

City Centre Action Plan

City Centre Industrial Employment Sites Background Paper

August 2013



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City Centre Industrial Employment Sites Background Paper

This background document accompanies the Submission Documents and outlines some background in relation to the section on retail. This document is not on deposit for consultation and is background evidence.

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1. Industrial Employment Sites Study Methodology

- 1.1 This review of safeguarded employment sites is part of the evidence base supporting the City Centre Action Plan. Industrial employment land generally consists of industrial, warehouse and some sui generis uses.
- 1.2 The PUSH Sub-Regional Policy Framework for Employment Floorspace (2008) set the following targets for net new employment development in Southampton from 2006 to 2026:
- | | |
|-----------|---------------|
| Industry | - 16,000 sq m |
| Warehouse | - 81,000 sq m |
- 1.3 Southampton's core strategy (policy CS 6) reflects these figures, expressing them as a combined industrial / warehouse target of 97,000 sq m. Both documents express these as broad and approximate targets to be subject to ongoing monitoring and review within the Partnership for Urban South Hampshire at a sub regional level.
- 1.4 The targets were reviewed as part of the South Hampshire Strategy 2012 reflecting the change in economic conditions since the original strategy was produced. The combined industrial / warehouse target for Southampton, 2011 to 2026 is 59,000 sq m.
- 1.5 The Core Strategy 'Employment land safeguarding background paper' (2008) justified the approach in the adopted Core Strategy for the period to 2026. It set out the national and regional policy framework at that time. Since then the NPPF has been published. Section 1 emphasises the importance of economic growth (paras 18 – 21). Para. 22 explains that sites should not be protected where there is no reasonable prospect of employment use. It gives no indication that sites should be lost where there is a reasonable prospect of economic use. The paper includes information on baseline economic and property indicators for a period of steady economic growth (2000-2006) and discusses the more recent downturn to 2009. It also sets out the approach to meet future growth and explains the relationships between employment targets and the need for new development sites and safeguarding existing sites. It relates the position to the SHLAA in order to ensure consistency between the two documents. The updated SHLAA is also consistent with the approach in this paper. As at 2013, despite the economic difficulties, the city centre industrial estates continue to enjoy high levels of occupancy.
- 1.6 This review does not repeat information in the background paper and they should really be read together to get a true picture of the councils approach to planning for employment.
- 1.7 The councils approach to safeguarding land for employment was supported by the Inspector at the Core Strategy examination. The Report on the Examination into the Southampton Core Strategy DPD (2009) states that: *"I am satisfied that the overall policy approach is both reasonable in principal and realistic in practice and that the various criteria to be applied to the proposals are appropriate in detail and sufficiently flexible to assist implementation."*
- 1.8 The Inspector also supported the requirement that where a site is released from safeguarding that the redevelopment include some employment noting

that: “the ambitious SEP and PUSH objectives for the local economy are unlikely to be achieved if any significant areas of land or strategic sites are allowed to go out of employment use entirely, if only because of the difficulty of finding suitable replacements.”

- 1.9 This study focuses on the allocated and safeguarded employment sites and undertakes a more detailed analysis in line with Policy CS 7 of the Core Strategy which sets out the approach to safeguarding sites for employment.

Core Strategy Policy CS 7

In order to meet the South East Plan’s economic aims, as set out in Policy CS 6, there is a strong need to safeguard employment sites. All existing employment sites and allocations will be safeguarded for employment use, through the Sites and Policies DPD or City Centre Action Plan unless:

1. *There is clear evidence that a site is not, and is not likely to become, viable for employment use; or*
2. *There is a strong justification to release a site from employment safeguarding, on the following grounds:*
 - a) *The redevelopment of the site, given its specific location, could deliver strong and distinctive planning / regeneration benefits, or*
 - b) *The site is no longer suitable for employment use taking into account, its accessibility and its effect on residential amenity and the environment including the Habitats Regulations; and these grounds outweigh the strong need to safeguard employment sites taking into account the following specific issues:*
 - c) *Any location-specific employment needs met by a site (e.g. for waterfront marine use); and*
 - d) *The benefit of retaining an employment site close to the priority neighbourhoods.*

Where a site is released from safeguarding, the requirement will be for a mix of uses to include suitable B1, B2 and / or B8 employment. The Sites and Policies DPD will provide further guidance where appropriate on the types of employment use suitable to particular sites, to recognise amenity issues for example.

