northamptonshire Development Corporation, Thurrock Development Corporation and London Thames Gateway Development Corporation) were dissolved in 2014, 2012 and 2013 respectively.
- 8.7 UDCs were particularly popular during the 1980s and 90s as a flagship policy to encourage investment in Britain's inner cities but have subsequently been criticised for their failure to engage with local communities, their disregard for the social impact of their activities, and their lack of concern for local accountability, in some cases marginalising local authorities from development planning.

Joint Venture

- 8.8 Joint Venture (JV) structures can be successfully used to deliver regeneration projects through public and private sector partnerships. They allow the public sector to be able to commit its land interests alongside private sector finance and expertise to facilitate the appointment of professionals, detailed community engagement, the design of high quality schemes and the

¹⁶ DCLG, Policy Fact Sheet: Process for establishing Urban Development Areas/Corporations

eventual letting of construction contracts¹⁷. JVs are a favoured option for the delivery of estate regeneration across the UK.

8.9 A potential benefit of the use of JV structures is that they can enable resilient project delivery by ensuring that both the public and private sectors are represented properly throughout the process and risks can be readily identified and managed. Other key benefits of JV partnership models include:

- Creation of a singular body for overseeing the entire regeneration process.
- Allow the early pooling of skills and resources to ensure the best outcomes for all parties.
- Help reduce reliance on public finance.
- Allow the transparent management and mitigation of risks.
- Enable simplified procurement and delivery mechanisms (creating a private entity through which services are procured).

8.10 However, there are also risks that require local review, including:

- State aid considerations if public money is invested, in addition to land.
- The potential dilution of control, away from sole discretion of the landowner.
- The need for strong governance and board representation.
- Roles and responsibilities of the partners (and to what extent will they be responsible for both infrastructure and development).

8.11 Examples of current JV delivery partnerships include Sheffield Housing Company (a partnership between Sheffield City Council, Keepmoat and Great Places Housing Group) and Brent Cross South (a partnership between London Borough of Barnet and Argent Related).

8.12 A successful local example of a JV is the Rowner Regeneration project whereby public organisations (GBC, HCC and HCA) have worked together with private developers and housing associations on a major estate renewal project now known as Alver Village.

8.13 In the case of Gosport, a JV approach might include the DIO maintaining a longer term interest in some of the key sites in order to realise their development value. Gosport Borough Council has recently applied to Historic England to become a Heritage Action Zone which could provide a major catalyst for driving regeneration on the key development sites identified in this report. If successful, the partnership will include the DIO within a five year programme of different work streams related to heritage initiatives.

Special Purpose Vehicle

8.14 A special purpose vehicle (SPV) is a separate legal entity, usually a limited company or a limited partnership designed to deal with narrowly focused, specific, or temporary objectives that are difficult for the parent body to achieve itself.

8.15 SPVs are often used for the regeneration of areas where there are surplus public sector assets which can be redeveloped to pump prime the wider regeneration of a locality over a defined, long time period. These often work in partnership with the local authority to benefit from their compulsory purchase powers, and ensure they work in harmony with their planning and housing policies.

¹⁷ DCLG, Estate Regeneration National Strategy: Financing and Delivering Estate Regeneration, December 2016

- 8.16 A nearby example of an SPV is the Bournemouth Development Company; a public-private partnership between Bournemouth Borough Council and Morgan Sindall Investments Ltd, established to deliver a Town Centre Vision through the development of Council-owned land. The company is owned jointly (50/50) by the Council and Morgan Sindall Investments Ltd and will be developing 16 Council-owned sites around the Town Centre for a variety of uses, in line with the Council's planning policy¹⁸.

Planning Mechanisms

- 8.17 In addition to the various organisational delivery models described above, there are a number of available planning mechanisms that partners might practically use to facilitate appropriate development across key sites in Gosport and allow this to come forward more quickly. These are summarised below.

Simplified Planning Zones

- 8.18 Simplified Planning Zones (SPZs) are areas of land earmarked for specific development where the planning process is relaxed in order to encourage development and investment. They follow a land-use zoning approach whereby the local planning authority specifies appropriate use classes through the SPZ for a defined location. Provided that development proposed complies with the SPZ scheme, there is no need to obtain planning permission in the normal way.
- 8.19 The scheme must specify whether planning permission is unconditional or subject to conditions, limitations or exceptions, which class(es) of development are permitted and the land it relates to. The scheme can be altered but exists for 10 years. Local authorities are required to notify the Secretary of State to either make or amend an SPZ and there is also a requirement for consultation with interested parties such as landowners, the Environment Agency, Natural England and Historic England.

Local Development Orders

- 8.20 A Local Development Order (LDO) provides a simplified approach to planning within a designated area by reducing formal planning controls and establishing extended permitted development rights in addition to those which are established by central government (where these have not been removed through Article 4 Directions). By streamlining procedures, development can proceed without the time and costs implications of having to submit planning applications. The LDO provides the greatest certainty by defining the types of developments that will be acceptable and can be undertaken without the need for planning permission.
- 8.21 An LDO will normally grant conditional planning permission for development falling within defined use classes. Certain exemptions may apply, for example, development within Schedule 1 of the Environmental Impact Assessment Regulations. Prior to the commencement of development on an individual site or plot, plans would be submitted to the local planning authority for confirmation of conformity with the LDO. Other conditions may be established to provide development thresholds and parameters.
- 8.22 LDOs are generally more prescriptive than SPZs with a greater focus on policy requirements (i.e. working in conjunction with an adopted Local Plan) rather than just defining acceptable use classes. An LDO can be revoked at any time without the need for consultation compared to SPZs which are formally in place for 10 years, although in practice many LDOs have a defined time period.

¹⁸ <http://www.bournemouthdevelopmentcompany.com/about-us/>

Business Neighbourhood Plans

- 8.23 A Neighbourhood Plan forms part of the statutory development plan and is written by representatives of the local community. Neighbourhood Plans were introduced in 2011 through the Localism Act, with the purpose of making local planning more democratic by allowing people and businesses to undertake the planning for their areas. They should conform to other adopted planning policy documents and the NPPF.
- 8.24 Business Neighbourhood Development Plan areas can be designated in locations that are wholly or predominantly used for business, for example, industrial estates, business parks or town centres. The process of bringing a Neighbourhood Plan forward for a designated business area is the same as for any other neighbourhood area. The same legal requirements, in terms of consultation and publicity, must be met. The key difference for Business Area Neighbourhood Plans is that they are tested by two referendums – one for residents and one for businesses operating in the area. If both referendums agree (i.e. either both say yes or both say no) the decision is binding on the local authority. If the two referendums return a different decision, it will then be for the local authority to decide whether they should bring the Plan into legal force.

Enterprise Zones

- 8.25 Enterprise Zones (EZs) were introduced in 2012 and there are 48 in place nationally as of September 2018. The scope of EZs extends beyond purely planning policy to include other measures such as reliefs on business rates and capital allowances, although provisions are made for use of Local Developments Orders (as above). Gosport is home to the Solent Enterprise Zone at Daedalus, an example of regenerating a former MoD site.
- 8.26 Businesses that locate on an Enterprise Zone can access a number of benefits including business rate discount, simplified local authority planning, for example, through LDOs that grant automatic planning permission for certain development (such as new industrial buildings or changing how existing buildings are used) within specified areas; Government support to ensure that superfast broadband is rolled out throughout the zone, and, if necessary, public funding; and 100% enhanced capital allowances (tax relief) to businesses making large investments in plant and machinery on 8 Zones in Assisted Areas.
- 8.27 All business rates growth generated by the EZ is retained by the relevant Local Enterprise Partnership (LEP) and local authority in the defined area for a period of 25 years to reinvest in local economic growth.
- 8.28 The upcoming disposal of a number of public sector sites offers the potential to introduce a second EZ within Gosport, potentially with a key focus upon marine and maritime sector activity. A similar approach has recently been applied at Devonport, Plymouth where disused MoD land at South Yard has been transformed into the UK's first marine EZ ('Oceansgate'), designed with the needs of marine businesses in mind. This could be relevant as part of the potential redevelopment of HMS Sultan and Fort Blockhouse.

A Co-Ordinated Approach

- 8.29 Given the significant potential of the key development sites, but also the challenges that exist to unlocking these sites, detailed work needs to be progressed to help shape a clear vision for each site. In many cases, this will include technical work to fully understand constraints and costs, as well as masterplanning to establish the potential development mix and yield on each site. In turn, this will not only signal to landowners and potential developer partners what the potential of each site is, but also clarify the benefit cost ratio in building the case for future interventions. A collaborative, multi-site approach to commissioning and undertaking this next-stage technical work (covering issues such as flooding, habitats etc) appears logical given the proximity of many

of the key development sites and the potential cost efficiencies that could come with considering shared constraints in a holistic, pro-active way.

