

Planning Southampton to 2026

Local Development Framework Core Strategy Preferred Options Paper

Second Stage October 2006. Your chance to have an input over planning decisions influencing the way Southampton looks over the next 20 years.



Local Development Framework Core Strategy

Stage 2: - Preferred Options Paper for Public Comment

The document is placed on deposit for a consultation period of 6 weeks as outlined in the Adopted Statement of Community Involvement (September 2006).

The period starts on Tuesday 24 October 2006 and ends on Monday 4 December 2006 at 5pm

Please send the completed response form(s) or your comments and suggestions to:

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It would greatly aid the process if you used the official representation form available from Planning Policy or Gateway (Civic Centre) or from the website. Please state the policy and / or relevant paragraph number you are referring to in all comments.

Southampton City Council

Core Strategy - Preferred Options Paper

October 2006

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1 Introduction

1.1 What is the Local Development Framework?

- 1.1.1 As part of the new planning system, the Local Development Framework (LDF) will replace the Local Plan Review and form the development plan for the city. It will contain spatial planning policies on the development and use of land and affecting the nature of places and how they function.
- 1.1.2 The LDF will consist of a number of documents, of which there are two types: Development Plan Documents (DPDs) such as the Core Strategy, which set out the key development goals, and Supplementary Planning Documents (SPDs) such as the recently adopted Residential Design Guide, which provide further detail of policies and proposals.
- 1.1.3 The LDF will assist in the delivery of Southampton's Community Strategy (The Draft City of Southampton Strategy), by guiding new development to appropriate locations; protecting Southampton's open and natural environments; and by coordinating economic development, housing, regeneration and environmental protection strategies. It will reflect the overall priorities of Southampton City Council and aims to deliver Sustainable Development in the city.
- 1.1.4 Southampton City Council alongside Hampshire County Council, Portsmouth City Council and the New Forest National Park Authority are also preparing a joint Minerals & Waste Core Strategy setting out the vision, objectives and development strategy for minerals and waste in Hampshire.

1.2 Planning Policy Context

- 1.2.1 The LDF must take account of and conform to national Planning Policy Statements, legislation and regulations and regional and local strategies. These include: the South East England Regional Assembly's (SEERA) Regional Spatial Strategy (the South East Plan); SEEDA's Regional Economic Strategy; the Local Strategic Partnership's Draft City of Southampton Strategy and other important local strategies, plans and projects that have implications for the development and use of land.
- 1.2.2 Local strategies and plans include the Local Transport Plan 2; Housing Strategy; City Centre Vision; Plan for Prosperity; Cultural Strategy; Community Safety Strategy; Education Plan; Children and Young Peoples Plan; Health and Wellbeing Strategy; and Local Neighbourhood Renewal Strategy 2006 – 2010.
- 1.2.3 The South East Plan sets out the planning policy for the region to 2026. It is being produced by SEERA and should be approved by Government and adopted in 2008.
- 1.2.4 The South East Plan is a statutory document that local authorities must follow when they set out local planning policies. It allocates the amount of housing and land required for employment uses in each sub-region and includes general policies that focus growth on urban areas and encourage the more sustainable management of resources amongst other policies.

- 1.2.5 Policies for Southampton must follow the general policies in the South East Plan and the specific policies for the South Hampshire sub-region as developed by the Partnership for Urban South Hampshire (PUSH). PUSH is made up of representatives from all South Hampshire local authorities: Southampton and Portsmouth City Councils; Hampshire County Council; and the eight district councils covering the area from the Waterside in the New Forest to Havant and East Hampshire.

1.3 The Local Development Framework and the Local Plan Review

- 1.3.1 The Southampton Local Plan Review is currently the statutory land use plan for the city and includes both general principles for development and specific development control policies. It was adopted in March 2006 and covers the period to 2011.
- 1.3.2 Under the Planning Act 2004, the policies in the Local Plan Review are automatically 'saved' until March 2009 and presently still apply. They may be saved for longer. Specific Local Plan Review policies will remain in force until these saved policies are replaced by the LDF; see Appendix 1. Each time a new Development Plan Document is adopted, the policies, proposals and supporting text in the Local Plan Review it replaces will be withdrawn.

1.4 What is the Core Strategy?

- 1.4.1 The Core Strategy will provide an integrated approach for the implementation of the land use aspects of other council strategies. It will apply the spatial and transport policies of the South East Plan and incorporate Southampton's housing requirement. It will also be the 'spatial expression' of the Draft City of Southampton Strategy (the Community Strategy).
- 1.4.2 The Core Strategy is the main Development Plan Document (DPD) within the Local Development Framework, setting out the city's strategic priorities over a 20 year period. Its aim is to define a vision, set of objectives, and a series of policies to guide future growth and development in Southampton that complement the city's key regeneration strategies and plans. The Core Strategy will address a wide range of environmental, social and economic considerations to address Southampton's challenges and opportunities.
- 1.4.3 Other DPDs and SPDs will be added over time, based on the broad principles in the Core Strategy, and setting out more detailed policies and proposals for specific types of development. This will include a DPD on site allocations which will identify sites for specific housing, employment and other uses in the city. The Southampton Local Development Scheme First Revision (LDS), shortly to be updated, contains a timetable for the production of DPDs and SPDs over the period 2005 to 2008.

The Core Strategy Issues and Options Paper

- 1.4.4 The first stage in the production of the Core Strategy was the Issues and Options paper (May 2006). This paper put forward some key issues affecting how Southampton will develop from now to 2026 and asked a series of questions on how these should be addressed. In order to inform this paper, two workshops were held with key stakeholders to identify the issues to be

addressed and further meetings were held with key stakeholders, external organisations, councillors and officers.

- 1.4.5 Between 25 May and 5 July, formal public consultation took place on the Issues and Options paper. Two response forms were produced to accompany the paper; a detailed form containing all the questions asked in the text and a short questionnaire to determine the levels of support for the objectives proposed. A total of 72 short questionnaires were returned and 52 representations received on the paper out of approximately 500 forms sent out (the documents were also put on the website).
- 1.4.6 There was general support for the key objectives, principles and ideas set out in the paper. Developers, landowners and consultants raised concerns about the cost and the need for flexibility in implementing the ideas. Other issues raised included the need to balance improving waterfront access with protecting the environment and maintaining business uses, to deliver a mix of different leisure and retail uses in the City Centre and to give more prominence to the historic environment.
- 1.4.7 A summary of the comments received on specific sections is included later in this paper and more detailed comments can be found in the accompanying background paper.

The Core Strategy Preferred Options Paper

- 1.4.8 The Preferred Options Paper is the next stage for the Core Strategy. It sets out all the options that are proposed for the final Core Strategy and has been influenced by the previous Issues and Options stage. Due to the overlap of policies and areas, the plan should be read as a whole. The preferred options in this paper provide an indication of the direction of future policies; however, they are not draft policies.
- 1.4.9 The diagrams contained in this paper are only indicative; they provide an illustration of the policies and do not show exact boundaries. Detailed areas will be shown in later DPDs following further background work.

What is the Core Strategy Sustainability Appraisal Report?

- 1.4.10 Assessment known as *Sustainability Appraisal (SA)* and *Strategic Environmental Assessment (SEA)* is being undertaken on the Core Strategy during its production. This considers the wider effects of the plan and ensures that it accords with the principles of sustainable development. Each of the preferred options was developed, refined and assessed against sustainability criteria throughout this process.
- 1.4.11 The *Sustainability Appraisal Report (SA/SEA)* was prepared independently and is available for public consultation alongside this Preferred Options Paper. The report considers the potential effects of the Core Strategy on baseline conditions across a number of topics including: air quality; biodiversity, flora and fauna; climate change; cultural heritage; economic issues; landscape and the streetscene; material assets; social considerations and health; soil and contaminated land; water resources, flooding and water quality.

1.4.12 There is also a requirement under the Habitats Regulations to complete an *Appropriate Assessment (AA)* to demonstrate that the policies in this plan do not harm European designated sites. This is also being prepared independently and will inform the policies proposed in the submission Core Strategy. The preferred options proposed seek to avoid adversely affecting the integrity of sites in accordance with the Habitats Regulations.

1.5 Your Views Matter

1.5.1 This Preferred Options paper will be consulted on over a six week period from 24 October to 4 December 2006. We want your views on the options we are putting forward.

1.5.2 Any comments that we receive will be fully considered. They will help us to prepare for the next stage in producing the Core Strategy when a draft is submitted to Government. The production process for the Core Strategy is summarised in the table below.

Commencement of document preparation	November 2004
Stage 1: Consultation on the Core Strategy Issues and Options and initial Sustainability Appraisal	May – July 2006
Stage 2: Public participation on Preferred Options & SA	October 2006
Stage 3: Submission of Core Strategy to Government	September 2007
Public consultation on submission Core Strategy	September - November 2007
Examination (Public Inquiry)	April 2008
Receipt of Inspector's report	July - August 2008
Stage 4: Adoption and Publication	September 2008

Have your say on the Core Strategy

We would like you to help us by telling us what you think of the preferred options set out in this discussion paper. You can do this by:

Filling in the representation form provided in response to the options proposed throughout the document. You can respond to as many options and sections as you want. You may also make general suggestions about any information that we may have overlooked, or highlight alternative options for the Core Strategy. Please respond either by email, in writing, or via the interactive online submission form available at: -

<http://www.southampton.gov.uk/haveyoursay/default.asp>

Hard copy forms are available from Planning Policy and on the City Council's Web Site (see page 1 for all contact details).