- 1.10 The following sites from the Local Plan Review (2006) were assessed:
- Safeguarded major employment sites (Policy REI 9)
 - Safeguarded industrial sites (Policy REI 10)
 - Safeguarded light industrial sites (Policy REI 11)
 - Safeguarded industry reliant upon wharfage and port related uses (REI 12)
 - Safeguarded site, Shamrock Quay (REI 13)
 - Any remaining safeguarded major sites/areas; that include a significant employment allocation which has not yet been developed (MSA Policies)
- 1.11 All sites were surveyed in summer 2010. In total 56 sites were visited. The survey work was complemented by further desktop work gathering more information on sites and identifying any further constraints whether physical or policy based. It also added more detail in terms of planning history, market attractiveness and access.

1.12 The site surveys were based on the following information:

A general description of the site.

Identification of any LPR or Core Strategy designations on site, or adjacent to it.

A description of the surrounding area, in particular adjacent uses.

1.13 Market attractiveness - general information from the site analysis including apparent occupancy rates and signs of new investment, including any relevant recent planning history. Vail Williams site rating from their Commercial Property Appraisal for Eastleigh and Southampton (2007).

1.14 The Vail Williams Appraisal was jointly commissioned by Southampton City Council and Eastleigh Borough Council to provide research into the state of the commercial property market and to look at the potential of future employment sites from a commercial perspective. The work was commissioned to form part of both councils' evidence bases for forward planning purposes.

1.15 The employment sites that were assessed as part of the Vail Williams work were grouped into 4 categories:

A – *Status Quo to persist – the buildings are generally well occupied and we would expect them to remain in their current use for the foreseeable future.*

B – *Rolling Investment – the estate is likely to see rolling redevelopment to provide more modern buildings, essentially in the same employment market sector.*

C – *Higher Value Economic Sector – this location has the potential for intensification of employment and economic development and may see gradual conversion of floorspace to offices.*

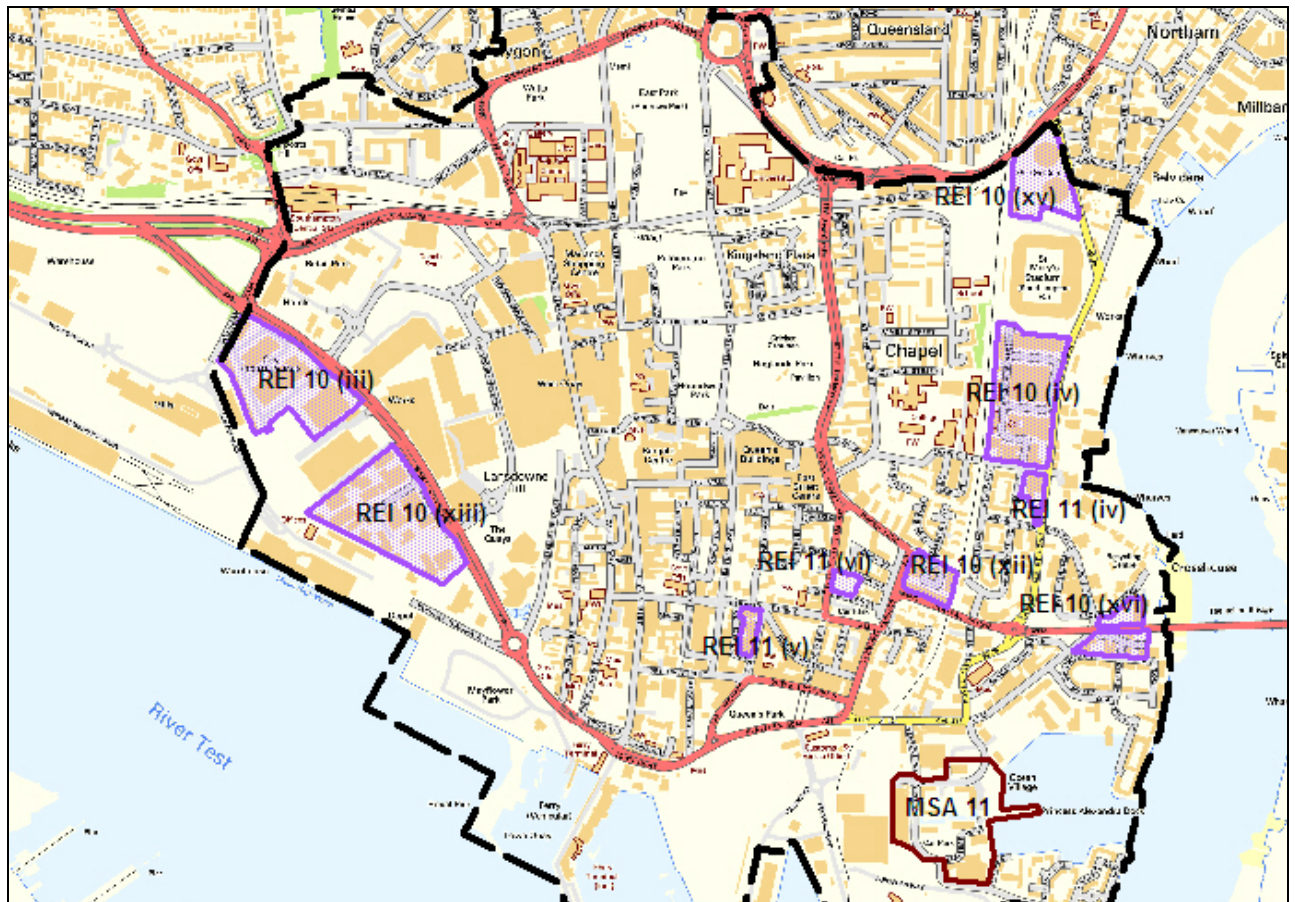
D – *Change of Use – if buildings here fall into disuse then subject to test marketing to properly evaluate demand, viable redevelopment for employment will depend upon a higher value use as a catalyst, possibly entailing mixed use.*