- 8.30 A coordinated approach across sites would also be merited to allow cross-subsidy of higher value uses and offsetting of upfront infrastructure costs where site development costs impedes individual scheme viability. This is likely to prove critical in ensuring that the emerging vision for Gosport 2050 can be achieved in practical terms, and would help to avoid a disjointed, piecemeal approach. Early stage agreement will need to be reached amongst key stakeholders including the Borough Council, the MoD/MoJ, the LEP and County Council (amongst others) regarding the optimum development mix that could come forward across key sites and complementary economic role that each could play in achieving the overall vision. Gosport's potential status as a Heritage Action Zone (subject to a current application with Historic England) could provide an early stage mechanism or blueprint for closer partnership working between stakeholders in the Borough on key regeneration sites.
- 8.31 At the same time, and provided an overall framework has been established (i.e. to mitigate against piecemeal development), opportunities should be explored to disaggregate sites in support of phased delivery, and where this can help with access to a wider range of funding sources (e.g. heritage funding supported by Historic England).
- 8.32 From a wider partnership perspective and recognising Gosport's Peninsula location, it will also be important for local stakeholders to work collaboratively at an early stage with adjoining and nearby local authorities (including through formal Duty to Cooperate arrangements) to enable growth ambitions and key development sites to come forward in a complementary way as far as possible. Both Fareham and Portsmouth Councils are proposing new allocations and development strategies for accommodating their own growth potential over the coming years, and this is likely to influence and impact on infrastructure requirements and capacity within this part of the Solent.

9.0 Overall Recommendations

9.1 This section draws together the preceding analysis to identify a series of overall recommendations and suggested next steps for supporting the future growth of Gosport and in realising the development potential of a number of key public sector sites that are due to be released for wider redevelopment over the coming months and years.

9.2 Recommendations are grouped by broad time horizon in Table 9.1 below.

Table 9.1 Overall Recommendations

Time Horizon	Key Recommendations
Near term and ongoing	<ul style="list-style-type: none"> • Commission next-stage technical work to more accurately establish site conditions and constraints on key public sector sites (building on initial analysis presented in this IIP). Where possible this should cover multiple sites to encourage efficiency. • Maintain ongoing dialogue with developers of key sites in the Borough (public and private sector), including Royal Hospital Haslar and Daedalus, to stay aware of latest plans, progress and barriers to delivery. • Pursue early investment in full fibre /Gigaset broadband as a catalyst for growth and improving public service delivery • Facilitate regular discussions with key infrastructure providers to understand investment plans over the coming years and site-specific issues/constraints. As a minimum this should include: <ul style="list-style-type: none"> ○ Transport providers (inc Hampshire County Council, Gosport Ferry) ○ Telecoms providers (inc BT, Openreach, CityFibre, Virgin Media) ○ Existing post-16 education/training providers in the Borough ○ Utilities providers (inc Portsmouth Water, Southern Water, Environment Agency, Eastern Solent Coastal Partnership) ○ Energy providers (inc Southern Electric/SSE, Scotia Gas Networks) • Linked to the above, start working on developing a destination/place brand for Gosport which draws on the Borough's USPs and overarching economic vision.
1 to 3 years	<ul style="list-style-type: none"> • Identify and establish optimum organisational structure/delivery model, including pros, cons, likely cost/resource implications and synergy with partner aspirations. • Develop masterplans for each MoD/MoJ site, and an overarching masterplan for key development sites considered as part of this report. • Identify immediate and longer term funding opportunities / sources to help overcome 'abnormal' costs to site redevelopment e.g. associated with heritage assets. • Use upcoming Gosport Borough Local Plan Review to establish preferred planning policy approach/direction for key development sites. • Develop emerging components of Vision for Gosport 2050 into a more detailed economic plan and/or strategy to guide ongoing work, engaging with local stakeholders to generate ideas and secure early stage 'buy-in'. • Work on expanding initial table of overarching infrastructure investment priorities (set out in this IIP) into a series of more specific/tangible infrastructure investments and projects to inform future investment decisions and funding bids. Ideally this will form a 'live' schedule of potential projects that can be updated by partners on an ongoing basis and feed into delivery of the economic vision for Gosport.

Source: Lichfields

Appendix 1: Steering Group Members

Andy Gaffney, The Oil & Pipelines Agency
Anne-Marie Mountifield, Solent LEP
Brian Johnson, Solent LEP
Chris Watts, Cabinet Office
Ciaran Gunne-Jones, Lichfields
Debbie Gore, Gosport Borough Council
Graham Wright, Hampshire County Council
Jayson Grygiel, Gosport Borough Council
Lucie Bailey, Lichfields
Maureen Pullen, Department for Transport
Natasha Hook, Office of Caroline Dinenage, MP
Nicholas Taylor, Office of Caroline Dinenage, MP
Paul Cooper, Ministry of Defence, DIO
Richard Stokes CBE, RCS Associates (Independent Chair)
Robin Dickens, Lambert Smith Hampton
Stuart Baker, Solent LEP

Appendix 2: Stakeholder Consultees

Annette Born, St Vincent College

Caroline Dinenage MP, Member of Parliament for Gosport

Charlotte Lines, Environment Agency

Clive Lane, Gosport Ferry

Dr Philip Raffaelli, Gosport Borough Council

Geoff Hewson, Vector / Standard Aero

Ian Bridges, Gosport Borough Council

Ian Potter, Bay House

John Beavis, Gosport Borough Council

Kate North, Virgin Media

Marc Reddy, First Bus

Mark Bowden, Gosport Marine Scene

Martin Coates, Estate Directorate Ministry of Justice

Martin Harvey, Portsmouth City Council / Gosport Borough Council

Martin Kemp, CityFibre

Richard Jones, Solent LEP

Robert Smith, Defence Infrastructure Organisation / Ministry of Defence

Shaun Dale, Openreach

Stacey King, BT

Stephen Philpott, Gosport Borough Council

Vernon Nash, Portsmouth City Council / Gosport Borough Council

Appendix 3: Gosport Economic Profile

Population Trends

Gosport's resident population expanded from 82,000 to 87,000 people between 2010 and 2018, equivalent to a proportional increase of 5.3%¹⁹. In comparison, the population of the Solent LEP and South East increased at higher rates over the same period (5.6% and 6.2% respectively). The working-age population (16-64 years old) in Gosport as of 2018 numbered 53,000 people, an increase of 0.9% from 2010. The rate of growth in working-age residents in the Solent LEP and South East was higher from 2010 to 2018, with rates of 2.4% and 2.7% respectively.

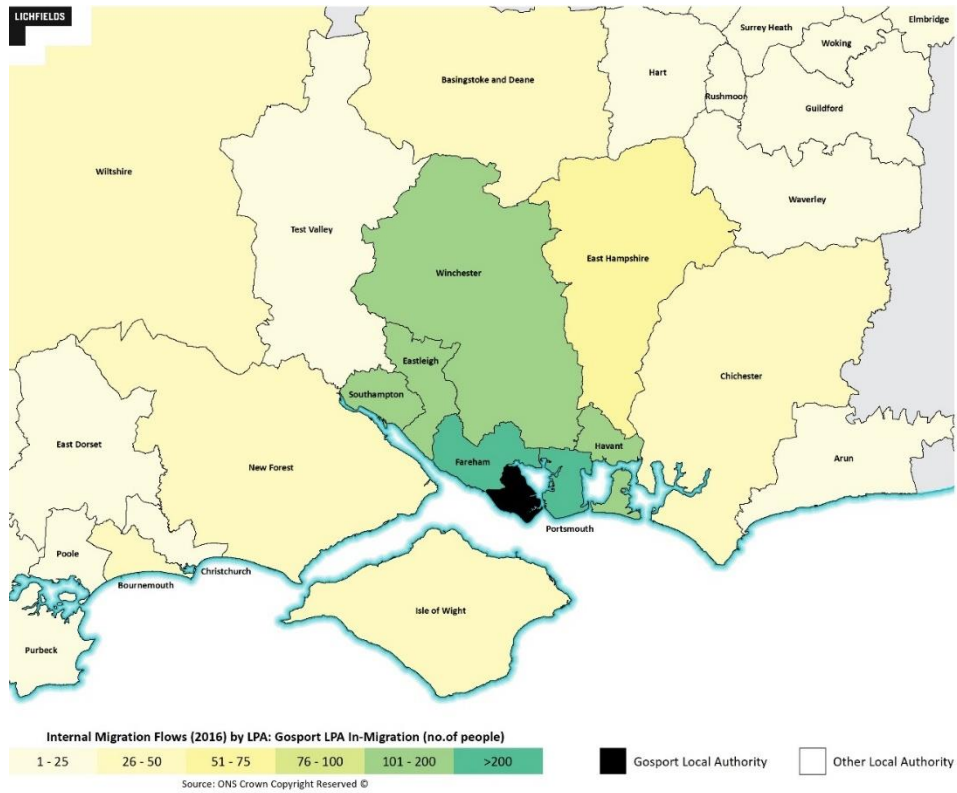
These 53,000 working-age people represent 61.5% of the Borough's total population, a similar proportion to the South East average of 61.8% and falling slightly behind the Great Britain average of 62.9%. This data indicates that growth in Gosport's working-age population base has lagged behind other areas in recent years.