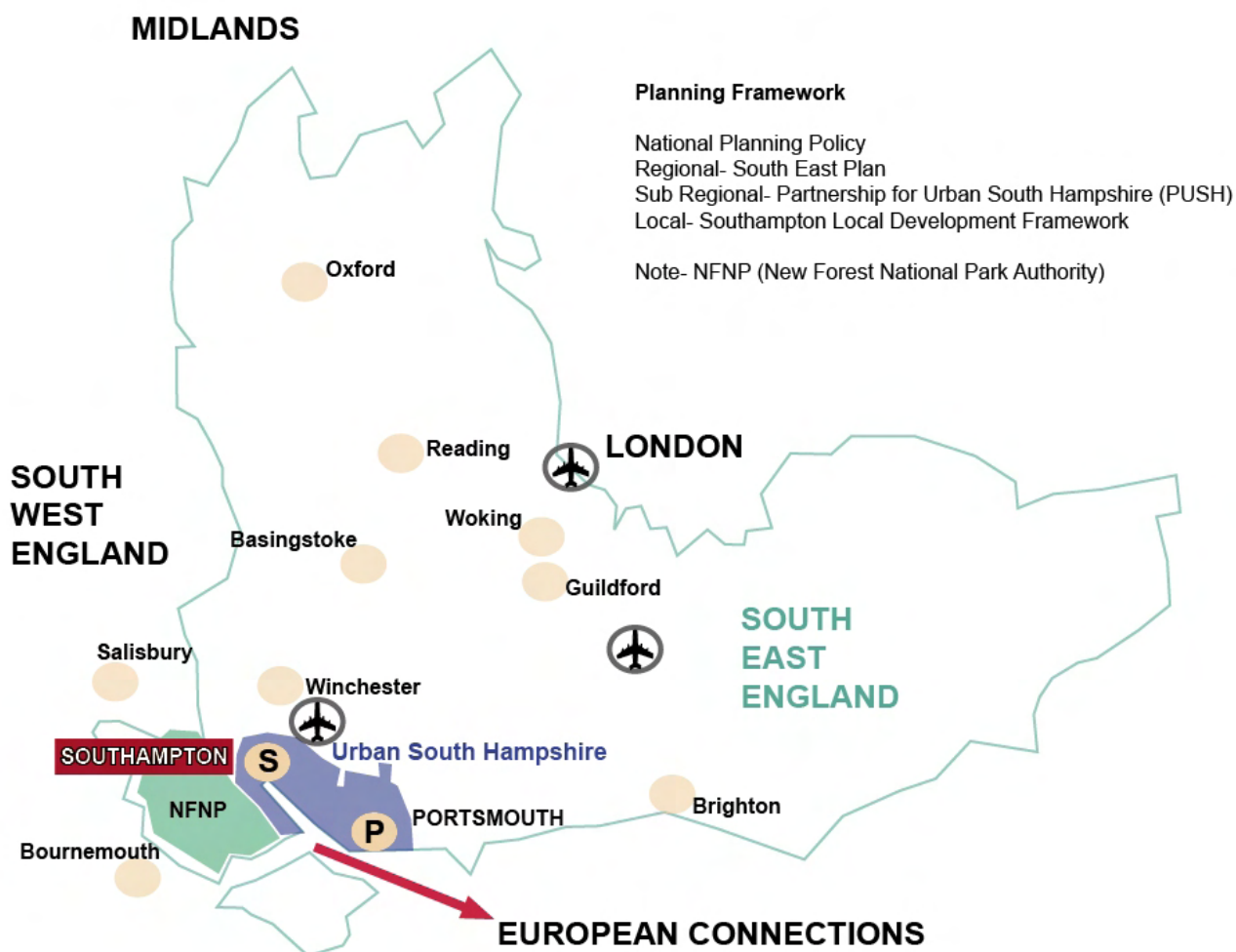
Please send your comments to the address and contact details on page 1 by Monday 4 December 2006 at 5pm.

2 Southampton in Context

2.1 The City-Region Context

- 2.1.1 Southampton, a city of over 220,000 people, is located in central southern England and is a major regional centre. The South Hampshire sub-region includes the two cities of Southampton and Portsmouth and other neighbours. The City has close links to the Isle of Wight and other urban areas such as Eastleigh, Fareham and Winchester. Local authorities across the sub-region are working closely together in the Partnership for Urban South Hampshire (PUSH).
- 2.1.2 The City has major transport infrastructure and is a regional hub. This includes the activities of the international Port of Southampton, the passenger port, Southampton International Airport and main railway station. The City is also a regional medical destination with two hospitals and a major education centre with two universities.

Southampton in Southern England



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2.2 Future growth and development

- 2.2.1 Future growth will be shaped by the sub-regional strategy for future economic regeneration contained in the South East Plan. Within the City and the sub-region it is anticipated that a significant increase in household numbers and some increase in population will occur. This raises key challenges to be addressed in the Core Strategy. These include: the long term requirement for major land allocations for housing, employment, retail, leisure and other land uses; and the social, economic and environmental implications of this growth.

2.3 City branding and identity

- 2.3.1 Southampton is an ambitious city. It aims to develop further as a major regional centre for economic growth and as a social and cultural hub. The City is developing a positive global profile which attracts visitors, new citizens and businesses. It will be a place that is confident in its role at the heart of the region, stimulating development outside its boundaries and valued beyond the city region. People will naturally gravitate towards Southampton, for a high quality experience in all aspects of urban life. A fundamental element of the Core Strategy will be to ensure that the City promotes a strong identity through image and branding. Spatially this will be via initiatives such as the legible cities, gateways and approaches and also the overall value that a greatly enhanced urban quality can bring.

2.4 Demographic Change

- 2.4.1 The City has an ageing population profile, in common with the rest of the South East. Current population forecasts to 2026 suggest that the number of people under the age of 45 will decline; there will also be more single person households and fewer children in the City. The City Council is presently investigating education provision as part of the 'Learning Futures' project.
- 2.4.2 Demographics will be a major cross-cutting issue for the Core Strategy. There will be implications for spatial factors such as workplaces, housing and recreational areas. The impacts of continued migration from Eastern Europe will also put pressure on housing and infrastructure whilst bringing significant employment benefits. The diverse ethnic makeup of the city should also be recognised. Planning should ensure that communities are made more sustainable by responding positively to demographic change.

2.5 Coastal Planning & Flood Risk

- 2.5.1 Southampton has been shaped by the coast and two rivers and has developed into a thriving port. Future development of the city will also be influenced by the coast and the sea. This is a vital dimension of the City, with implications for business, tourism, recreation and wildlife. However, these diverse activities and interests can be in conflict. Flood risk is a major planning consideration in coastal areas and close to rivers or streams. Reducing, and adapting to, flood risk will be a key issue to be addressed in the Core Strategy, with implications for our strategy on the built environment and climate change.

- 2.5.2 In England and Wales, sea levels have risen by an average 1mm a year over the last century. Current guidance is that planning should anticipate sea level rises of 6mm a year in south east England. This presents challenges for Southampton affecting the future location of development. It also has implications for the design of future development.
- 2.5.3 The Solent has a complex system of planning and management including the spatial planning system which affects activities on land to the mean low water mark. Consultation on the Government's Marine Bill proposes the development of a strategic system of marine spatial planning to manage activities in the marine environment. The Core Strategy will need to respond to this emerging planning framework for the coast and consider Southampton's role in planning and managing activities in the Solent.
- 2.5.4 A strategic flood risk assessment will be carried out for the city and the findings will influence the submission version.

2.6 Climate Change

- 2.6.1 Responding to climate change and making Southampton more environmentally sustainable is a theme that runs throughout the Core Strategy. Specific challenges face the building sector, which accounts for 40% of the European Union's energy requirements and for more than half of the carbon dioxide emissions in the UK. This sector offers the largest single potential for energy efficiency, often at little cost.
- 2.6.2 By 2030, on the basis of present trends, the EU will be dependent on imports for 90% of its oil and 80% of gas requirements. There is a strong case for the construction of energy efficient buildings and low carbon (energy efficient) refurbishment of the existing housing stock, coupled with local generation of electricity via renewables. This will reduce energy costs, whilst helping to tackle climate change and reduce fuel poverty. An initial investment in building quality can lead to reduced operating costs and improved productivity of users of the building over its lifetime.
- 2.6.3 Targets to address climate change are included in the Draft City of Southampton Strategy. Addressing climate change will involve factors such as: focusing major development in areas accessible by public transport; promoting practical action on renewable energy and energy efficiency; carbon emissions reduction; improved air quality management; and improved recycling and waste management. Southampton will also support SEERA's Climate Change Mitigation and Adaptation Implementation Plan. New developments will all be encouraged and in some cases required via policies to generate a proportion of their own energy, capture rainfall or accommodate waste reduction measures.

2.7 Partnership for Urban South Hampshire (PUSH) Context

- 2.7.1 PUSH puts forward a strategy of sustainable managed growth, which is led by economic growth and investment in infrastructure. This will focus on the regeneration of Southampton, Portsmouth and the other urban areas within South Hampshire, embracing mixed use development and high densities in appropriate locations. The pace of growth and development will be conditional on the rate of infrastructure investment.
- 2.7.2 South Hampshire's economic performance is below the regional average and there are significant pockets of deprivation. In view of this, the area has been designated as a regional Priority Area for Economic Regeneration (PAER). The strategy for South Hampshire is to improve its economic performance to make inroads into the accumulated shortfall against the regional average in recent years. This will involve growth of new businesses, to replace declining ones, and the progressive development of the skills and productivity of the workforce. The importance of the cities of Southampton and Portsmouth as centres of employment, leisure, shopping, culture and educational excellence will be enhanced. To enable this to happen, there will need to be increased investment in the full range of supporting transport, social, economic, physical and environmental infrastructure.
- 2.7.3 Although the focus and priority will be on urban regeneration, brownfield sites alone cannot accommodate all the necessary development. Some greenfield sites will be needed for the new businesses on which future economic prosperity depends and to provide enough sustainably constructed and affordable housing. In the South East Plan, two 'Strategic Development Areas' are envisaged in South Hampshire, one area, for 6,000 new homes and other facilities, is proposed to the north and north east of Hedge End (the other is North of Fareham). These new developments will need to be accompanied by investment, particularly in transport infrastructure, and measures to maintain and enhance South Hampshire's character and quality of life including significant investment in skills development.
- 2.7.4 PUSH is committed to achieving development that respects the natural resources of the region. These include: high levels of biodiversity; high quality but vulnerable water resources; changing coastlines; and important historic and cultural assets. Development must be carried out in a way that minimises resource usage during construction and throughout the life cycle of the facilities and infrastructure established.
- 2.7.5 Some growth within South Hampshire is inevitable, with or without the South Hampshire strategy and its focus on managed growth. The alternative of unmanaged growth, and a continuation of current trends, would mean: continued economic under-performance; continuing skills deficits and social exclusion; unnecessary development of greenfield land to the detriment of the two cities and other urban areas; and development in locations which would exacerbate existing transport and infrastructure problems. The quality of life for those unable to secure, well paid employment would remain low and would in turn be reflected in poor quality environments for many deprived neighbourhoods and communities.

3 Spatial Vision and Objectives for 2026

3.1 Spatial Vision for 2026

- 3.1.1 The Southampton Partnership agreed a vision statement for the City to 2026. This was outlined in the Issues and Options Paper and is outlined below. Following consultation it is apparent that changes to the vision may be necessary at the submission stage to address the key issue of providing a mix of high quality affordable homes. However, it is deemed appropriate for the draft City of Southampton Strategy to be consulted upon as well (at the same time as this document) and then a joint view be taken on both sets of public responses as to the content of the shared vision.

As the major city in central southern England, Southampton will be recognised as the region's economic, social and cultural driver, building on its role as an international seaport and leading retail centre. It will be a centre of learning, have a varied and exciting cultural landscape and be known for its innovative and creative businesses, leisure opportunities and fine parks and open spaces. The city will have a world-wide profile, attracting visitors, new citizens and businesses by being the UK's premier cruise liner home port, home to a major European container port and the local city for one of the UK's top airports.