1.16 Access - identifies which Public Transport Accessibility Level the site is in (see Appendix 2 of the Core Strategy 2010 for the PTAL map). Uses the Local Transport Plan to identify whether sites are on strategic roads, strategic lorry routes or local lorry routes, identifies the likely route to access the site and whether these pass immediately through residential areas.

1.17 Priority communities – Taken from the central point of the employment area, it identifies whether this is within 1km (radius) of a priority community. A priority community is ranked relatively within the top 10% level of deprivation of communities in England (geographical areas consisting of the 'census super output area'), which measures general lack of resources and opportunities based on data from the Government's Indices of Deprivation published in March 2011. 1 km was chosen as it is within walking distance and it was considered important to try and maintain jobs within close distance of these areas.

- 1.18 If the site was considered by the LPR Inspector (Report 2004), a brief paraphrased summary of her position is included.
- 1.19 Strategic Housing Land Availability Assessment (SHLAA) – Earlier SHLAAs (2009, partial update 2011) and the current SHLAA (2013) are consistent with this employment study. Only those industrial sites identified by this employment study as suitable for release are counted in the SHLAAs towards the dwelling contribution to 2026.
- 1.20 Other information of interest was noted.
- 1.21 Internal meetings were held with Environmental Health and Highways Development Management to establish whether there were any significant constraints to a site in terms of its layout or access or whether there were any significant environmental health concerns. Generally these comments have been integrated into the site summaries. However, some general points were made which are summarised below:
- 1.22 Access
Sites on the River Itchen: where sites are located on the river banks and the water is deep enough and there is access to wharves and/or quays some sites can take advantage of products being moved by water, which is a significant benefit.
- 1.23 Environmental Health
Where sites are located near water (particularly with regard to the Itchen) noise can be reflected by the water. This can be an issue, particularly with loud uses/businesses and especially when they are near to, or opposite residential development, which the noise could be carried to.
- 1.24 Where industrial allocations are near residential properties they have the potential to have an impact (particularly noise or odour) which will vary depending on the business. Ideally a buffer zone would be created of light industrial units or businesses that are less likely to have an impact, so that noisier units are located further from residential properties. In practice creating a buffer is probably not very feasible, as the majority of these sites are already developed. However, where new applications come forward it may be possible to implement noise attenuation measures or locate noisier aspects away from residential properties.
- 1.25 The city has been split into 6 areas, Central, City Centre, East, North, South and West, to make the document more manageable. Separate sections have been included for the specialist employment allocations (REI 12 and REI 13) and these have also been split, into East and West.

City Centre Area



There are 10 employment sites in the city centre area; 6 sites are allocated for industry and warehousing; 3 sites for light industry and 1 is a major site allocation. The major site allocation (Ocean Village - Land at Ocean Way, Maritime Walk and fronting Alexandra Docks) is allocated for a mix of uses including offices and a maritime innovation centre.

The sites are mainly distributed to the east of the primary shopping area and High Street with a number concentrated close to the Itchen riverfront. The industrial sites allocated on the western edge of the city centre (West Quay Road and City Industrial Park) fall within the 'Major Development Quarter' as defined by the Core Strategy.