ONS internal migration statistics provide a picture of where people are moving to and from in the UK. In 2016²⁰, 1,770 people moved from elsewhere in the Solent LEP area to Gosport, while 1,710 people moved from Gosport to live elsewhere in the Solent LEP area. The largest sources of in-migration to Gosport were the authority areas of Fareham, Portsmouth and Winchester (780, 350 and 130 people respectively), while most popular out migration destinations were Fareham, Portsmouth and Havant (760, 350 and 140 people respectively). Figures A1 and A2 present the scale and spatial distribution of in and out migration flows between Gosport and other local authorities.

¹⁹ Oxford Economics, Solent Dataset (2017)

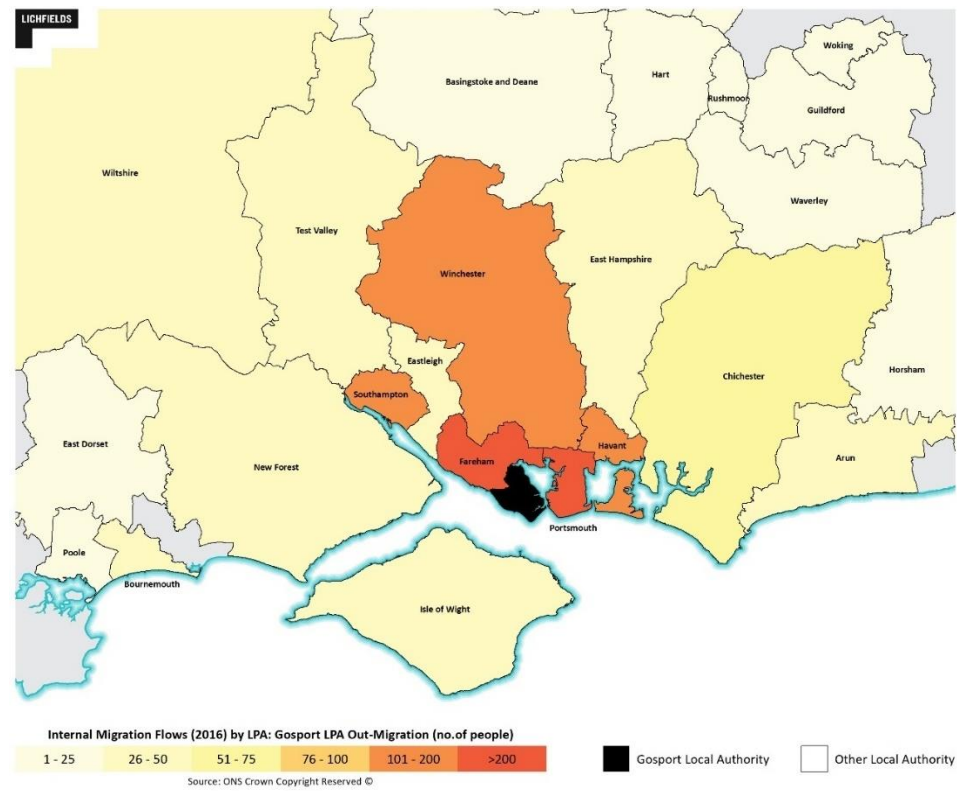
²⁰ ONS, Internal Migration (2017)

Figure A1 Gosport In-Migration (2016)



Source: ONS 2017 / Lichfields analysis

Figure A2 Gosport Out-Migration (2016)



Source: ONS 2017 / Lichfields analysis

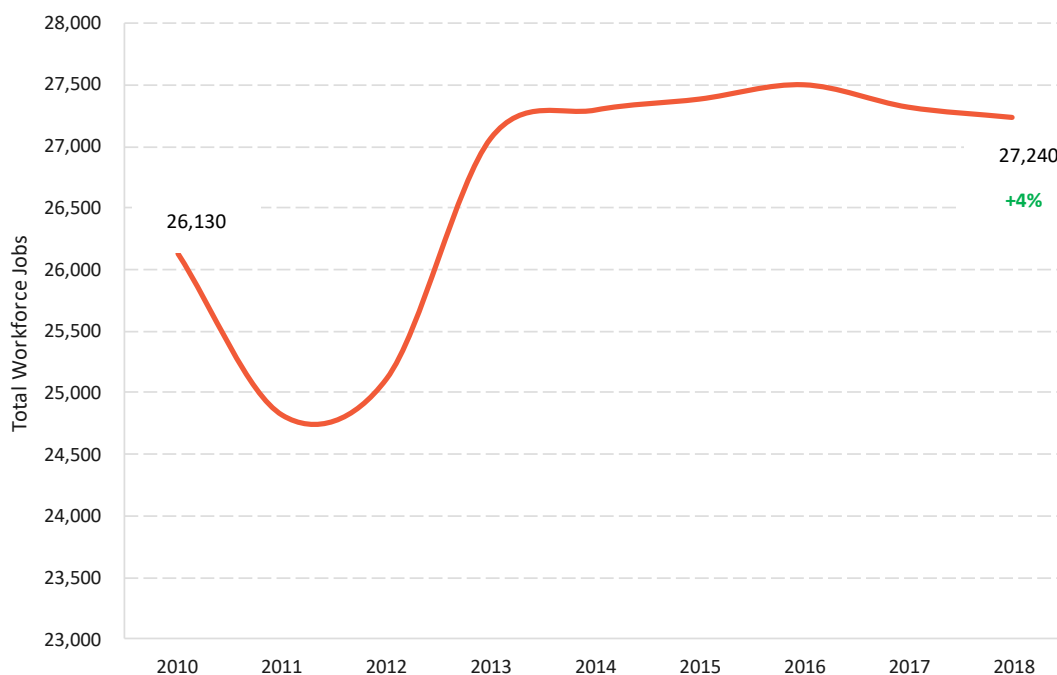
Beyond the rest of the Solent LEP area, during 2016 an additional 1,570 people migrated from other parts of the UK to Gosport, while 1,330 people left Gosport to live outside of the Solent LEP area. Therefore, total in and out-migration flows for Gosport equated to 3,340 and 3,040 people respectively in 2016, meaning that the Borough experienced a total, minor net gain of 300 residents through migration that year.

Employment Trends

The Borough’s total employment base amounted to 27,240 in 2018, representing just over 4% of all jobs within the Solent LEP area²¹.

From 2010 to 2018 workforce employment increased by around 1,100 in the Borough, equivalent to an increase of 4.2%. Whilst relatively small in absolute terms, this rate of employment growth matched the Solent LEP average for the period (4.2%) but fell below the South East average (5.6%). Figure A3 below presents an overview of total workforce employment change in Gosport from 2010 to 2018.

Figure A3 Change in Employment, Gosport 2010-2017



Source: Oxford Economics 2017 / Lichfields analysis

Over this period, employment growth in Gosport was driven by large increases in information and communication, administrative and support service activities, transport and storage and professional, scientific and technical activities employment, which grew at rates of 73.5%, 70.6%, 49.0% and 41.9% respectively. The largest decreases in employment were experienced in public administration and defence, wholesale and retail trade and financial and insurance activities (-22.8%, -20.1% and -10.4% respectively).