3.2 Key Spatial Objectives

- 3.2.1 The main challenge facing the city over the next 20 years will be to deliver the necessary development, housing, employment and retail etc in a sustainable way, whilst ensuring the city's valuable assets, both its natural environment and heritage, are not compromised. In addition, development must take into account the people of Southampton and the changing challenges and opportunities of an ageing population.

Consultation on the Issues and Options Paper

- 3.2.2 The majority of respondents agreed with the key objectives. However a number of comments were received on the detailed spatial objectives proposed, the importance given to each and some areas not fully covered including health, education and leisure. There was extensive discussion on the objective about on-site renewable energy production. Questions were also raised about the impacts on other adjoining areas and the role of the waterfront
- 3.2.3 The results of the overall questionnaire are available separately. In addition, the Alternative Issues Considered & Rejected supporting document outlines further reasoning for the content of the Key Spatial Objectives including those changed or amended since the Issues and Options.

Spatial Objectives

3.2.4 The Core Strategy must reflect the geographical or spatial elements of the Southampton Partnership vision. A number of spatial objectives (SO) are suggested below (these should be read together, are of equal weight and are in no particular order):

SO1	Support the sub-regional strategy to sustain and enhance Southampton as a regional city, a focus for growth and investment and home to an inspirational waterfront and thriving International Port.
SO2	Create a high quality physical environment and public realm, supporting the Southampton Partnership vision for a better city for people to live, work and play.
SO3	Create excellence in design quality. Public spaces should take priority over car-dominated roads. Well-designed and contemporary public and private realms will create a sense of place and a rich built environment in which communities can flourish.
SO4	Conserve and enhance the city's historic environment and raise awareness of historic environment issues.
SO5	Ensure that Southampton addresses the challenge of climate change. Southampton to reduce citywide CO ₂ emissions by 60% by 2050, with real progress by 2020. Ensure that the city's resource use is reduced via energy, water, and material resource use efficiency whilst minimising waste generation and boosting recycling rates.
SO6	To support new development which incorporates on-site or nearby renewable energy equipment and/or good quality Combined Heat and Power to reduce predicted CO ₂ emissions by at least 20% (with increasing percentages required in future years).
SO7	Create excellent sustainable neighbourhoods and neighbourhood centres characterised by strong community infrastructure and high quality homes.
SO8	Tackle deprivation and enhance health and well being by creating neighbourhoods that are balanced with diverse mixed communities and reducing the gap in inequality between neighbourhoods.
SO9	Promote a dynamic, competitive economy offering a wide range of secure and sustainable jobs, promote the best use of employment land and protect where appropriate.
SO10	Create a vibrant, high quality regional city centre that is the focus for major retail, tourism, leisure and office investment and connects with the waterfront.
SO11	Support the varied operations of the Port of Southampton as a major driver of the economy and regional gateway.
SO12	Create a balanced housing market with a range of affordable house types, providing for 16,300 additional homes in the period 2006-2026.

SO13	Ensure that all development reduces the need to travel and is supported by a superior alternative transport system, attracting people to walk, cycle or use the bus or train. Manage car trips so that road space is managed fairly, to improve air quality, control congestion and improve the street scene.
SO14	Create accessible high quality parks and open spaces that contribute towards the city's network of open spaces and promote participation in sport and active recreation.
SO15	Conserve and enhance the city's biodiversity, ensuring that nature conservation opportunities are maximised in existing open spaces and in new development. Improve local awareness of biodiversity issues.
SO16	Ensure that the city reflects the varied culture and heritage of all sections of the community, ensuring the city is a high quality destination, as well as an arrival gateway.
SO17	Maintain an adequate strategic gap between Southampton and adjacent urban areas, to enhance the rural urban fringe and gateways to the city.
SO18	Adopt a 'reduce and mitigate' approach to flooding and adapt positively to the threats posed in development areas.
SO19	Ensure that all development is supported by appropriate infrastructure provision.
SO20	Ensure that the spatial strategy is implemented via cross boundary partnerships with other adjoining Local Authorities and other members of the Partnership for Urban South Hampshire (PUSH).

Sustainability Appraisal (SA/SEA) Key Findings

Overall, the Spatial Objectives exhibit significant commitment to the principles of sustainable development, and are hence largely compatible with the assessment objectives of the sustainability appraisal process.

The Core Strategy objectives must conform to a number of policy areas set out by regional and sub-regional strategies, and also seek to address deprivation and economic performance within the City. Objectives 1 and 9 – 12 focus on these areas, promoting economic growth, City Centre development and housing. These are the areas where there is most conflict between the SA Objectives and the Core Strategy Spatial Objectives. However, incompatibilities can be reduced, and in some cases eliminated, provided the plan policies are implemented in a sustainable fashion, for example by incorporating energy and resource efficiency measures, making space for biodiversity and avoiding inappropriate development in areas of flood risk.

4 Core Strategy: Themes

4.1 Overarching Themes

4.1.1 There are two major themes at the centre of the strategy:

- **Creating a high quality built environment; and**
- **Creating a sustainable environment, which addresses the challenge of climate change.**

4.1.2 The strategy must create a Southampton of distinct urban quality, reconnected with its waterfront, which is a high quality place to be; a place to invest, to live and play. The city will also be on the front line in its response to the impacts and prevention of climate change in the UK.



4.1.3 This section addresses the following themes in further detail:

- Built Environment;
- Historic Environment;
- Natural Environment;
- Employment;
- Housing;
- Transport.

4.2 Built Environment

Sustainability Appraisal (SA/SEA) Key Findings

The Built Environment Preferred Options (Preferred Policy Options 1-5 in this section) demonstrate favourable sustainability credentials, as they relate to urban form within the City and will encourage functional developments that fit well with their surroundings. They recognise the need for, and possible future intensity of development, but set the context to achieve this in a complementary manner. Of particular note are the positive effects they may have on townscape, accessibility, resource and energy efficiency.

It is important that design principles are set out in the Core Strategy as they should be applied across all future development in the City. Implementation of Preferred Option 4 will be a key aspect of delivering sustainable development.

Preferred Options 2 and 5 have been taken forward for further scrutiny under Appropriate Assessment due to the potential indirect effects they may have on important natural areas, or impacts they could generate in combination with other projects.

Draft City of Southampton Strategy (Community Strategy) Relevant Objectives

- **Objective 4** - An Attractive and Stimulating Environment
- **Objective 6** - A Sense of Place

This section seeks to meet the following spatial objectives set out in 3.2:

- **Objective SO2** - Create a high quality physical environment and public realm, supporting the Southampton Partnership vision for a better city for people to live, work and play.
- **Objective SO3** - Create excellence in design quality. Public spaces should take priority over car-dominated roads. Well-designed and contemporary public and private realms will create a sense of place and a rich built environment in which communities can flourish.
- **Objective SO5** - Ensure that Southampton addresses the challenge of climate change. Southampton to reduce citywide CO₂ emissions by 60% by 2050, with real progress by 2020. Ensure that the city's resource use is reduced via energy, water, and material resource use efficiency whilst minimising waste generation and boosting recycling rates.
- **Objective SO6** - To support new development which incorporates on-site or nearby renewable energy equipment and/or good quality Combined Heat and Power to reduce predicted CO₂ emissions by at

4.2.1 Better design is essential to the successful intensification and growth of Southampton, the city needs a greater sense of urban quality. It is the quality of the built environment determines how Southampton is regarded by its own community, visitors and investors. It is very much part of reinforcing the city's character and 'sense of place.' Making the city feel comfortable, ordered and managed requires a coordinated approach to design issues including architecture, heritage conservation, landscape, open space and the public realm. Design also has a crucial role to play in helping to improve people's wellbeing and quality of life, benefiting public health, increasing property

values and in creating places that not only feel safe, but are safe. Similarly, access for all is a vital part of achieving social equality and should be required through design policies. The built environment can also contribute significantly to environmental sustainability.

Achieving Better Design



Issues facing Southampton - Key Aspects of City Design

- 4.2.2 A responsive, design-led approach to development is needed. The key is for development to respond to its context and create or reinforce local distinctiveness. The best schemes are usually those that recognise the individuality of a place and create tailored solutions for the site or area in question. In that regard this section has significant links to the individuality of places and communities; the sustainable neighbourhood concepts in the Neighbourhoods section.
- 4.2.3 Design-led solutions consider the arrangement of the buildings and quality of the spaces created between them; the quality of the built environment. This approach is the preferred option for all new development
- 4.2.4 A successful spatial strategy will secure better quality development, of the right type, in the right place and at the right time. It will ensure that existing and new development work well together to create 'somewhere and not anywhere.' It will also ensure that development is more sustainable, resource efficient and utilises renewable energy.

Consultation on the Issues and Options Paper

- 4.2.5 In this consultation, there was general support for policies which emphasise:
- Major new investment in the built environment;
 - The role of character and the built environment;
 - That seek a built environment which opens up the waterfront;
 - Urban quality and an identity for Southampton;
 - Historical appreciation;
 - An active city;
 - Principles which encourage living and working in close proximity;
 - Green and wildlife corridors;
- 4.2.6 General objections were received for policies which encourage too many flats as part of the built environment. There were mixed views about renewable energy to be generated at a rate of 20% on site and on increasing densities.

Built Environment Preferred Options - Overall Approach

- 4.2.7 The preferred option seeks to adopt a more sustainable, responsive design-led approach to the built environment, treating design as a cross-cutting issue which infuses all other policy areas. This involves the promotion of exceptional architectural quality in a way that respects its context, without unduly restricting architectural styles. It should be fit for purpose, pleasing to the mind and eye, durable, well built and adaptable. Local distinctiveness is supported by heritage and sustainable neighbourhood policies (see Neighbourhoods section).
- 4.2.8 A series of urban design principles will be expanded upon in the LDF as part of SPDs or in Character Appraisals linked to the sustainable neighbourhood concept. The recently adopted Residential Design Guide (SPD) should be saved to supplement the Core Strategy. The following key principles should be followed (to be expanded upon in supplementary guidance):
- Robust Design Process*

It is a requirement for all applicants to understand the local physical, social, economic, environmental and policy context for development. Flood risk and integrative design measures in response may also be applicable. The design process should be analysis-based, context driven and innovative. Applicants should be able to demonstrate how they have taken account of the need for good layout and design;

Access & Design Statements are an important element of creating positive and successful urban design. A successful design statement should outline and demonstrate how *Use; Amount; Layout; Scale; Landscaping; and Appearance* have positively influenced a development proposal. Access details including transport links, connectivity and legibility should also be included (see Circular 01/06).
 - Understanding of Context and the Historic Environment*

All new development should respond to and reinforce positive locally distinctive patterns of development, landscape and culture. The key consideration at all times will be the historical components which make up the context of an area (see Historic Environment Section).

iii. Making higher densities work

Ensure that higher density development includes a mix of building styles and types whilst integrating sufficient amenity space and where appropriate a mix of uses. All residential development should exceed 35 dph and the scale should respect, maintain and enhance local character (see Neighbourhoods Section).

iv. Developing variety and diversity

Encouraging mixed use and integrated developments across the city, particularly within the urban centres.

v. A comfortable form and scale

Getting the structure, layout, massing and scale of development right is fundamental to the success and popularity of any area. A tall building is defined as being over 5 storeys and high density any development which is either over 100 dph or of a scale above the immediate context.

vi. Greening the city

Policies must ensure that key landscape features are protected and that new development maintains and enhances landscape qualities and character. Established trees provide a visual and wildlife resource. Opportunities for new corridors and planting should be strongly promoted. The built environment should enhance biodiversity.