Sites

- REI10(iii) City Industrial Park**
- REI10 (iv) Central Trading Estate**
- REI10 (xii) City Commerce Centre (Central Bridge)**
- REI10(xiii) West Quay Road**
- RE10 (xv) Gasholder site**
- REI 10 (xvi): Floating Bridge Road**

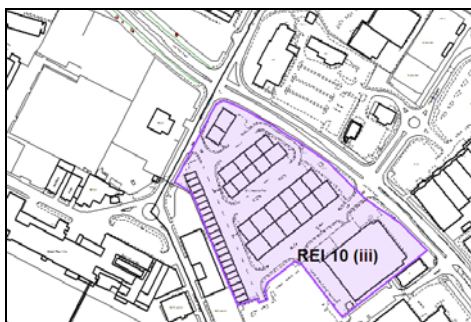
REI 11 (iv) Albert Road North / Paget Street⁵

⁵ Incorrectly referenced on the LPR map as REI 11 (V)

REI 11 (v) Brunswick Square Industrial Area
REI 11 (vi) College Street Site

**MSA11 Ocean Village - Land at Ocean Way, Maritime Walk and fronting
Alexandra Docks**

REI10(iii) City Industrial Park



General Description: Site comprises a good sized well established industrial estate (4.5ha) which contains a variety of businesses including printers, auto related businesses, suppliers etc. The building stock is reasonably modern and appears to be in a good state of repair.

Designations on site:

Core Strategy CS23 - Flood risk zone 2 and 3
Core Strategy CS2 - Major Development Quarter
Local Plan HE6 – Archaeological Remains.

Designations nearby:

Local Plan CLT14 – Late Night Hubs to south-east
Local Plan REI14 - Port related uses to south
Local Plan MSA14 – Norman Offer (major site allocation) to north west
Local Plan REI3 – Primary Shopping Area to north east.

Surrounding area: The site is situated reasonably close to the Central Station and primary shopping area with the West Quay retail park being located to the north of the site. Further industrial uses and the Leisure World complex are located to the south east and the port land is situated to the south.

MDI: Beyond 1km of a priority community

Market attractiveness: The site is very well occupied and is in a prominent location. The site is within the MDQ which has identified aims to provide a mix of uses including offices. There has been recent planning history for minor alterations to existing units.

Vail Williams: B – Rolling Investment / C – Higher Value Economic Sector

Access:

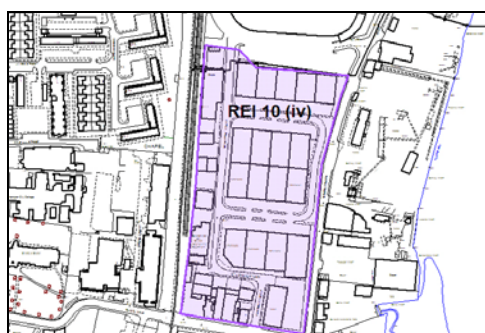
Public transport / pedestrian: PTAL value: 6 (high accessibility)

HGVs: There is good access to the site for lorries entering the city from the strategic lorry routes M271 and A33 from west and local lorry routes via the A3024 and the A33 from the east and north, the site is accessed from West Quay Road and Southern Road. Significant amounts of traffic use the West Quay road to access the docks.

LPR Inspectors Report: The LPR Inspector supported the policy of safeguarding the site for industry and warehousing.

Conclusion: Release (CS7 - 2(a)). The CCAP proposes to allocate the site as part of the mixed use allocation for the Western Gateway site, as part of the MDQ. The policy notes that the City Industrial Estate will include a substantial proportion of office development. **The site should be retained for industrial use if a redevelopment proposal cannot provide a substantial office element or suitable justification.**

REI10 (iv) Central Trading Estate



General Description: Site comprises a good sized well established industrial estate (4.1ha) which contains a variety of businesses including manufacturing, warehousing and distribution. The building stock is generally in a good state of repair.

Designations on Site:

Core Strategy CS23 - Flood risk zone 2 and 3

Local Plan HE6 - Archaeological Remains

Designations nearby:

Local Plan MSA12 – St Mary's Area to west

Local Plan L1 – Further Education (City College) to west

Local Plan HE3 & Core Strategy CS14 – Grade II Listed Buildings to the east

Surrounding Area: There is a mix of uses surrounding the site. Directly to the north is the football stadium with further safeguarded industrial sites beyond it. To the east are the wharves and to the south on the opposite side of Church Road are residential properties. Running along the west edge of the site is the railway line and beyond this are the City College and St Marys.

MDI: Within 1km of a priority community

Market Attractiveness: Overall occupancy rates appeared to be good, although there were a number 'To let' signs visible. There has been no recent planning history for the site.