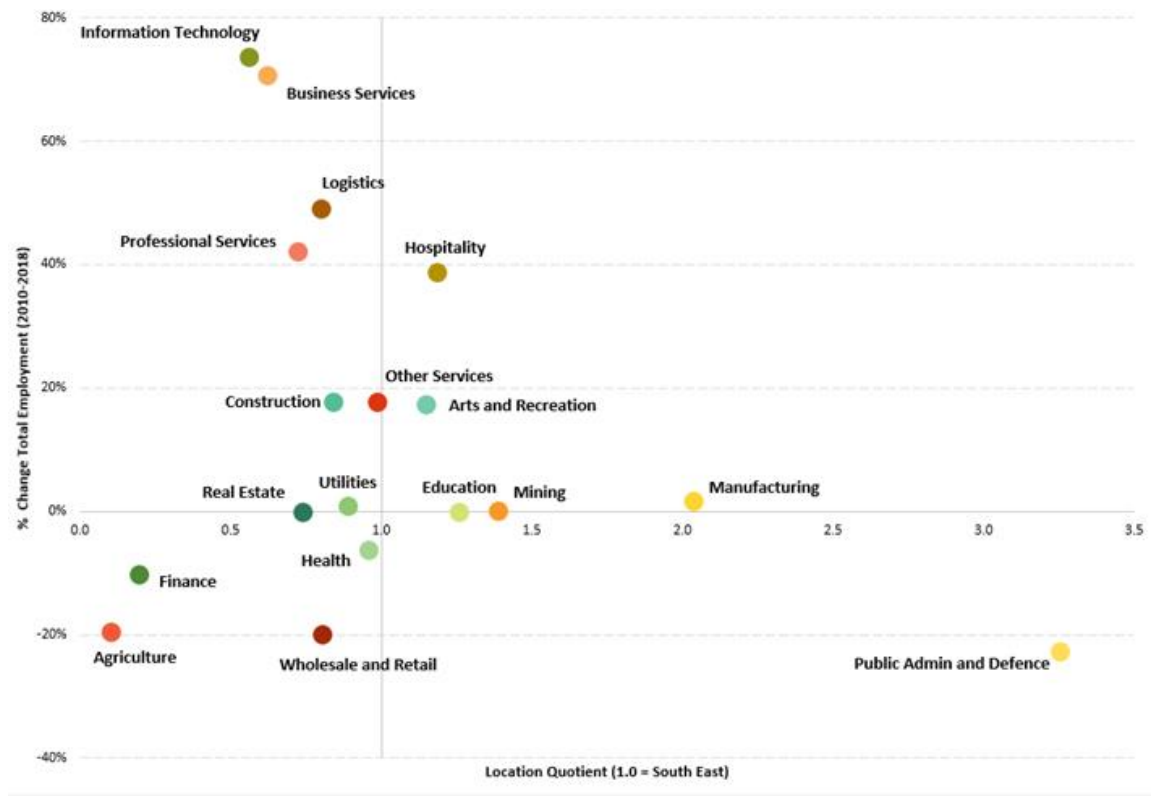
The changes in sectoral employment indicate that Gosport like much of the Solent LEP area, is increasingly becoming reliant on private sector service industries, with the number of public administration and defence jobs decreasing due to recent Government budget cuts but also in

²¹ Oxford Economics 2017 (via Solent LEP)

Gosport’s case, as a result of a declining military base. Sectors typically associated with Gosport such as transport and storage and manufacturing are still experiencing increases in employment, suggesting that these sectors for the time-being will remain an important staple of the local economic base.

Figure A4 below presents location quotients (LQ) for each sector in Gosport during 2018 when compared to the South East. The sectors with the largest location quotients are public administration and defence (LQ 3.3), manufacturing (LQ 2.0), mining and quarry (LQ 1.4) and accommodation and food services (LQ 1.2), while financial and insurance activities (LQ 0.2), information and communication (LQ 0.6) and administrative and support service activities (LQ 0.6) are under-represented when compared to the South East. However, as noted above, the three under-represented sectors have all grown strongly in the past eight years and will likely become an increasingly important part of the Borough’s economy in the future.

Figure A4 Gosport Sector Location Quotients



Source: Oxford Economics 2017 / Lichfields analysis

The Borough’s strong representation of the public admin and defence sector in employment terms reflects Gosport’s historical role as a support base for the Royal Navy. This has traditionally provided significant employment for local residents as evidenced by the significant naval heritage across the Borough, although the overall scale of this defence related employment has declined in recent years as several MoD establishments in the Borough and around the wider Portsmouth Harbour area have closed.

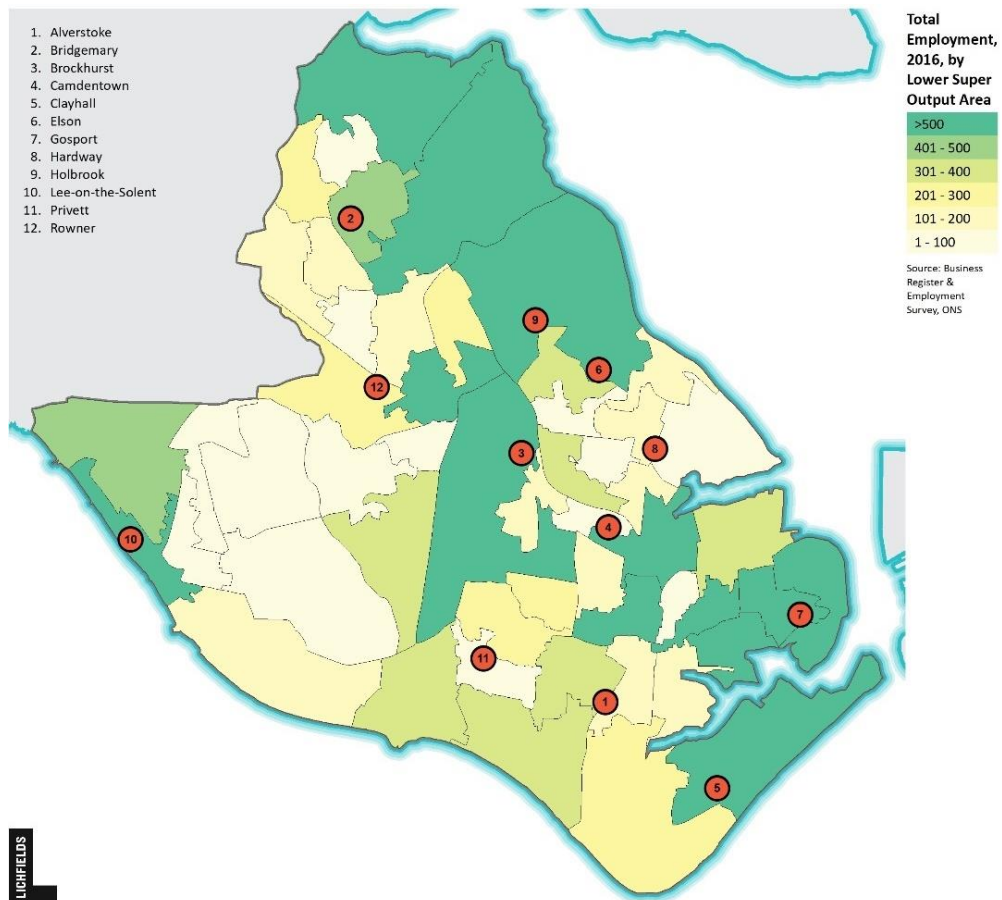
Defence related employment is classified by the ONS within the ‘Public administration and defence; compulsory social security’ section of the economy (section O) which includes activity relating to the administration, supervision and operation of military defence affairs and land, sea, air and space defence forces. This poses limitations in the way that ‘non-permanent’ employees based at MoD sites across the Borough (including the training base at HMS Sultan)

are recorded in official Government employment data and indicates that the above data may underestimate the full scale of defence related employment that is based in the Borough on a day-to-day basis.

Spatial Distribution

Figure A5 below shows the spatial distribution of employment across Gosport in 2016²². The map identifies that the most significant concentrations of employment in the Borough can be found in and around the coast south of the town centre, around HMS Sultan and near to the Daedalus Enterprise Zone (EZ).