Preferred Policy Option 1 – Overall Approaches to the Built Environment

The **responsive design-led spatial approach** will involve the integration of urban design, heritage conservation, sustainability into a cohesive spatial planning framework to create a high quality, environmentally sustainable urban form. The overall approach to the built environment should:

- Ensure that resource efficiency, and renewables are incorporated in all development proposals integrated with the design to achieve 'Eco-Homes';
- Impact positively on health, safety and amenity of the city and its citizens, including incorporating appropriate flood reduction or mitigation measures;
- Support the continued urban renaissance accepting only the excellent design of the built environment. Place the high quality of development; excellent architecture and landscaping as a top priority throughout the city with the aim of creating a distinctive identity for Southampton, and local distinctiveness for more sustainable neighbourhoods;
- Ensure that all new development responds to its context, particularly in regard to density and creates / or reinforces local distinctiveness seeking new forms of architectural design which are innovative and exceptional and not a pastiche of the past;
- Be of an appropriate scale, massing & appearance utilising a range of sustainable materials contributing to the overall design;
- Ensure an appropriate quantum of development, allowing proposals to be economically viable in line with planning policy;
- Support the principles of a quality public realm, a connected & legible city. Linking deprived areas and opening up an accessible waterfront (integrated with Neighbourhoods and Transport sections).
- Ensure that excellent access & design statements inform the overall design of the proposal having regard for urban design best practice and the approaches outlined in the LDF.

Development Density

- 4.2.9 Density is measured by the number of dwellings per hectare (dph) or the scale, massing and floorspace of non residential uses in relation to the local context. Low density is defined as being 35-50dph or under 500 square metres, medium 50dph-100dph or between 500-2000 square metres and high over 100dph or 2000 square metres.

Preferred Policy Option 2 – Development Density

The broad strategy toward density recognises that, whilst there is continuing pressure for growth and higher densities, there will be some parts of the city which should remain as relatively low density and others where significant intensifications would be appropriate. These are broadly illustrated by the Key Diagram. Density should be informed by the access and design statement submitted with the planning application with regard to: -

- The built environment policies and principles in the LDF;
- The local Public Transport Accessibility Level (PTAL);
- The quality and quantity of local open space and the level of flood risk;
- Any character appraisals as part of the LDF and sustainable neighbourhood concept;
- The broad growth areas as defined by the LDF;

The above criteria are not mutually exclusive and should all form part of a proposal.

The Public Realm

- 4.2.10 The public realm is the spaces between buildings, the roads, parks and pathways accessible to all. Details of these initiatives will be contained in other DPDs, SPDs, Character Appraisals and the City Centre Action Plan. Streets work well if there is a clear definition of the public and private realm. This is often achieved by arranging buildings to follow a continuous line and by creating active edges with frequent openings and windows looking onto the street, which also increases surveillance.

- 4.2.11 The public realm must be legible, comfortable, stimulating with safe streets and public spaces across the city. Exceptional high quality street furniture and public art should be used to enhance the quality of the urban environment incorporating signs and maps which aid legibility. The Transport section outlines the initiatives for seeking infrastructure contributions for the legible cities initiative and also measures for the gateways and approaches.

Preferred Policy Option 3 – Legibility, Understanding Streets & the Public Realm

Southampton must become a city that has a clear image and is easy to understand. The preferred option is one which seeks to establish both visual and functional relationships between different parts of city. A network of clear and easily navigable routes is required, emphasising landmarks and focal points, views, gateways to particular areas, lighting and works of art. Enhancements to the Streetscene should be funded by new developments close by including the North / South Spine and other initiatives within the City Centre. The city should have an inspirational public realm appropriate to context and also the various transport programme (Transport Section).

The Built Environment and Environmental Sustainability

4.2.12 The importance that the built environment plays in mitigating carbon usage and emissions is vast. It is crucial that over the plan period the policies in the Core Strategy seek to reduce resource and energy usage and carbon emissions to ensure that developments are made more sustainable. A positive approach should be adopted for proposals for renewable energy.

Preferred Policy Option 4 – Design of the Built Environment meeting Environmental Sustainability Objectives

The preferred option is for the built environment to contribute toward more sustainable resource usage; increasing renewable energy usage to mitigate against the effects of climate change. Development must be more self sufficient. Well designed development and homes will need to take account of the changing demand and lifestyles of the future and demographic change by providing flexible internal layouts and allowing for cost-effective alterations.

All development must consider its own: -

- Adaptability;
- Energy efficiency;
- Resource efficiency (including water);
- Integration of sustainable energy systems including good quality Combined Heat and Power (CHP).

All new development should achieve carbon neutrality (meaning that buildings do not increase the carbon emissions of the city). Buildings and landscapes should be designed to minimise resource use during construction, operation and maintenance and use renewable and sustainably sourced resources efficiently. The City Council will require all developments, either new build or conversion, with a floorspace of 500 m², or one or more residential units, to incorporate on-site or nearby renewable energy equipment and/or good quality Combined Heat and Power to reduce predicted CO₂ emissions by at least 20% (with increasing percentages required in future years). All development should maximise water and resource use efficiency and promote recycling of waste materials.

Preferred Policy Option 5 – Proposals for Renewable Energy Developments

The preferred option is to seek strategies and criteria based policies that encourage the development of renewable energy installations, including on-site and larger power generating schemes. It may be possible to utilise Southampton's waterside location for wind / tidal; the city's Port location for the import of Biomass fuels and the geological resource of Combined Heat and Power (CHP).

Built Environment Alternative Options

4.2.13 Alternative options considered and rejected:

- a. Limited intervention with the built environment allowing the market to dictate all matters concerned with architecture and urban design;
- b. Modest intervention continuing the present situation of providing general policies and principles in an indirect 'generic' manner without necessarily prescribing area based solutions;
- c. Provide only encouragement to utilise renewable energy.

4.3 Historic Environment

Sustainability Appraisal (SA/SEA) Key Findings

The Preferred Option for the historic environment (Preferred Policy Option 6) seeks to protect Southampton's cultural assets and archaeological resource, both known and undiscovered. In combination with the Built Environment section it will help to deliver appropriate development that enhances areas of cultural importance. This will be of particular advantage to open space, townscape and cultural appreciation.

Draft City of Southampton Strategy (Community Strategy) Relevant Objectives

- **Objective 4** - An Attractive and Stimulating Environment
- **Objective 6** - A Sense of Place

This section seeks to meet the following spatial objectives set out in 3.2:

- **Objective SO4** - Conserve and enhance the city's historic environment and raise awareness of historic environment issues.
- **Objective SO16**- Ensure that the city reflects the varied culture and heritage of all sections of the community, ensuring the city is a high quality destination, as well as an arrival gateway.

- 4.3.1 The development of Southampton through the centuries has resulted in a great variety of buildings, townscapes and archaeological sites across the entire city. These range in date from early-prehistoric to the 20th century. The historic environment includes the remains of the Saxon town, Hamwic, and the later medieval walled town, both of which are nationally important. It includes Scheduled Monuments, Listed Buildings, Conservation Areas, Locally Listed Buildings, Parks and Gardens and other historic structures that are not statutorily protected. Sites are located not only on or in dry land but also underwater and in the intertidal zone.
- 4.3.2 The historic environment is a vital part of the social and cultural identity of the city. It creates a sense of place enjoyed not only by local residents but also by visitors and workers, and it will continue to benefit future generations. A commitment to the historic environment of the city therefore represents investment in a sustainable future, particularly given the potential to reuse or convert existing buildings, saving on resources. Heritage-based considerations have informed the planning policies of sustainable neighbourhoods as outlined in the Neighbourhoods Section and are part of the local distinctiveness of these areas.
- 4.3.3 Areas of archaeological importance and Conservation Areas are shown on the Local Plan Review Proposals Map. This has since been reviewed to reflect the most recent information available. A map showing the updated areas of archaeological interest will become available as background to the Core Strategy and this will be incorporated in the next Proposals Map.

Consultation on the Issues and Options Paper

- 4.3.4 The summary of the principal findings related to the historic environment were included in other sections such as the Built Environment section. This is because no separate chapter was proposed at the Issues and Options stage.

Issues facing Southampton

- 4.3.5 The key issues relating to the historic environment are the need to identify and protect it, so that other policies can reflect the City Council's important responsibilities in this respect. The historic environment is a finite and non-renewable resource requiring careful management, and the first presumption is that this asset will be conserved and enhanced. Where direct preservation of the resource is not proposed, development will be judged against factors appropriate to the nature of the resource, as set out in Central Government's advice notes and papers. In all cases where development is permitted, arrangements must be in place for the investigation, recording and publication of the evidence, as well as for the curation of the archive.

Historic Environment Preferred Options

Preferred Policy Option 6 – Historic Environment

The historic environment and potential archaeology should be considered with any development proposal as part of an access & design statement.

All development should respect Southampton's historic environment and consider the protection, preservation, conversion/regeneration and enhancement as appropriate of:

- Listed buildings
- Conservation Areas
- Sites of archaeological interest and their setting*
- Parks and gardens of special historic interest
- Buildings and structures of local architectural or historical interest identified on the Local List

Conservation character appraisals will be conducted as part of the future plan making. Development must also recognise and respect scheduled monuments, national and local listing and mitigate as appropriate.

** An updated sites of archaeological interest map will be forwarded for consultation and supplements the Core Strategy.*

Historic Environment Alternative Options

- 4.3.6 Alternative options considered and rejected:
- a. No alternative options are appropriate

4.4 Natural Environment

Sustainability Appraisal (SA/SEA) Key Findings

The Natural Environment section sets the framework for effective protection of habitats and species, in accordance with legislation and the Southampton Biodiversity Action Plan.

More than this, however, the plan also makes provisions for ensuring that all new development takes the natural environment into account by providing information on its potential effects. Preferred Option 8 actively encourages development to interact with nature in a mutually beneficial way.