Vail Williams: This site was not assessed. The site has similar characteristics to nearby sites to the north which are largely rated as category B – Rolling Investment.

Access:

Public transport / pedestrian: PTAL value: 2 and 3 (low and medium)

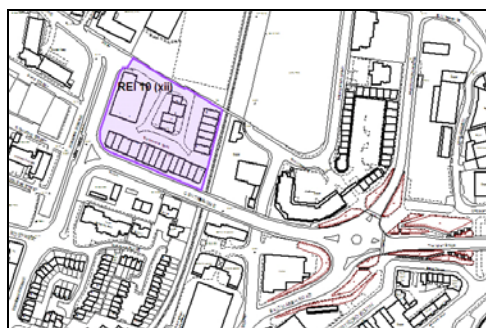
HGVs: There is good access to the site for lorries entering the city from the strategic lorry routes M271 and A33 from west and local lorry routes via the A3024 and the A33 from the east and north. The site is accessed off Granville Road via Chapel Road and Marine Parade via Britannia Road to the north and Central Bridge to the

south. The sight lines into the estate could be improved if junction improvements took place. The internal street layout offers good circulation.

Other: Proximity to wharfs and water based employment.

Conclusion: Retain. An established site in a good location near other safeguarded employment sites. The CCAP notes that throughout the plan period the Council will encourage the relocation of the wharves outside the city, which would create the potential for a wider comprehensive regeneration of the area. In this case the potential to redevelop the Central Trading Estate for mixed uses should be considered. The CCAP also notes that the football stadium may wish to expand on to the site, in which case this should also be considered. In the absence of either of these circumstances the Central Trading Estate continues to be safeguarded for employment uses.

RE110 (xii) City Commerce Centre (Central Bridge)



General Description: This is a small industrial area (0.9ha) with a particular focus on the marine sector and electrical engineering services. The building stock generally appeared to be in a reasonably good condition.

Designations on Site:

Core Strategy CS23 - Flood risk zone 2 and 3

Local Plan HE6 – Archaeological Remains

Tree Preservation Orders on north edge of site

Designations nearby:

Local Plan TI1(iii) – Transport Improvements to west

Local Plan HE1 & HE3 & Core Strategy CS14 – Listed Structure Central Bridge to south and conservation area to south east

Surrounding Area: To the north of the site are residential properties (although these are set back from the street edge). Apart from these properties the site is relatively isolated from other surrounding uses with the railway line situated to the east, Terminus Terrace to the west and the Central Bridge to the south.

MDI: Beyond 1km of a priority community

Market Attractiveness: The site appeared to be well occupied with few vacant properties visible. There has been no recent planning history for the site.

Vail Williams: B – Rolling Investment / D – Change of Use

Access:

Public transport / pedestrian - PTAL value: 4 (medium accessibility)
HGVs: There is good access to the site for lorries entering the city from the strategic lorry routes M271 and A33 from west and local lorry routes via the A3024 and the A33 from the east and north. The site is accessed from Marsh Lane. The internal layout is fairly reasonable.

Conclusion: Retain. The site is well occupied and largely separated from surrounding uses and appeared to enjoy a good level of activity.

REI10(xiii) West Quay Road



General Description: Site comprises a reasonably good sized (4.5ha) of well occupied light industrial units. Some of the building stock is showing signs of ageing.

Designations on site:

Core Strategy CS23 - Flood risk zone 2 and 3
Core Strategy CS2 - Major Development Quarter
Local Plan HE6 – Archaeological Remains

Designations nearby:

Local Plan CLT14 – Late Night Hubs to north-west
Local Plan REI14 - Port related uses to south

Surrounding area: The site is situated reasonably close to the Central Station and primary shopping area with the West Quay retail park being located to the north of the site. Further industrial uses and the Leisure World complex are also located to the north.

MDI: Beyond 1km of a priority community

Market attractiveness: The site was very well occupied and is in a prominent location. The site is within the MDQ which has identified aims to provide a mix of uses including offices. There has been no recent planning history for redevelopment of the site, with the exception to minor alterations to existing units.

Vail Williams: B – Rolling Investment / C – Higher Value Economic Sector

Access:

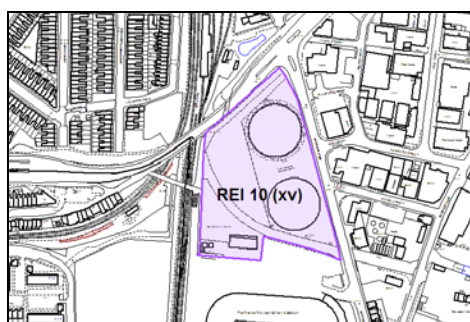
Public transport / pedestrian: PTAL value: 6 (high accessibility)
HGVs: There is good access to the site for lorries entering the city from the strategic lorry routes M271 and A33 from west and local lorry routes via the A3024 and the A33 from the east and north, the site is accessed from West Quay Road and

Southern Road. Significant amounts of traffic use the West Quay road to access the docks.