Figure A5 Distribution of Employment in Gosport



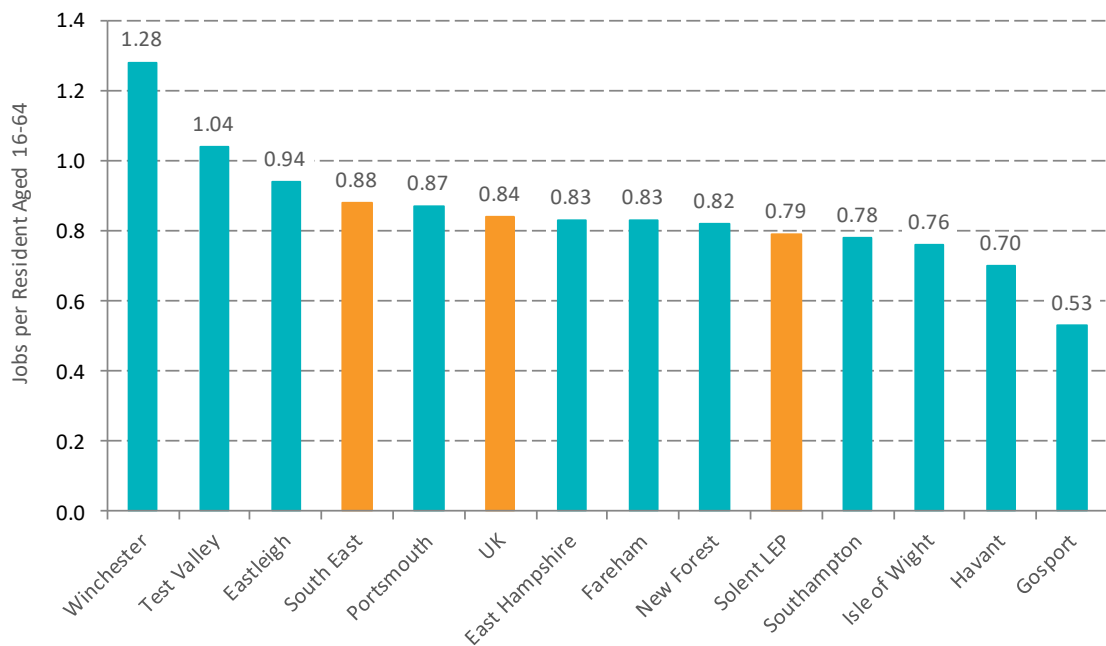
Source: ONS 2017 / Lichfields analysis

Job Density

Job density is measured by the ratio of jobs to working-age residents (aged 16-64 years). In 2016, the job density within Gosport Borough was equivalent to 0.53 jobs per working-age resident. This lags significantly behind the Solent LEP area wide average of 0.79 and the South East average of 0.88 during the same year (see Figure A6 below), and indicates that the stock of local employment opportunities available to Gosport residents is significantly smaller than elsewhere across the Solent and wider region.

²² ONS, Business Register and Employment Survey (2017)

Figure A6 Job Density (2016)



Source: ONS 2017 / Lichfields analysis

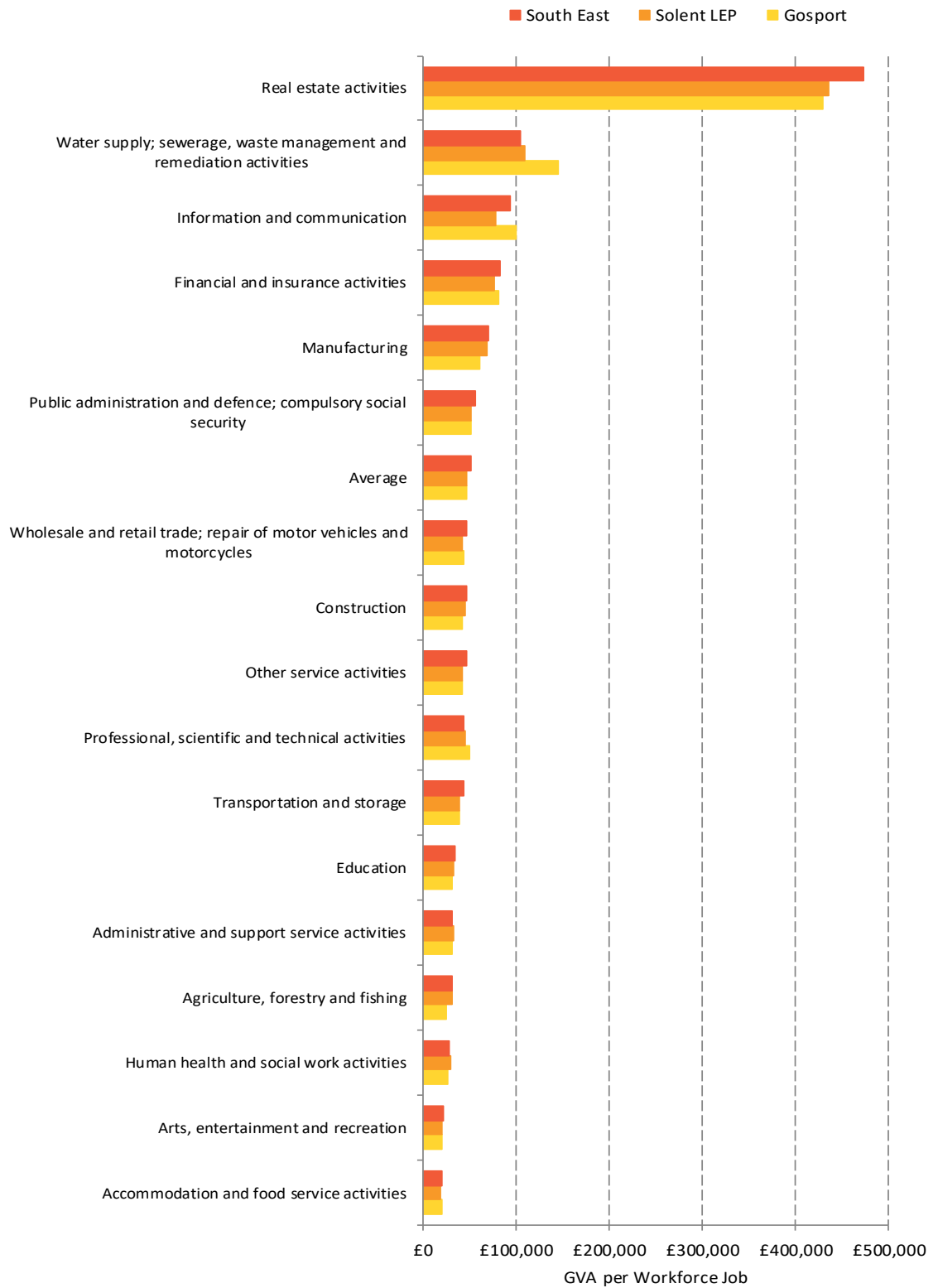
By comparison, adjoining Fareham Borough recorded a much higher job density of 0.83 in 2016, reflecting its more sizeable employment base.

Workforce Productivity

Figure A7 below shows that Gosport workers are slightly less productive on average than in the Solent LEP and South East (£47,100, £47,600 and £52,000 gross value added (GVA) per annum respectively). Out of the sectors presented in the chart, Gosport is more productive per worker in the information and communication and professional, scientific and technical activities than the Solent LEP and South East.

In 2018, the economy of Gosport is estimated to generate £1.3 billion of GVA over the year, equating to an 11.3% increase from 2010 and a 4.4% share of total GVA generated by the Solent LEP in the same year. From 2010 to 2018 the economy of the Solent LEP and South East expanded at higher rates than Gosport, gaining an increase in GVA of 13.6% and 16.4% respectively. This suggests that growth in economic productivity within the Borough has lagged behind other locations in the wider Solent area and beyond in recent years.

Figure A7 Sector Productivity



Source: Oxford Economics 2017 / Lichfields analysis

Note the chart excludes mining and quarrying and electricity, gas, steam and air conditioning supply as no GVA figures for these sectors was available at the time of writing

Business Floorspace

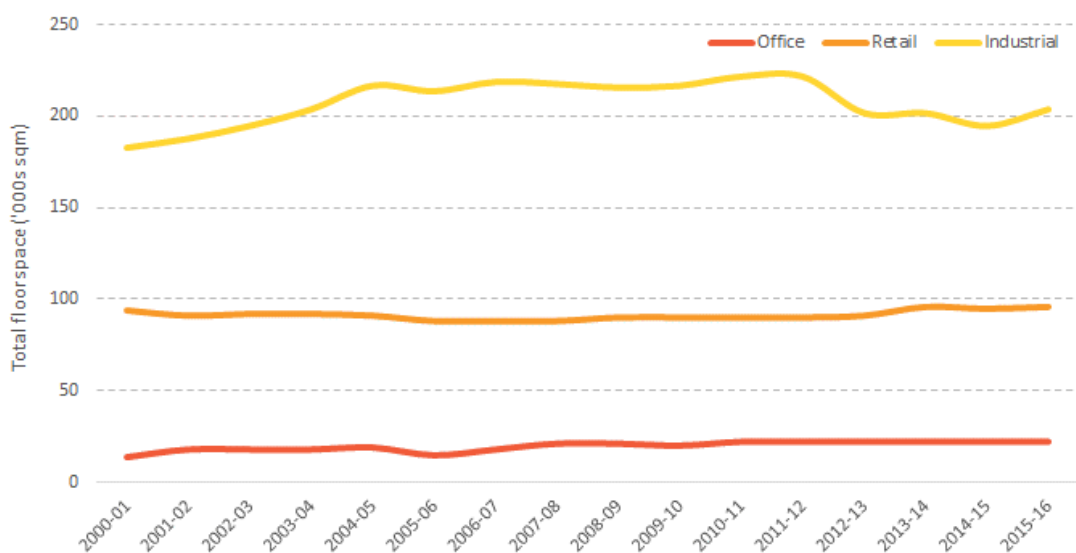
Valuation Office Agency (VOA) statistics provide an indication of the scale of office, retail and industrial floorspace in Gosport. **Error! Reference source not found.** A1 and Figure A8 below show the stock of business floorspace in Gosport during 2015/2016 and how the stock has changed over time. This shows that the stock of all three types of space grew over the 15-year period between 2000/01 and 2015/16.