Preferred Option 7 requires further consideration under Appropriate Assessment in so far as it may lead to *positive* effects on sites of nature conservation importance.

Draft City of Southampton Strategy (Community Strategy) Relevant Objectives

- **Objective 4**; An attractive and stimulating environment
- **Objective 6**; a sense of place with a high quality experience in all aspects of urban life

This section seeks to meet the following spatial objectives set out in 3.2:

- **Objective SO2** – Create a high quality physical environment and public realm, supporting the Southampton Partnership vision for a better city for people to live, work and play
- **Objective SO15** – Conserve and enhance the city's biodiversity, ensuring that nature conservation opportunities are maximised in existing open spaces and in new development. Improve local awareness of biodiversity issues

4.4.1 Southampton is a major urban area. Although developed up to most of its boundaries, it has a high quality natural environment which is shaped by its location on the south coast, the associated climate and geology and the two rivers that traverse it. There are a variety of important wildlife sites in the City that the City Council is required to protect and enhance including Southampton Common, a network of Greenways and smaller open spaces, in addition to the River Itchen, River Test and internationally important marine sites. Southampton City Council's Biodiversity Action Plan contains up-to-date information about the requirements for, and status of, nature conservation and includes lists of nationally and locally protected habitats and species in the city.

4.4.2 There are a wide range of benefits from a high quality natural environment including: economic value; improved physical and mental health; educational value; social benefits by providing a meeting place and place to play; and obvious environmental benefits. The natural environment is a key component of an area, contributing to its distinctive character and can play an important role in urban renewal.

Issues facing Southampton

- 4.4.3 For Southampton, the key issues for the Core Strategy to address are the need to identify and protect biodiversity, both within natural open spaces and in development sites, and measures to improve and enhance biodiversity in accordance with PPS9, the Countryside and Rights of Way and the Natural Environment and Rural Communities Acts. The issues about recreational open space are dealt with later in the Core Strategy but are linked.
- 4.4.4 Despite the many advantages of a good quality natural environment, there has been a loss of biodiversity at the local level with increasing urbanisation and pressure from the use of natural open spaces as car parking, commuting routes, sites for events and for leisure activities and changes to land management. Southampton's biodiversity is also affected by other processes such as water abstraction from the River Itchen and the resulting unfavourable nature conservation conditions due to low flows.
- 4.4.5 Climate change, sea level rise and flooding could have implications on the intertidal mudflat habitats and river banks and beds. Climate change could also alter species distribution and therefore the mix of species in the city.

Consultation on the Issues and Options Paper

- 4.4.6 The consultation on the Issues and Options paper supported the key spatial objective of conserving and enhancing the city's biodiversity and the need to balance improved waterfront access with protecting mudflats and inter-tidal habitats. Respondents emphasised the requirements in PPS9, the emerging Regional Spatial Strategy and other legislation and guidance. A key message from developers, landowners and consultants was the need to comply with Circular 05/05 Planning Obligations and for flexibility in the information, contributions and on-site habitat creation schemes required for the natural environment.

Natural Environment Preferred Options

- 4.4.7 The preferred options for the Core Strategy build on the Local Plan Review policies for the protection and enhancement of the natural environment and expand the policies. This reflects the responses of the consultation and takes into account revised government guidance.
- 4.4.8 All development or proposals affecting the European environmental designated areas in the River Itchen and Southampton Water and the Solent will not be permitted unless it meets the requirements of the Habitats Regulations.

Preferred Policy Option 7 – General approach to the Natural Environment

The overall approach to the natural environment should be to protect and enhance the following in accordance with Southampton's Biodiversity Action Plan:

- International Sites;
- National Sites;
- Local Sites;
- Intertidal Mudflat habitats (outside of the SPA) and to reduce disturbance of these habitats
- Biodiversity outside of designated sites

Further Development Plan Documents will seek to deliver projects to reduce habitat fragmentation, maintain networks of natural habitats and link sites of biodiversity importance, by avoiding or repairing the fragmentation and isolation of natural habitats in accordance with Government guidance. The Local Development Framework will also identify strategic opportunities for habitat restoration.

Preferred Policy Option 8– New Development and the Natural Environment

Wildlife also exists outside of designated sites and therefore new development should:

- a. Provide information and protect the existing natural environment;
- b. Enhance biodiversity including creating new habitats;

On small scale developments this may involve, for example, the installation of a bat box or the planting of native trees, on larger developments this may include appropriate landscaping to link the development with surrounding habitats.

The Core Strategy will provide the framework for future LDF documents to consider natural environment requirements for new developments. This may include the provision of information in order to consider the impact on wildlife when making planning decisions and fully comply with legislation and habitat creation schemes in addition to developer contributions.

Natural Environment Alternative Options

4.4.9 Alternative options considered and rejected:

- a. The Core Strategy will include detailed policies on the natural environment including setting out the requirements for new development.

4.5 Employment

Sustainability Appraisal (SA/SEA) Key Findings

This section of the Core Strategy relates primarily to the siting of employment development, the mix of employment and providing the skills necessary to participate in its benefits. As a result it is expected to result in positive outcomes in relation to transport accessibility and reducing car use, with indirect improvements in air quality and lessening carbon emissions.

Furthermore, a focus on training will help to address social inclusion and deprivation. Direct and indirect economic benefits may also be achieved.

Draft City of Southampton Strategy (Community Strategy) Relevant Objectives

- **Objective 2-** Learning and innovation at its heart
- **Objective 3-** A supportive business environment

This section seeks to meet the following spatial objectives set out in 3.2:

- **Objective SO1-** Support the sub-regional strategy to sustain and enhance Southampton as a regional city, a focus for growth and investment and home to an inspirational waterfront and thriving International Port.
- **Objective SO9-** Promote a dynamic, competitive economy offering a wide range of secure and sustainable jobs.
- **Objective SO11-** Support the varied operations of the Port of Southampton as a major driver of the economy and regional gateway.

Issues facing Southampton

- 4.5.1 Southampton is a major economic hub in South Hampshire and the South East. The city – region’s economic performance is average with potential for improvement.
- 4.5.2 Southampton’s strengths include: a strong city centre; strong representation in a range of sectors, including “clusters” in transport / logistics, marine technology and business services; good infrastructure (two universities, road / rail connections, international airport); a major international port; and good quality of life.
- 4.5.3 There are areas for improvement. These include: the need to increase rates of business formation, increase wage and skills levels; strengthen the city’s image; promote development opportunities and replace the loss in manufacturing jobs.
- 4.5.4 The Partnership for Urban South Hampshire, through the South East Plan, seeks a sustained improvement in South Hampshire’s economic performance (focussed on the cities) and promotes the development required to achieve this (e.g. – 1 million square metres of employment development, 2006 – 2026). Other key documents include Government Planning Policy Statements, the Regional Economic Strategy (SEEDA), Southampton’s Plan for Prosperity, Community Strategy and Local Area Agreement. These guide the key aims for this strategy:

- To support the dynamic role that the City of Southampton plays in the wider economy and promote a positive city image.
- To promote productivity-led “higher value” economic development including knowledge based sectors, enhancing skills and fostering entrepreneurs.
- To support city region clusters of economic development, including the SEEDA Southampton Enterprise Hub.
- To maintain a broad economic base, including support /service industries, to contribute to overall competitiveness and meet different labour force needs.
- To promote the inclusion of all the city’s residents in the benefits of economic development, including residents of priority communities.
- To promote quality of life and enhance the environment (e.g. – promoting positive regeneration and protecting the countryside, reducing car travel).

In spatial policy terms, these objectives point to:

- Focussing economic development on the urban area in general, safeguarding most or all employment sites
- Locating office development to support the city centre and public transport.
- Ensuring development construction is environmentally sustainable (built environment chapter)
- Providing appropriate infrastructure to promote economic performance, subject to social / environmental issues.
- Promoting access to jobs for all residents, for example by enhancing skills.
- Encouraging the commercial market to meet economic needs (where this is an issue).

Terminology

References to “employment” in the remainder of this section refer to employment in office, industrial or warehouse developments. Clearly there are other major employment sectors which present different spatial planning issues and are addressed elsewhere. These include City Centre retail / leisure uses (section 5.2); health, social services and education (section 5.3); other commercial uses (e.g. car showrooms, etc).

The Southampton city region equates to south west Hampshire: Southampton; Eastleigh; New Forest Waterside; Test Valley South.

Consultation on the Issues and Options Paper

- 4.5.5 In general there was support for the proposed approach as outlined above. On specific issues, most supported some flexibility towards smaller office development. Many respondents suggested decisions on the safeguarding of individual sites should only follow a full appraisal of sites and that there should be some flexibility. The importance of supporting port growth and the marine sector was recognised, subject to environmental issues. There was general support for seeking training measures, provided this was done flexibly.

Employment Preferred Options

Preferred Policy Option 9 – General Approach to Employment

The economic objectives of the Partnership for Urban South Hampshire (PUSH), SEERA, SEEDA and central Government will be one of the key considerations for the employment policies of the local development framework and for determining planning applications for employment development.

- 4.5.6 These objectives include raising economic performance via gains in productivity and competitiveness. There is also a wider issue around maintaining a balanced and inclusive economy. Other key considerations will also apply, depending on the circumstances (e.g. – transportation, environmental designations, etc).

Office Development

- 4.5.7 Office based sectors are expected to contribute significantly to “higher value” economic growth over the next 20 years. Projections were undertaken for PUSH by DTZ which anticipate a need for in the region of 680,000 sq m in Southampton’s city region, including 250,000 – 310,000 square metres in the city centre.
- 4.5.8 Major office developments are also “people intensive” uses so should be focussed first on city / town / district centres. This both supports the vitality of these centres and improves accessibility by public and other non-car modes of transport.
- 4.5.9 The South East Plan seeks to focus “large” office development in South Hampshire’s city and town centres. Small and medium enterprises accommodated in smaller offices are likely to be one of the future drivers of economic growth. Such smaller offices, under 750 sq m, are clearly less “people intensive” (typically employing under 40 people). In order to promote the South Hampshire strategy’s objectives, some flexibility is provided for smaller offices.

Preferred Policy Option 10 - Office Location

Office development will not be permitted if there is an alternative site available in a better location (see 4.5.12) which could accommodate the same need.

- 4.5.10 This policy will not apply to total office development under 750 square metres (gross). There is one exception - the policy will apply to proposals under 750 square metres on out-of-centre employment sites where it brings the total land area on that site devoted to office development to 25% or more.
- 4.5.11 The policy will not apply to total office development under 1,000 square metres gross where this forms an integral part of one company’s wider operation on the same site, providing this is an industrial operation of a similar or greater scale.