LPR Inspectors Report: The LPR Inspector supported the policy of safeguarding the site for industry and warehousing.

Conclusion: Release (CS7 - 2(a)). The Draft CCAP proposes to allocate part of the site as part of the mixed use allocation for the Western Gateway site, part of the MDQ. The south eastern corner of the site is likely to be allocated as part of the Royal Pier site (which is likely to be a mixed use redevelopment). The policy for Western Gateway notes that the West Quay Road Industrial area will include a substantial proportion of office development. **The part of the site within “Western Gateway” should be retained for industrial use if a redevelopment proposal cannot provide a substantial office element or suitable justification.**

RE10 (xv) Gasholder site



General Description: Prominent site with single use for gas holders (1.4 ha). The gasholder structures are approved locally listed buildings.

Designations on Site:

Local Plan SDP18 - Hazardous installations

Local Plan HE6 – Archaeological Remains

Core Strategy CS14 and Local Plan HE4 - Locally Listed Building.

Core Strategy CS23 - Flood risk zone 2 and 3

Designations nearby:

Local Plan MSA12 – St Mary’s area to west

Local Plan CLT3/CS21 – Open space to west

Local Plan TI4 – Rail Siding to north

Surrounding Area: The surrounding area is predominantly industrial with a number of other safeguarded sites and the wharves being located within a short distance. The football stadium is situated immediately to the south and the railway line runs along the western edge. There are also residential properties to the north although these are on the opposite side of the busy Northam Road.

MDI: Within 1km of a priority community

Market attractiveness: The gas holders are used and are in an area that is predominantly industrial which would seem to lend itself to further industrial use should the site become available. The site is situated in a prominent location on a key route into the city centre. There has been no recent planning history for the site.

Vail Williams: B – Rolling Investment

Access:

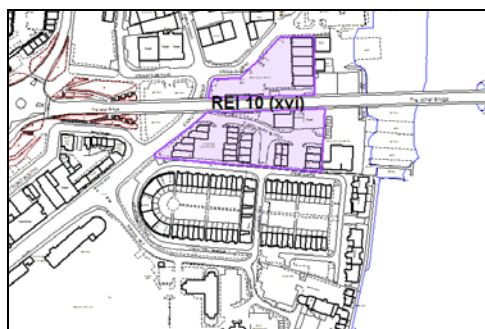
Public transport / pedestrian - The PTAL value: 3 (medium accessibility)

HGVs: There is good access to the site for lorries entering the city from the strategic lorry routes M271 and A33 from west and local lorry routes via the A3024 and the A33 from the east and north, the site is accessible off Britannia Road.

LPR Inspectors Report: The LPR Inspector supported the change to the policy which stated that the site would also be suitable to provide additional complementary facilities for the football ground.

Conclusion: Retain. Gasholders still in use, situated within a predominantly industrial area. The supporting text of Policy REI 10 states that the site would also be suitable to provide complementary facilities for the football ground, should there be an opportunity for expansion.

REI 10 (xvi): Floating Bridge Road



General Description: This is a small industrial area (1.1ha) with a mix of occupiers, including service industries in engineering, repairs, catering. The area has about 32 units mostly of a smaller size (around 100m²).

Designations on Site:

Local Plan HE6 – Archaeological Remains

Core Strategy CS23 - Flood risk zone 2 and 3

Designations nearby:

Local Plan NE5 – Intertidal Mudflat Habitats to east

Surrounding Area: The site is on the western side of the River Itchen in an area that is generally dominated by industrial and business uses (particularly to the north). To the south the area is dominated by residential properties and there is potential that industrial uses on this site could impact upon them.

MDI: Beyond 1km of a priority community

Market attractiveness: The site appeared to have a good level of occupation with few 'To let' signs visible. There has been no recent planning history for the site.

Vail Williams: B – Rolling Investment / D – Change of Use

Access:

Public transport / pedestrian - PTAL value: 4 (medium accessibility).

HGVs: There is good access to the site for lorries entering the city from the strategic lorry routes M271 and A33 from west and local lorry routes via the A3024 and the A33 from the east and north. The site is accessible by exiting onto Central Bridge and heading along Albert Road North and Endle Street via Elm Terrace.