Table A1 Gosport Business Floorspace

Floorspace Type	Floorspace (m ²) (2015/16)	Absolute Change (2000/01 to 2015/16)	% Change in Total Floorspace (2000/01 to 2015/16)
Office	22,000	+8,000	57.1%
Retail	96,000	+2,000	2.1%
Industrial	204,000	+21,000	11.5%

Source: Valuation Office Agency (VOA) 2016 / Lichfields analysis

Figure A8 Change in Business Floorspace (2000-16)



Source: Valuation Office Agency (VOA) 2016 / Lichfields analysis

In comparison to the Solent LEP area and South East, Gosport experienced faster growth in office floorspace, albeit from a significantly smaller base. Industrial floorspace in Gosport also expanded at a higher rate than in the Solent LEP area and South East, while retail floorspace stock grew at a lower rate than the other two areas.

The comparatively small stock of commercial floorspace in the Borough has knock-on implications for business rate revenues collected by the Council. Latest DCLG data on National Non-Domestic Rates (NNDR) indicates that in 2016/17, Gosport Borough Council received just under £17m in NNDR income, and this was comparatively lower than nearby authority areas elsewhere in the Solent that accommodate larger stocks of commercial space. For instance, the equivalent NNDR income in 2016/17 for Fareham, Portsmouth and Havant was £43m, £84m and £33m respectively.

Business Base and Demography

In 2017, 1,995 enterprises were located in Gosport²³. The majority of enterprises (90.0%) were micro in scale (0-9 employees). Gosport’s business demography differs from the Solent LEP area and South East in that it has a lower proportion of medium-sized businesses, and has no firms employing 250 or more people. Table A2 below provides more detail.

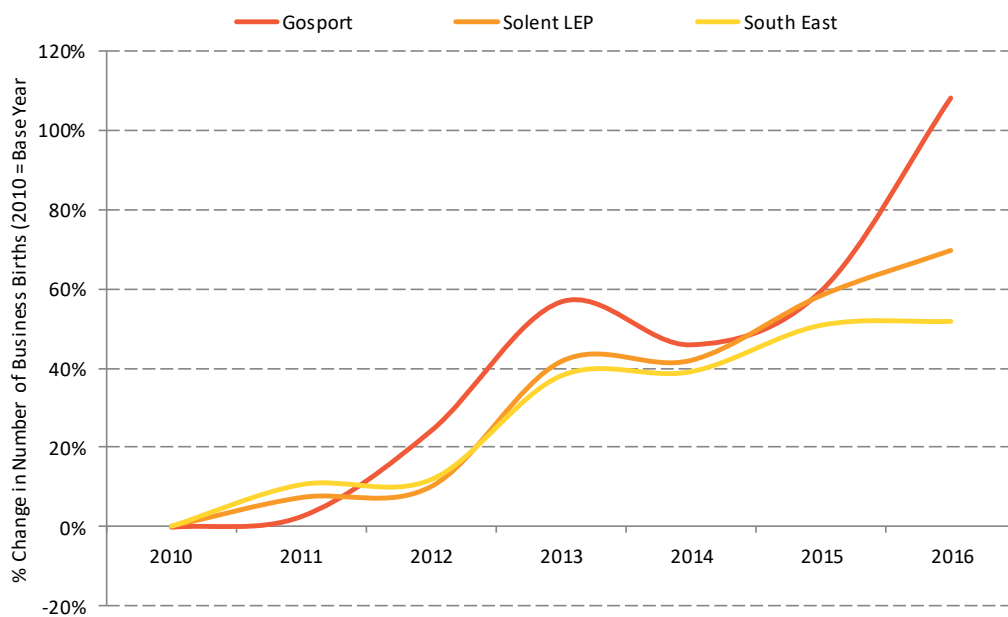
Table A2 Enterprise Size Profile (2018)

Enterprise Size (No of Employees)	Gosport	Solent LEP	South East
Micro (0 to 9)	90.0%	88.1%	90.0%
Small (10 to 49)	8.5%	10.0%	8.1%
Medium-sized (50 to 249)	0.8%	1.6%	1.5%
Large (250+)	0.0%	0.3%	0.4%

Source: ONS 2018 / Lichfields analysis

Figure A9 shows proportional business birth change in the Gosport, Solent LEP area and South East, using the number of enterprises born in 2010 as a base²⁴. All the areas have experienced an increase in the number of businesses annually after 2010. Gosport differs from the LEP area and South East as the number of business births has grown significantly more than both other areas. From 2010 to 2016 the number of births per annum more than doubled, indicating an entrepreneurial business culture within the Borough.

Figure A9 Business Births (2010-2016)



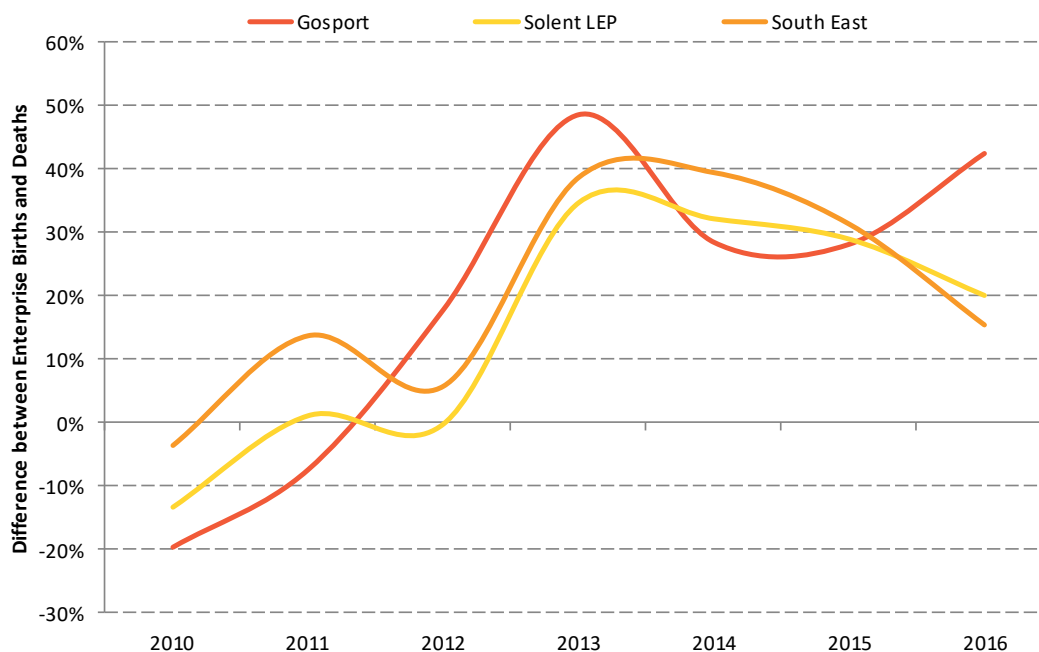
Source: ONS 2017 / Lichfields analysis

Figure A10 presents proportional differences between enterprise births and deaths. This shows that between 2010 and 2016, Gosport had a higher number of deaths than births for three of the years (2012, 2013 and 2016). In comparison, the Solent LEP area and South East both had higher proportions of births than deaths than Gosport during 2010, 2011 and 2014.

²³ ONS, UK Business Counts (2018)

²⁴ ONS, Business Demographics (2016)

Figure A10 Difference between Enterprise Births and Deaths



Source: ONS 2017 / Lichfields analysis

Minus results on the chart mean that there were more deaths of enterprises than births that year, resulting in a net loss of enterprises. Positive results mean there were more enterprise births than deaths in a year, resulting in a net gain of enterprises.

Table A3 shows the proportion of enterprises born in 2011 that survived over the five-year period to 2016. By 2016, 39.5% of enterprises born in Gosport 2011 had survived, which is below the Solent LEP wide and South East equivalent rates (45.4% and 46% respectively). This suggests that businesses 'born' in Gosport may face more significant challenges to survival and growth than those born elsewhere across the wider sub-region and region.

Table A3 Enterprise Survival Rate (2011-2016)

Years Survived from Birth (2011)	Proportion of Enterprises Remaining		
	Gosport	Solent LEP	South East
One	94.7%	93.6%	93.5%
Two	73.7%	76.8%	77.2%
Three	57.9%	62.5%	62.4%
Four	50.0%	52.7%	53.0%
Five	39.5%	45.4%	46.0%

Source: ONS 2017 / Lichfields analysis

Labour Market

Gosport's labour market is characterised by a similar working age economic activity rate to the Solent LEP area, while the South East in comparison has a slightly higher economic activity rate (81.4%)²⁵. Within the Borough, economic activity varies significantly between males and females (92% and 67% respectively) suggesting that fewer females are in work or seeking work. This represents an immediate and obvious source of potential to grow and diversify Gosport's resident labour supply to be able to take up employment opportunities as and when they arise.