- 4.5.12 “Better locations” are sites in the same office property market area in a higher priority classification than the proposal. In order of priority these classifications are: 1. Southampton city centre; 2. Other sites within 500 metres of Southampton main railway station; 3. Town Centres; 4. District Centres; 5. Edge-of-Centre Sites (not covered by 2.); 6. Out of centre sites within 400 metres of a major public transport corridor; 7. Other out – of – centre sites.
- 4.5.13 Within Southampton, there is one town centre (Shirley) and four district centres (Lordshill, Portswood, Bitterne, Woolston). The major transport corridors within Southampton will be further refined through the transport policies.
- 4.5.14 An “alternative site” means a site which is reasonably likely to be developed within the next 5 years, or vacant floorspace; which is suitable for the same general scale of office development; is reasonably suitable or adaptable to modern office needs; and can accommodate the level of car parking allowed by the parking standards for that location. Some flexibility is required from both applicant and the local planning authority.

Safeguarding Employment Land

- 4.5.15 The South Hampshire strategy aims to boost economic performance, and to focus economic development on the cities. In order to meet its objectives, it sets a need to provide in the region of an extra 1 million square metres of employment floorspace in the Southampton city-region.
- 4.5.16 Safeguarding employment land maintains the capacity for its redevelopment to higher value employment uses (where appropriate). It also maintains the capacity for a diverse economic base in the city and provides jobs locally, reducing the need to travel.
- 4.5.17 Against this context there is a strong need to safeguard employment sites in the city from redevelopment to other uses. The background paper (Southampton and Eastleigh Employment Land Study March 2006) and Issues and Options Paper, section 5.3 from p58, provide more details on the overall position in the city and city-region.
- 4.5.18 A full employment land assessment will be conducted to inform a review of the safeguarding of individual employment sites undertaken as part of the “Site Allocations Development Plan Document”. This review will consider sites currently occupied by employment uses, and sites identified for new employment development.
- 4.5.19 This review will be conducted against the context that there is a strong need to safeguard employment sites in the city so most (and possibly all) existing employment sites will be safeguarded. The “release” of a small number of sites to an alternative use will only be made where there is a stronger counter justification. The review will take into account:
- The overall needs for employment land and sites available to meet this need. For example, if there are reasonably good site specific reasons for a site to be “released”, it may still be safeguarded once the cumulative effect of releasing other sites has been considered.

- The likely long term commercial prospects of the site (as existing or redeveloped) remaining occupied by employment uses – including “lower value” employment uses.
- The suitability of the site for employment use in planning terms
- The environmental sustainability of the site and the development proposed including consideration of biodiversity and the Habitats Regulations (see Natural Environment section).
- The location specific employment needs a site meets (e.g. for waterfront marine uses).
- The ability of a site given its specific location to deliver, through redevelopment, strong planning / regeneration / economic benefits which cannot be delivered elsewhere. The first preference will be for higher density mixed use redevelopments which retain and enhance the level of employment floorspace.

4.5.20 The redevelopment of a site to a higher value use for which there is a need (e.g. housing) will not in itself outweigh the strong need to safeguard a site for employment use. The overall city wide balance between meeting employment and other (e.g. housing) needs will be considered, including the effect this balance has on commuting patterns.

4.5.21 The Allocations DPD will define these issues in more detail, define the types of employment use appropriate to individual sites. The background paper on alternative options considered discusses these issues further.

The Port and Marine Industries

4.5.22 Southampton International Port is a major deep sea facility. It is the U.K’s premier cruise line port; and handles a significant proportion of the U.K’s overseas trade in goods. (Containers and cars are two key sectors). As such, the port is a key part of the national economic infrastructure and is one of the major drivers in the local economy.

4.5.23 The Port anticipates a demand for major growth which over the next 10 years can be accommodated within the boundaries of the existing port. Subject to environmental and social considerations, the City Council will help to facilitate this growth. Specifically, the City Council supports the bid to improve Southampton rail tunnel, part of a plan to increase rail freight capacity from the port to the Midlands and the North. The City Council also supports proposals to improve road freight access at Dock Gates 4 and 20.

4.5.24 The marine industry includes boat building and repair, yacht marinas, etc. This represents one sector of the local economy with a specific (e.g. waterside) locational requirement. SEEDA are undertaking a study of the benefits and needs of this sector, which will be taken into account in the review of site safeguarding.

The Mix of Employment on New Developments / Redevelopments

4.5.25 It is appropriate to ensure the commercial property market does not meet one economic need to the exclusion of others. Within the city centre, the focus will primarily be on office and other city centre uses (e.g. retail, leisure, etc). Outside the city centre, sites should provide employment developments which meet a mix of economic needs (providing the meeting of these needs is

commercially viable and suitable in planning terms). This mix will take into account the use (small offices, industrial, warehousing) and the size of unit.

Preferred Policy Option 11- Employment Mix

Employment developments on sites of 0.5 hectares or more will provide for a mix of suitable employment uses.

4.5.26 In order not to hinder commercial delivery, the City Council will implement this approach with a fair degree of flexibility. There may be cases where there is a wider economic need which the market is not providing. For instance, in the recent past this has been the case with 'easy in / easy out' managed space for start up or recently established businesses. In these circumstances the City Council will seek the provision of the space to meet wider economic needs. However, if this makes the overall redevelopment commercially unviable, there is no serious prospect of viability changing in the near future, and "gap funding" cannot be secured, this approach will not be pursued.

Skills / Access to Jobs

4.5.27 Enhancing the ability of the city's residents to access jobs in the city will promote better economic performance, social inclusion, and reduce longer distance in-commuting. There are a range of measures which can enhance "access" to jobs, including skills / training; guaranteed interviews; transport arrangements; childcare provision; and financial contributions towards such measures.

4.5.28 Measures will be "tailor made" to be appropriate to the specific development. The Council's desire is that through dialogue, a creative process will lead to solutions which (whilst possibly different from the current approach of a business) are of mutual benefit to the objectives of this strategy and of the business. A supplementary planning document will be prepared to expand on the approach.

Preferred Policy Option 12 - Access to Jobs

Major employment development will be required to provide measures to promote access to the jobs it creates amongst those residents of the city who can have difficulty entering the labour market.

4.5.29 For this policy, major employment developments include retail, leisure and office development greater than 1,000 square metres; industrial development greater than 1,700 square metres; warehouse development greater than 4,000 square metres; (all figures gross); and any other development likely to generate 50 full time equivalent jobs or more. The policy will also apply to construction jobs related to such major developments, and major residential developments.

4.5.30 City residents who can have difficulty entering the labour market could include some people in the following categories: residents of the city's priority areas; disabled people; single parents; ethnic minorities; young people; older people; people with low qualifications; elderly people.

Employment Alternative Options

4.5.31 Alternative options considered and rejected:

- a.** Set the principle that absolutely all employment land is safeguarded
- b.** Set the principle that all employment land is safeguarded, unless it is clearly unlikely to be commercially viable as such over the long term.
- c.** Provide a steer for considerably more flexibility with employment sites:
e.g. releasing sites where there are more general physical regeneration benefits
- d.** To not have a policy on the mix of employment.
- e.** To have a fixed requirement that larger sites deliver specific forms of economic development (e.g. enterprise centres).
- f.** To continue current policy allowing the market to dictate all matters surrounding access to jobs
- g.** To show more flexibility over whether or not a development is required to provide “access to jobs” measures in the first place.

4.6 Housing

Sustainability Appraisal (SA/SEA) Key Findings

The Preferred Options for housing (Preferred Policy Options 13-19 in this section) seek to meet expanding population trends and decreasing household size by creating the conditions for mixed and socially sustainable communities. They address issues of cost, tenure, density, quality and longevity. In this they will improve social baseline conditions, tackling deprivation and meeting some important sustainability objectives.

However there are some concerns over the provision of open space and level of flood risk. Preferred Option 16 and Spatial Objective 12 have been taken forward for further scrutiny under Appropriate Assessment.

Draft City of Southampton Strategy (Community Strategy) Relevant Objectives

- **Objective 1-** People with Positive Attitudes
- **Objective 4-** An Attractive and Stimulating Environment
- **Objective 6-** A Sense of Place

This section seeks to meet the following spatial objectives set out in 3.2:

- **Objective SO12** - Create a balanced housing market with a range of affordable house types, providing for 16,300 additional homes in the period 2006-2026.

- 4.6.1 The quality and affordability of homes is an important aspect of quality of life for people in Southampton. The Core Strategy is required to set out the broad principles for housing distribution until 2026 and present options for the approach taken on housing issues. A revised affordable homes policy will now be incorporated into the Core Strategy. It is intended that a common approach to defining housing need, and the calculation of affordable housing provision, be developed across South Hampshire. The Partnership for Urban South Hampshire (PUSH) is developing a consistent framework to contribute to the sub-regional target. A Site Allocations Development Plan Document (DPD) will be produced following the Core Strategy, to show the detailed distribution of housing.
- 4.6.2 The amount of homes to be provided in Southampton is shaped by the regional planning policy in the South East Plan. Options for accommodating extra homes will need to have regard to the South East Plan and the sub-regional strategy it contains for South Hampshire. As part of this sub-regional strategy adopted by PUSH, Southampton is required to build 16,300 dwellings by 2026.
- 4.6.3 Key housing issues to be considered within this document include: affordability; housing density, mix, type and quality; homes for students; issues connected with first time buyers; and the allocation of a site for Gypsies and Travellers.

Issues Facing Southampton

- 4.6.4 The principal housing objectives which will face Southampton are contained in the Housing Strategy; to enable housing needs to be met on an effective and affordable basis, which will include provision for students. Future demographic changes which will lead to an ageing population and migration patterns will need to be reflected, to make provision for future growth based upon research undertaken by the Partnership for Urban South Hampshire (PUSH) and for the South East Plan.
- 4.6.5 There will be a need to ensure that housing growth and economic growth is jointly managed and balanced on a sustainable basis, and that the quality of homes is improved, and the needs of new communities provided for. The number of properties reaching the decent homes standard will also be increased. A safer residential environment will need to be provided, with a greater emphasis upon a reduction in car use. Also, a continuing high density in accommodation provision, including both flats and houses with a limited degree of outdoor space available for use will need to be built, which are more energy efficient and sustainable.
- 4.6.6 It is important that the needs of the Black and Minority Ethnic communities are taken into account and met, In addition to this, in accordance with the recent survey carried out, an appropriate site for accommodating Gypsies and Travellers in transit, will have to be identified.