LPR Inspectors Report: The LPR Inspector concluded that the Biffa waste disposal services should be included in the safeguarded site as there were no specific proposals for the water activity centre to expand and that Biffa was physically and functionally integral to the larger industrial area.

Conclusion: North of Floating Bridge Road: Release (CS7 - 2(a)). South of FB Road: Retain and reconsider once Town Depot has been developed. The site is well occupied and situated in a largely industrial area; however, there is a significant opportunity as the site is adjacent to the vacated Town Depot site. The CCAP is planning positively for this area and proposes to release the northern part of the site (Cross House) as part of the proposed mixed use redevelopment of Town Depot. The CCAP then proposes to continue to safeguard the remainder of the site for light industrial uses, but to review this following the completion of the Town Depot redevelopment.

REI 11 (iv) Albert Road North / Paget Street⁶



General Description: The site (0.37 ha) is dominated by a boat interior fitting company, with 5 small units immediately adjacent and areas of parking; a public house is on the south-east corner.

Designations on Site:

Local Plan HE6 – Archaeological Remains

Core Strategy CS23 - Flood risk zone 2 and 3

Designations nearby:

None

Surrounding Area: There are a significant number of industrial uses within the surrounding area. There has been a significant amount of recent residential development which has taken place to the west of the site.

MDI: Beyond 1km of a priority community

⁶ Incorrectly referenced on the LPR map as REI 11 (V)

Market attractiveness: The northern half of this site is in well established use by one user. The adjacent uses to the southern half are mixed; some industrial units appear to be unoccupied, and the pub is accessed from the road around the corner and feels detached from the rest of this site. There has been recent planning history for minor alterations to existing units which shows continued investment for the site.

Vail Williams: This site was not assessed. The site has similar characteristics to nearby sites to the north which are largely rated as category B – Rolling Investment.

Access:

Public transport / pedestrian - PTAL value: 4 (medium accessibility)

HGVs: There is good access to the site for lorries entering the city from the strategic lorry routes M271 and A33 from west and local lorry routes via the A3024 and the A33 from the east and north. The site is accessed off Marine Parade via Britannia Road and Chapel Road to the north, Paget Street via Central Bridge, Albert Road North and Anglesea Terra to the south. HGV access is good, however, there is limited circulation / manoeuvring space due to the small size of the site.

Conclusion: Retain. Site is generally well occupied and has good access. The Draft CCAP proposes to allocate the site for light industrial uses.

REI 11 (v) Brunswick Square Industrial Area



General Description: This is a small site (0.38ha) with a mix of uses including industrial, retail and storage although it is largely dominated by one business. The smaller industrial units are showing signs of age.

Designations on Site:

Core Strategy CS23 - Flood risk zone 2 and 3

Local Plan HE6 - Archaeological Remains

Designations nearby:

Local Plan H1 - Housing Sites Central to east and west

Local Plan HE1 and Core Strategy CS14 - Conservation Area to the east

Local Plan HE3 and Core Strategy CS14 - Listed Buildings to the east

CLT14 – Late Night Zone to the east

Surrounding Area: This is a fairly central site near the retail core. There are a mix of uses in the surrounding area including residential retail and restaurants, offices and further industrial uses. The site is adjacent to a major development opportunity – The Fruit and Vegetable market. Recent years have seen the development of high blocks of flats on a number of nearby sites.

MDI: Beyond 1km of a priority community

Market Attractiveness: Reasonably well occupied but buildings are showing their age. With a number of units on the opposite side of the square vacant (including the former New Yorks night club) there is an opportunity to release this site from an employment allocation **to form part of a wider Fruit and Vegetable market site (See CCAP)**. There has been no recent planning history for the site.

Vail Williams: B – Rolling Investment / D – Change of Use

SHLAA estimated yield: 75

Access:

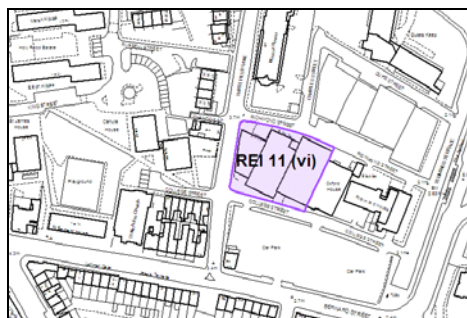
Public transport / pedestrian: PTAL value: 6 (high accessibility)

HGVs: There is reasonably good access for lorries entering the city from the strategic lorry routes M271 and A33 from the west and local lorry routes via the A3024 and the A33 from the east and north. The site is accessed from the smaller Terminus Terrace and Bernard Street. With its more central location access is less ideal than for other industrial sites closer to the edge of the city centre and on the strategic routes.