²⁵ ONS, Annual Population Survey (2018)

Gosport also has a slightly higher proportion of working age residents (1.5%) claiming jobs seekers allowance than the South East average (1.2%)²⁶.

The proportion of working age residents in Gosport with a degree or higher-level qualifications (National Vocational Qualification Level 4+ (NVQ4+)) is relatively low in comparison to the Solent LEP area and South East. Gosport also has a lower proportion of working age residents with no qualifications. Table A4 below presents further details.

Table A1 Key Labour Market Characteristics

	Gosport	Solent LEP	South East
Economic Activity Rate Age 16-64	80.8%	79.8%	81.4%
Out-of-Work Benefits Claimant Count (March 2018)	1.5%	-	1.2%
Resident Qualification Level Age 16-64 (Dec 2016)	NVQ4 and Above	28.3%	34.4%
	NVQ3 and Above	52.4%	58.2%
	NVQ2 and Above	72.4%	76.8%
	NVQ1 and Above	88.1%	88.8%
	Other Qualification	8.4%	5.5%
	No Qualifications	3.5%	5.6%
Resident Occupation Group (Dec 2017)	SOC Major Group 1-3	35.9%	42.6%
	SOC Major Group 4-6	32.6%	30.7%
	SOC Major Group 7-9	29.8%	26.1%
Median Gross Weekly Earnings by Residence (2016)	£455.0	£445.0	£484.9
Median Gross Weekly Earnings by Workplace (2016)	£426.0	£448.4	£466.1

Source: ONS 2018 / Lichfields analysis

Note: 1 SOC 2010 Major Group 1 - 3 includes managers, directors and senior officials; SOC 2010 Major Group 4 - 5 includes administrative and trade occupations; SOC 2010 Major Group 6 - 7 includes service and sales occupations; and SOC 2010 Major Group 8 - 9 includes machinery, plant & process operatives and elementary occupations.

The lower level of Gosport employed residents in SOC groups 1-3 corresponds with the Borough's proportion of residents qualified to an NVQ Level 4+. Gosport has higher proportions of employed residents in SOC groups 4-6 and 7-9, which typically do not require as high a level of qualifications as SOC groups 1-3. This matches how Gosport's residents are less well qualified than in the Solent LEP and South East on average.

Resident earnings in Gosport are higher than across the Solent LEP area as a whole, but fall below the South East average (£455, £445 and £484.90 respectively)²⁷. Workplace wages in Gosport are however lower than what residents earn (£426 versus £455). This is likely to reflect the relatively high levels of out-commuting from Gosport amongst higher skilled residents (see below) and also the comparably lower skilled workplace jobs available within the Borough.

This analysis suggests that the resident skills base in Gosport is lower skilled and less well qualified compared with other areas in the Solent, and this poses a key challenge in terms of achieving greater levels of productivity within the Borough's economy over the coming years.

²⁶ ONS, Claimant County (March 2018)

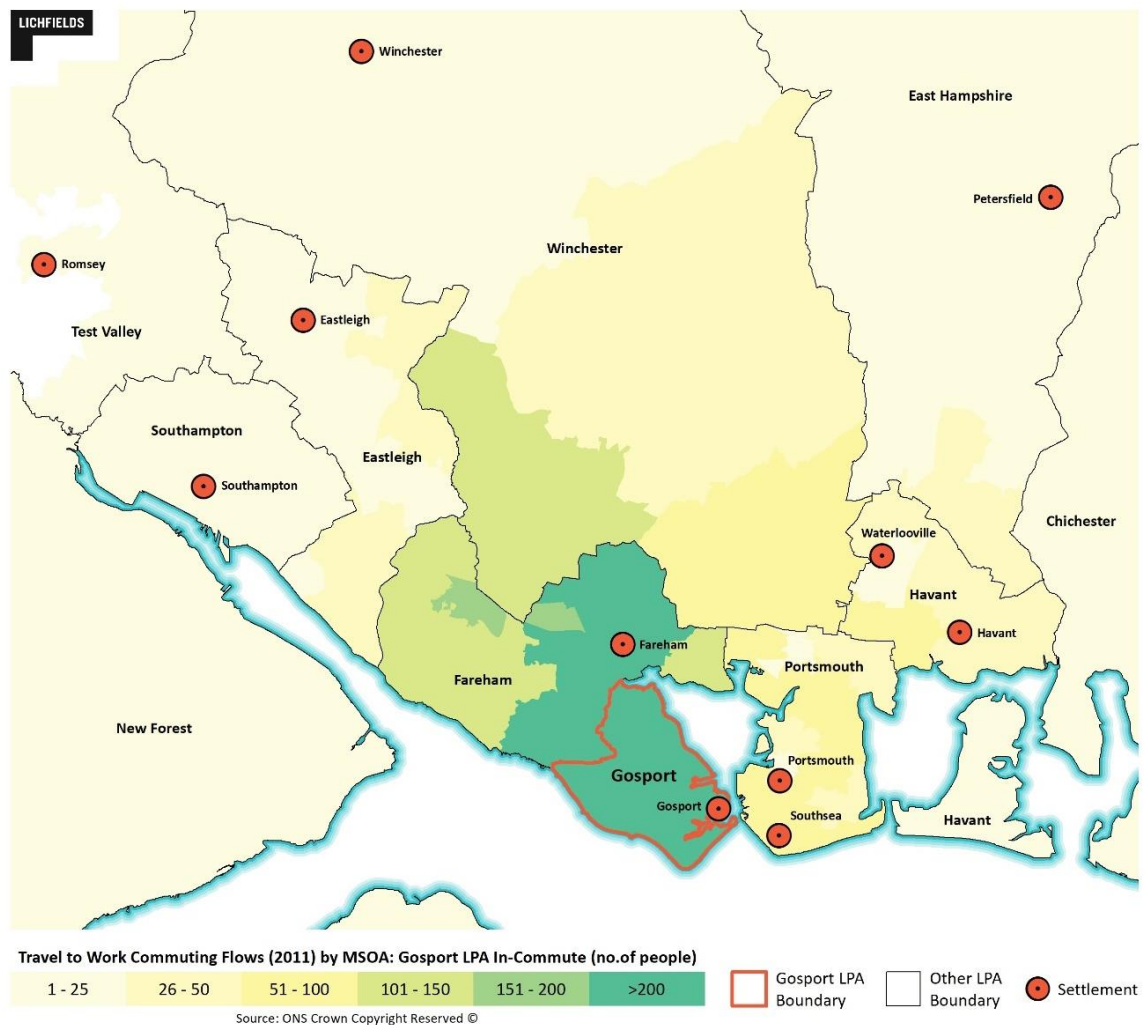
²⁷ ONS, Annual Survey of Hours and Earnings (2017)

Commuting Flows

Based on Census 2011 origin and destination data, Gosport has a labour self-containment rate of 51.4% (i.e. 51.4% of residents also work in the Borough), indicating that a high proportion of residents out commute from the Borough to work elsewhere²⁸. In total, 20,600 Gosport residents commute out of the Borough, while 7,400 people commute into the Borough to work from other local authorities elsewhere. The most popular destinations for out-commuters are Fareham and Portsmouth (34.4% and 28.8% respectively), which are also the largest sources of in-commuters (38.9% and 17.8% respectively).

Figure A11 and A12 below illustrate spatial patterns of in-commuting and out-commuting from Middle Super Output Areas (MSOAs) in and outside of Gosport. The maps indicate that much of Gosport’s workforce comes from MSOAs in the Borough and nearby in Fareham, while out-commuting from Gosport is to a number of different locations including a large proportion of Fareham and parts of Portsmouth City.