Consultation on the Issues and Options Paper

- 4.6.7 A variety of views were expressed on the different aspects of housing, in part, reflecting the type of respondent. For example, developers, land owners and consultants argued for flexibility in applying affordable housing policies and against higher proportions, a lower threshold and a set proportion of 'intermediate' and rented affordable housing. The responses on the Issues and Options Paper also highlighted the need to take into account government guidance and targets, South East Plan policies and evidence of local need and viability when setting policies.
- 4.6.8 An increase in housing density was, on balance, supported, particularly in the central area. However, the majority of respondents rejected the approach of designating specific wards to be intensified, arguing instead that design and accessibility issues should be properly considered. There was unanimous support for a balanced mix of house types, depending on social needs, and including larger properties.
- 4.6.9 The role of high quality purpose built housing for older people was stated. However, responses also highlighted the need for choice and raised a concern that this approach could cause a degree of segregation in communities if people are encouraged to move away into smaller properties. The importance of choice was also highlighted in discussions on housing students although there was some support for the provision of purpose built student accommodation.

- 4.6.10 Few responses were received on Gypsy and Traveller accommodation. Those who did comment emphasised their need for access to local facilities such as health, education and public transport and the need for consultation with police.

Housing Delivery

- 4.6.11 The housebuilding target for the city will reflect the 2005 Urban Capacity Assessment findings, the Sustainability Appraisal of the South Hampshire sub-region and the Housing Market Assessment for South Hampshire, together with the requirement to meet the PUSH standard for delivering an urban renaissance. This will lead to concentrating development in South Hampshire over the next twenty years within the two main cities.
- 4.6.12 It is the intention that all new residential development will be concentrated on brownfield sites and the increase in the number of dwellings to be built in urban areas will mean less need for new greenfield sites.

Preferred Policy Option 13 – Housing Delivery

A policy for the overall provision of housing within the city will set a housebuilding target between 2006-2026 of 16,300 dwellings in accordance with the PUSH strategy for South Hampshire.

Affordable Housing

- 4.6.13 South Hampshire needs as much affordable housing as possible secured across all sites. It is intended that site thresholds and percentage target levels should be consistent across the region in future, if possible.
- 4.6.14 The stated proportions of affordable dwellings in a future policy may vary if subsequent housing studies update the research and make alternative recommendations. Where the City Council can work directly with Registered Social Landlords, it will be possible to develop a site with 100% affordable housing.

Preferred Policy Option 14 - Affordable Housing Delivery

A policy for the provision of affordable housing, will define a threshold of 10 properties on site, at which an affordable housing target level will be up to 40% (maximum). The adoption of such a policy will be subject to an economic appraisal of the impact of this proposal on the housing market, and housing delivery potential, plus the development of a scheme appraisal model (Residual Value and Value for Money Model) to test the viability assessment of potential housing sites.

From the target figure of 40%, the proportion of affordable dwellings available for social rent will be 25%, and those available for “intermediate” purchase 15%, in accordance with the research and recommendations set out in the 2006 Housing Needs and Housing Market Survey.

Housing for older people

- 4.6.15 Demographic change will have a major impact in the wider housing market. The Chelmer based housing projections used by PUSH indicate a 41% increase in the 60+ age group over the next 20 years.
- 4.6.16 A policy about homes for older people will emphasise the provision of “Lifetime Homes” which will enable older people to remain independently in their own homes, for a longer period of time, in line with government policy.
- 4.6.17 Lifetime homes will be built to a set of design standards which will meet the varying needs of occupiers, particularly, those whose mobility is reduced.

Preferred Policy Option 15 – Housing Provision for Older People

A policy will be designed to facilitate older people being able to live independently in their own homes, so that a range of accommodation and types of tenure will need to be available, with the emphasis being on homes that are fit for life.

Housing Mix and Type

- 4.6.18 Determining housing mix and type will have to take into account issues such as economic growth and migration, the financial housing market, the needs of the first time buyer, and the provision of a safer residential environment. A properly researched provision of a balanced housing market for the city has been conducted through a South Hampshire Market Assessment in 2006, in addition to the Housing Needs and Market Survey. The evidence illustrates that single person households make up a significant proportion of the population in Southampton, but there needs to be a proper balance of housing provision achieved at a sub-regional level, particularly as there is a high degree of mobility between districts and cities.
- 4.6.19 There is however, a high proportion of small dwellings within the city, and considerable price rises in the larger homes section.
- 4.6.20 All of the recent survey work indicates the need for a range of accommodation to meet a range of housing needs and a balance of property types. The proportion of houses and flats to be provided will be an important area of discussion in the future, together with the need to create sustainable and balanced communities.

Preferred Policy Option 16 - Housing Mix and Type

A policy relating to housing type and mix will need to retain, and in some cases, provide additional family housing. City centres in particular lend themselves to higher density, but mixed communities need to be established to encourage interaction between different people. Larger property provision, can free up small properties also, and help change the balance in neighbourhoods with more mixed income communities. The proposed level of economic growth will also need to attract family groups within the city boundary, so as not to encourage urban sprawl.

Policies relating to housing mix and type will also need to take into account research undertaken this year in a draft document "Connecting Communities", which has been assessing the housing needs of the Black and Minority Ethnic Communities on behalf of Southampton's Housing Partnership. This gives an insight into the needs and aspirations of various community groups, and their cultural influences, which may well mean that the provision of larger housing may be required within certain neighbourhoods in the city.

Housing Density

4.6.21 Preferred Policy Option 2 recognises the pressure for higher densities in the city and that, in some areas, intensification is appropriate. Despite the need for higher density, policy will need to promote high quality residential development which is energy efficient, in line with best practice to increase the level of sustainability, where houses with reduced outdoor space, such as a roof terrace or balcony will form an integral part of any flatted development. Open space should be well maintained and respect and contribute to the character of the area (see Natural Environment and Open Space sections).

Preferred Policy Option 17 - Housing Density

A policy relating to future density requirements will need to reflect the need for high density in certain parts of the city, particularly within the city centre area, town and district centres, and those close to public transport services (see the Key Diagram). It will also take into account the need to protect and enhance the character of existing neighbourhoods, open space and appropriate reduction and mitigation measures against flood risk.

Student Accommodation

4.6.22 The new approach to provide student accommodation will need to take into account and assess the current demand for sub-divided property within residential areas, to accommodate students, partly because existing student built property is proving to be too expensive, and is under occupied. Additional pressure is put upon the low cost private rented sector because of this, but student accommodation can prove difficult to control through planning policies alone.

Preferred Policy Option 18 - Student Accommodation

A policy on future student accommodation will relate to the issue of it needing to be affordable, and for universities and colleges to assist in providing suitable property, and encouraging students to live in it.

Gypsies and Travellers sites

- 4.6.23 The already identified need for Gypsies and Travellers accommodation is for a transit site but the need assessment may reveal further needs such as small family owned private sites. A transit site of 6 pitches i.e. 12 caravans is likely to require about 2.5 hectares (or 1 acre). Locations will have to be short-listed based upon a sequential assessment against objective criteria.
- 4.6.24 The number of pitches required will need to be translated into a specific site allocation(s). The proposed allocations DPD will allocate a site in the city.
- 4.6.25 Site selection will need to balance a wide range of sensitive issues to meet the needs of Gypsy and Traveller communities, and reduce unauthorised encampments. A transit site will be required because they have nowhere within the city to legally stop for a short time. However, joint working with other authorities will be important in determining appropriate sites.

Preferred Policy Option 19 – Gypsy and Traveller Accommodation

A policy relating to the provision of a Gypsy and Traveller Transit site will need to take into account the results of the recent Hampshire wide Needs Assessment undertaken to assess the number of pitches required, the type of site, (transit) and appropriate geographical area for its location.

Housing Alternative Options

- 4.6.26 Alternative options considered and rejected:
- a. The Core Strategy will include a target percentage and threshold for affordable housing provision of 35% or below.
 - b. The Core Strategy will include higher percentages and thresholds for affordable housing provision above 40%.
 - c. To promote additional provision of small units of accommodation for older people instead of lifetime homes provision.
 - d. To have a continuing emphasis upon high density flat provision throughout the city, without tackling the need for balanced communities as part of housing mix and type, and future density.
 - e. Not to accept the pressure on the private rented sector, and not to assist in the provision of more affordable accommodation for students.

4.7 Transport

Sustainability Appraisal (SA/SEA) Key Findings

This section conforms with the LTP2 and Solent Transport Strategy. Among its primary aims are reducing car use and air pollution, but also promoting Active Travel. Advantages can be expected regarding accessibility and social inclusion, townscape and streetscene, congestion, air quality and carbon emissions, and providing the conditions for economic growth.

Preferred Option 23 underwent a more rigorous and detailed assessment as it addresses conflicting drivers and leads to mixed outcomes. It is expected to lead to significant positive effects for accessibility, reducing congestion and economic growth. It may also worsen air pollution and carbon emissions at a macro level and could result in major negative effects on nature conservation areas. As a result it is being taken forward for further examination under Appropriate Assessment.

Draft City of Southampton Strategy (Community Strategy) Relevant Objectives

- **Objective 3-** A Supportive Business Environment
- **Objective 4-** An Attractive and Stimulating Environment