LPR Inspectors Report: The LPR Inspector did not consider that the application of the policy to be incompatible with PPG3 and so recommended no changes supporting the safeguarding of the site.

Conclusion: Release – Mixed Use (CS7 - 2(a)). The site has significant potential to deliver wider regeneration benefits as part of a larger Fruit and Vegetable Market site, given its important location between the retail core and Oxford Street. The Draft CCAP proposes to allocate it for a residential led mixed scheme that includes offices and R&D.

REI 11 (vi) College Street Site



General Description: This is a small site (0.26ha) that has now been redeveloped for residential led uses.

Designations on Site:

Core Strategy CS23 - Flood risk zone 2 and 3

Local Plan HE6 - Archaeological Remains

Designations nearby:

Local Plan SDP15 – AQMA

Surrounding Area: There is a mixture of surrounding uses including a public car park, residential properties, student flats and other commercial properties.

Market Attractiveness: Planning permission has been granted and the building is under construction.

Vail Williams: B – Rolling Investment / D – Change of Use

SHLAA estimated yield: 97 (under construction)

Access:

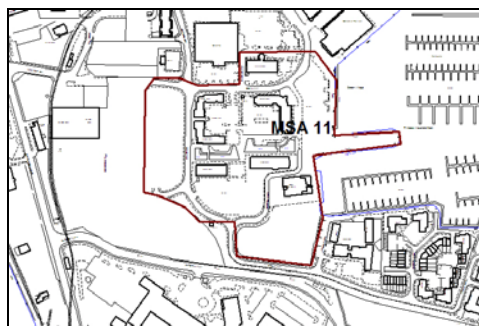
Public transport / pedestrian: PTAL value is 6 (High).

HGVs: There is good access for lorries entering the city from the strategic lorry routes M271 and A33 from west and local lorry routes via the A3024 and the A33 from the east and north. The site is accessed from Threefield Land and College Street, though the access is constrained by the one way gyratory that operates around the site. With its more central location access is less ideal than other industrial sites closer to the edge on the strategic routes.

MDI: Beyond 1km of a priority community

Conclusion: Release. The new building is residential led and has been developed so no longer needs to be safeguarded for light industrial purposes.

MSA11 Land at Ocean Way, Maritime Walk and fronting Alexandra Docks



General Description: Major site (5.1ha) on the waterfront with a mix of uses including office, residential and leisure. The majority of the site has either been developed or is under development, including new office (marine innovation centre) and residential.

Designations on site:

Local Plan MSA 11 – allocated for a mix of uses including offices, a marine innovation centre, water based leisure and A3 uses, hotel, marina related events and residential.

Local Plan HE6 – Archaeological Remains

Core Strategy CS23 - Flood risk zone 3

Designations nearby:

Local Plan L7 – Southampton Oceanography Centre to the south

Local Plan H1 - Housing allocation sites to north on Canute Road

Local Plan SDP15 - AQMA adjacent to Canute Road.

Surrounding area: The surrounding area consists of a mix of uses including leisure uses, retail, offices, residential, docks.

MDI: Beyond 1km of a priority community

Market attractiveness: The majority of the site has been or is being developed for a mix of uses including offices, live/work units and residential. This is a prominent waterfront site.

Vail Williams: A – Status Quo / B – Rolling Investment

SHLAA estimated yield: 130 (Maritime Walk – now built).

Access:

Public transport / pedestrian: PTAL Value: 4 (medium accessibility)

HGVs: There is good access to the site for lorries entering the city from the strategic lorry routes M271 and A33 from the west and local lorry routes via the A3024 and the A33 from the east and north, exiting onto Canute Road the site is accessed via Neptune Way and Ocean Way. Good access throughout site.

LPR Inspectors Report: The LPR Inspector considered that the office development areas should be deleted and the whole area should be included within the MSA boundary. She did not support office use and commented on the importance of improving the connectivity of the site. She did not support new leisure uses unless it was based on existing water based activities and she had concerns about a hotel unless there were ways of accessing the site other than by car. She agreed that the amount of housing should be restricted.

Conclusion: Retain site allocation for a mix of uses in line with current MSA11 policy. The Draft CCAP identifies that the site as an intermediate office area. In these areas to promote mixed use regeneration, the loss of some office floorspace to other uses will be supported where a substantial proportion of the office floorspace on the proposal site is retained or a justification given.