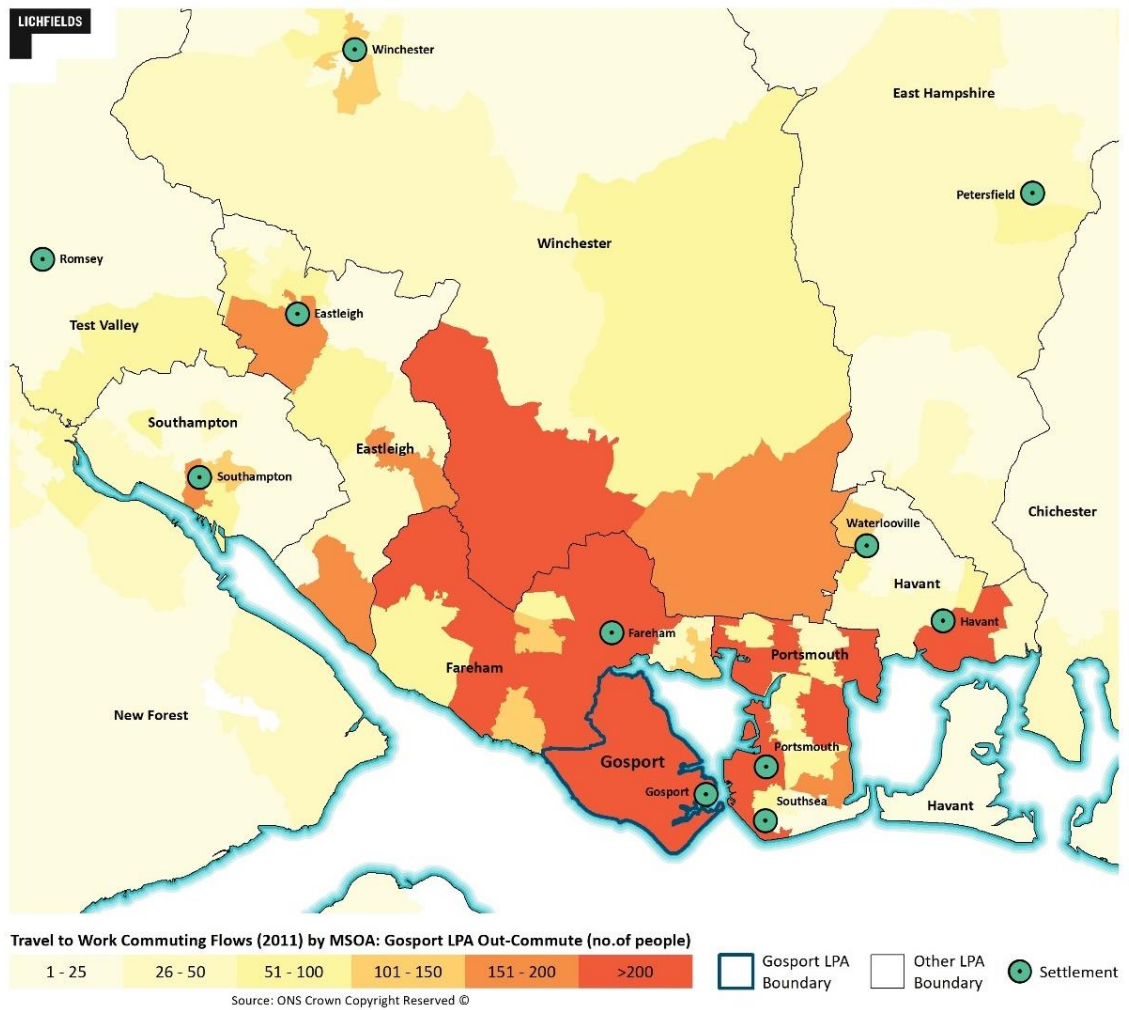
Figure A11 Gosport In-Commuting (2011)



Source: ONS 2011 / Lichfields analysis

²⁸ ONS, Census (2011)

Figure A12 Gosport Out-Commuting (2011)



Source: ONS 2011 / Lichfields analysis

Deprivation

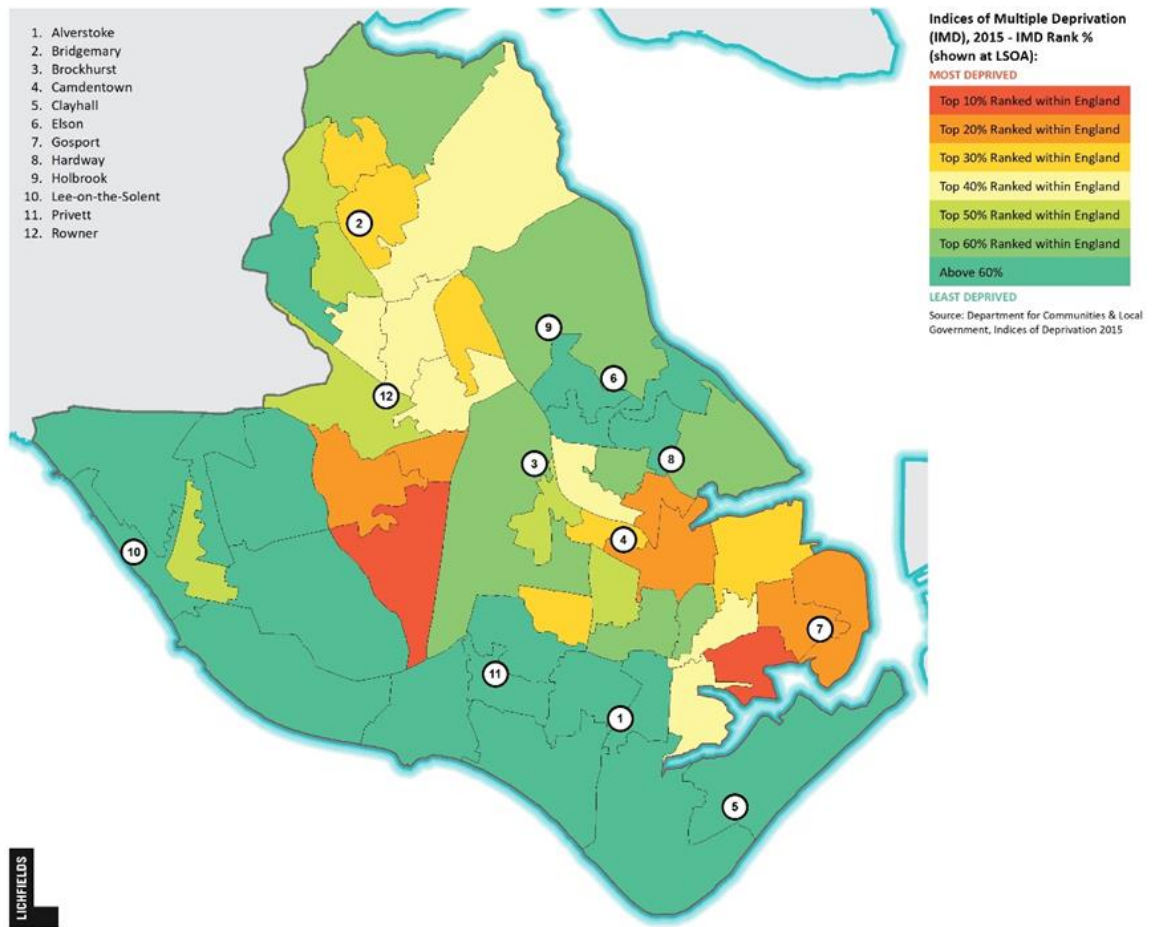
Deprivation at the local level is measured by the Indices of Multiple Deprivation (IMD), which uses a series of data to rank areas across seven domains that range from income to health²⁹. These categories are combined to produce an overall score for each local authority in England.

The IMD 2015 identifies in overall terms (i.e. a synthesis of the seven domains of deprivation) that Gosport is ranked 131st out of the 326 local authorities in England, which means the Borough was just outside of the top 40% most deprived local authorities in the country as of 2015. Across the seven domains of deprivation, Gosport performs poorly in the education and living domains, ranking within the top 16% and 24% most deprived local authorities respectively.

Figure A13 provides a more detailed spatial profile of deprivation across Lower Super Output Areas (LSOAs) in Gosport. Overall, the majority of LSOAs are located outside of the top 50% most deprived LSOAs in England. The largest pockets of deprivation in the Borough are situated around the town centre and Rowner.

²⁹ Ministry of Housing, Communities and Local Government, Indices of Multiple Deprivation (2015)

Figure A13 Indices of Multiple Deprivation



Source: Ministry of Housing, Communities and Local Government 2015 / Lichfields analysis

Housing

The total stock of dwellings in Gosport stood at 37,430 in 2017, according to the latest MHCLG data³⁰. Completions of new residential dwellings in the Borough have fluctuated over recent years, with completion of new build dwellings dropping in 2013/14 and having picked up since then. Further analysis of housing completions is included in section 3.0.

Average (median) house prices in Gosport Borough stood at £202,000 in 2017³¹, the lowest across all local authority areas in Hampshire. The Hampshire-wide average house price is more than 50% higher at £314,000.

³⁰ MHCLG Live Table 100 Dwelling stock: Number of Dwellings by Tenure and district: England; 2017

³¹ ONS House Price Statistics for Small Areas (HPSSAs) 2018

© Nathaniel Lichfield & Partners Ltd 2018. Trading as Lichfields.
All Rights Reserved.
Registered Office:
14 Regent's Wharf
All Saints Street
London N1 9RL

All plans within this document produced by Lichfields are based upon Ordnance Survey mapping with the permission of Her Majesty's Stationery Office. © Crown Copyright reserved. Licence number AL50684A

Cover image: Google Earth

Formatted for double-sided printing.