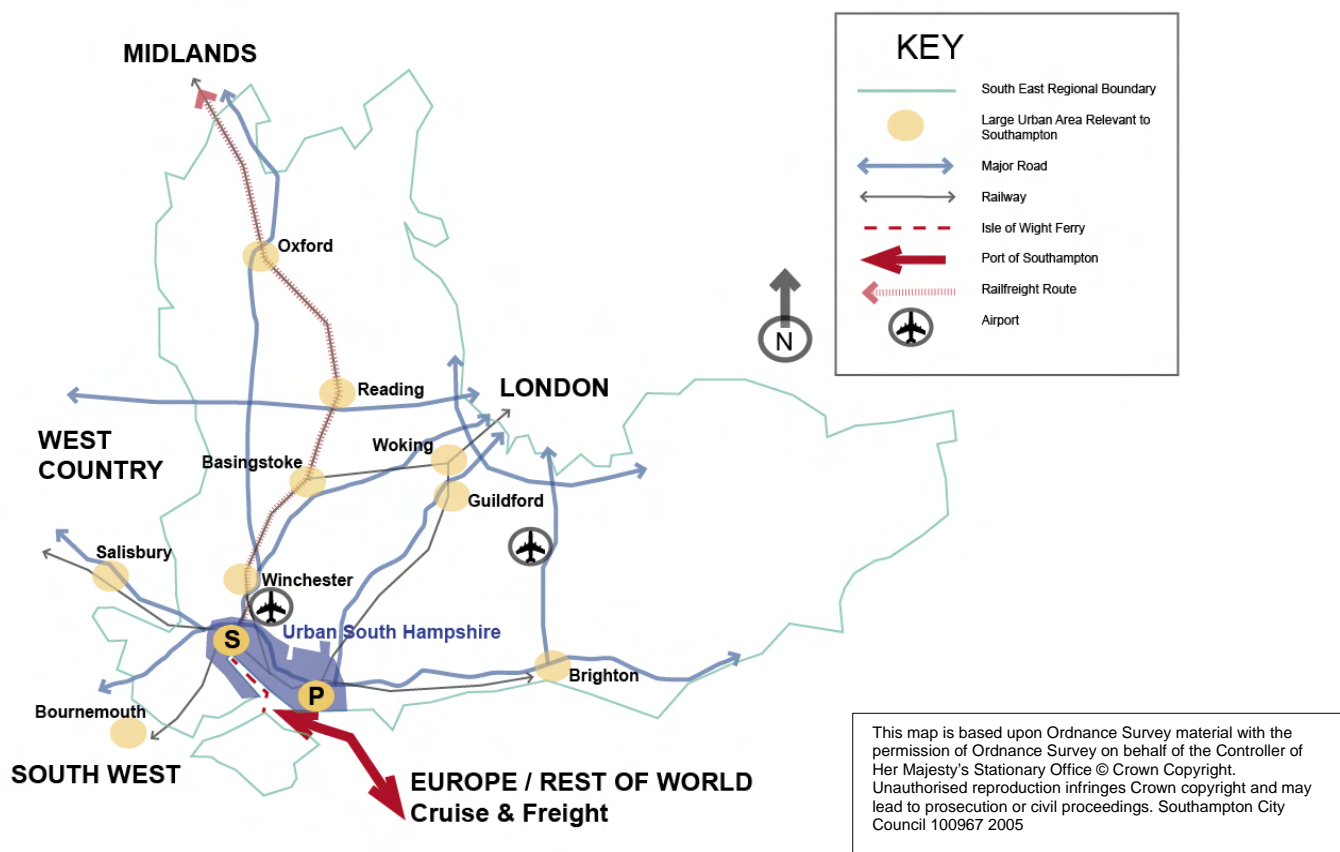
This section seeks to meet the following spatial objectives set out in 3.2:

- **Objective SO11** Support the varied operations of the Port of Southampton as a major driver of the economy and regional gateway.
- **Objective SO13** Ensure that all development is supported by a superior alternative transport system, attracting people to walk, cycle or use the bus or train. Manage car trips so that road space is managed fairly, to improve air quality, control congestion and improve the street scene.

4.7.1 Spatial planning has an important role to play in terms of reducing the overall need to travel and in reducing the impact of transport. The responsibility for transport issues is generally shared between the City Council, the Highways Agency, Network Rail and various private bus and rail operators. The City Council is responsible for the road network and for providing for the needs of cyclists and pedestrians.

4.7.2 Southampton is a major gateway. This is primarily characterised by the role and importance of the International Port and Airport. The draft South East Plan allocates Southampton as a regional hub, connected via key spokes to Basingstoke, London and the Midlands, as well as to Bournemouth, Portsmouth, Brighton and the Isle of Wight.

Regional Transport Context



4.7.3 In parallel with the development of the Local Development Framework, the City Council has developed the **Local Transport Plan 2** (a statutory business plan for transport issues) and in conjunction with Hampshire and Portsmouth the **Solent Transport Strategy**. It is important that these documents support one another. For this reason, the Core Strategy incorporates an expression of transport aims linking land-use development with transportation. The preferred options for delivering this are outlined below.

Issues facing Southampton

4.7.4 As a society, more of us travel more often and we travel further than ever before. This has come at a cost to the environment; and it is a cost that is increasing. If we are to retain the freedom and flexibility of travelling whenever and wherever we need, we will have to alter our approach to transport significantly during the period of this Plan.

4.7.5 These concerns are reflected across South Hampshire, the UK and Western Europe. If we want to see Southampton as a global city, we must adapt international and national initiatives and measures which seek a more sustainable transport network that meets the needs of the city. Delivery of the LTP2 objectives requires a significant shift in the city's approach to travel within the urban area; there is a need for high-quality alternative transport services, providing a more viable and more sustainable future network. Dependency on the private car needs to be reduced to meet this aim.

- 4.7.6 The preferred options are split into two transport topics to reflect Southampton as a city and Southampton as a regional hub: -
- Citywide Transport Preferred Spatial Options
 - Strategic Transport Preferred Spatial Options

Both sections are supported by a Transport Preferred Options Diagram & a Public Transport Accessibility Map (PTAL). A separate Transport Background Paper is available which justifies the content of the transport section.

Consultation on the Issues and Options Paper

- 4.7.7 The Issues and Options Paper consultation saw general support for policies which emphasise:

- The reduce-manage-invest approach;
- The role of Freight Transport and access to the Port;
- The role and remit of travel plans and active travel plans;
- Links with the proposed Hedge End SDA;
- Linking the City Centre with the waterfront;
- The role of the Hythe Ferry and links to the Isle of Wight;

- 4.7.8 General objections were received on how the approach proposed meets the needs of the ageing population and addresses their accessibility issues. There were also objections on proposals not to allow for extra car parking on council estates or rail stations. There were mixed views on the expansion of Southampton Airport; congestion charging and the role of public transport; car parking levels; Homezones and their implementation and the proposed Bus & Toll (BAT) route along the A3024.

City-wide Transport Preferred Options

- 4.7.9 A sustainable approach involves integrating the whole spectrum of transport modes and welding them back into the city's neighbourhoods. Action is required across the network of urban centres and within the wider travel to work area, if Southampton is to become more sustainable. This is the approach that is both economically viable and environmentally and socially sound.

- 4.7.10 Within the overall spatial approach, there are a number key elements:

- **Modal Shift to Alternative Transport** - The spatial strategy should support initiatives such as car clubs, significant bus service improvements, cycling and walking. Planning contributions should be sought for travel plans and measures which promote alternative transport. A modal shift toward alternatives should be achieved in line with the LTP2. Business should be encouraged via travel plans to use more sustainable travel modes and via the use of technology explore options which will reduce the need to travel.
- **Walking, Cycling & Mobility Buggies** – Pedestrian and cyclist priority will be established in the City Centre and network of centres. Residential development should conform to home zone principles unless highway safety measures dictate otherwise. Development should seek to improve conditions generally for walking, cycling and use of mobility buggies; connect with the rights of way network and separate cycle lanes from

- pedestrian linkages where possible. Waterside access should be encouraged and planned with consideration for the natural environment.
- **Park and ride schemes** – These should be promoted, working alongside adjoining Local Authorities, at three locations (West, North and East) as a way of reducing the amount of traffic entering the urban area, thereby enhancing air quality and reducing the need for car parks in the city centre. Wider sustainability issues (such as CO₂ emissions) will need to be addressed along with any issues of development on green land.
 - **Gateways, approaches and boulevards** – Developments should seek to enhance the strategic gateways and approaches into the city and city centre as identified on the Transport Diagram. Public realm and strategic transport contributions should seek to implement excellent citywide approaches including tree lined boulevards of shared corridors accommodating vehicles, cyclists and pedestrians. Strategies will be implemented which seek to enhance the network of railway stations and in particular, the redevelopment of Central Station and the immediate surrounds (see the City Centre section).
 - **Enhancing Air Quality and Active Travel** - Two key objectives of the LTP 2 are the Air Quality Action Plan and Active Travel Plan. Air Quality Management Areas (AQMAs) should not be prejudiced by new development whilst transport infrastructure contributions and the built environment in general can support cycling and walking.

Preferred Policy Option 20 – Overall Citywide Transport Spatial Approaches

The overall citywide spatial transport strategy should:

- Accord with the longer term local transport strategy set out in the LTP2 acting to support the aims and objectives of the Local Transport Plan 2 (2006-2011) and Solent Transport Strategy to 'Reduce-Manage-Invest'.
- Seek to support the strategic transport role of Southampton and in particular, freight movements and access to the International Port of Southampton with a presumption in favour of railfreight and greater 'transshipment' (boat to boat);
- Encourage patterns and forms of development that reduce the need to travel especially by car and which seek to promote active lifestyles. Integrate land-use planning and transport planning as closely as possible, to provide the framework for genuinely sustainable neighbourhoods and urban centres;
- Seek to improve public transport capacity and accessibility citywide, in particular, for areas designated for development and regeneration, including the City Centre and Network of Centres;
- Ensure that issues of inaccessibility are addressed;
- Support high trip generating development only in the City Centre and at locations with both high levels of public transport accessibility and capacity sufficient to meet the transport requirements of the development;
- Ensure that car parking provision is restrained to help reduce reliance on the car and to create modal shift. Ensure that parking provision reflects levels of accessibility and in some cases local context and character;
- Ensure that green spaces and vegetation are not lost to extra off-street car parking to maintain the overall Streetscene and quality of place.

4.7.11 The Transport Preferred Options Diagram illustrates the citywide public transport linkages; directions; approaches including linkages between the networks of centres.

Transport Infrastructure

- 4.7.12 A sustainable strategy of **'Reduce-Manage-Invest'** is the preferred implementation option. The sustainable approach to transport will involve strategies which indirectly seek to influence travel behaviour, via the built environment. Direct funding will be focused on public realm enhancements, the legibility agenda and direct transportation funding, this will be gained from:
- City Council budgets (linked to LTP 2);
 - Government grants (where relevant);
 - Agency funding (from SEEDA / Highways Agency and Network Rail, where relevant);
 - Developer contributions implemented via section 106.
- 4.7.13 The role of section 106 contributions is significant in developing a more sustainable transport network. 'Pooled contributions' will be sought that aid the citywide aspirations for enhanced public transport and other LTP2 implementation objectives. Whilst site specific contributions will help deliver localised public realm and legibility enhancements. The role of design is crucial in ensuring that development layout supports the strategic transport objectives, such as incorporating excellent cycling facilities and on-site car clubs.

Preferred Policy Option 21 – Transport Infrastructure Funding

Strategic planning contributions should be sought to help implement the overall spatial transport strategy (see the Implementation section). There should be a presumption in favour of resource efficiency and locally sourced materials used when implementing physical infrastructure.

Options to incorporate a range of transport infrastructure funding should be investigated with all development following a sequential approach, with larger developments contributing more. The approach is suggested as follows: -

- i) Small developments of between 5-10 dwellings or under 1,000 sq m;
- i) Larger developments of between 10-50 dwellings or 1,000-2,000 sq m;
- i) Significant developments over these thresholds

The range of transport infrastructure sought includes strategic 'pooled contributions' toward physical infrastructure and more sustainable transport modes (such as bus funding and improvements to the network). This may include enhancements to the public realm, streetscene and legibility initiatives, along with on site or nearby infrastructure improvements (such as cycling facilities) and contributions toward initiatives such as integrated car clubs.

Detailed contributions will be set out in other DPDs & SPDs (see also Preferred Option 35).

Parking Standards

Preferred Policy Option 22 – Car & Cycle Parking

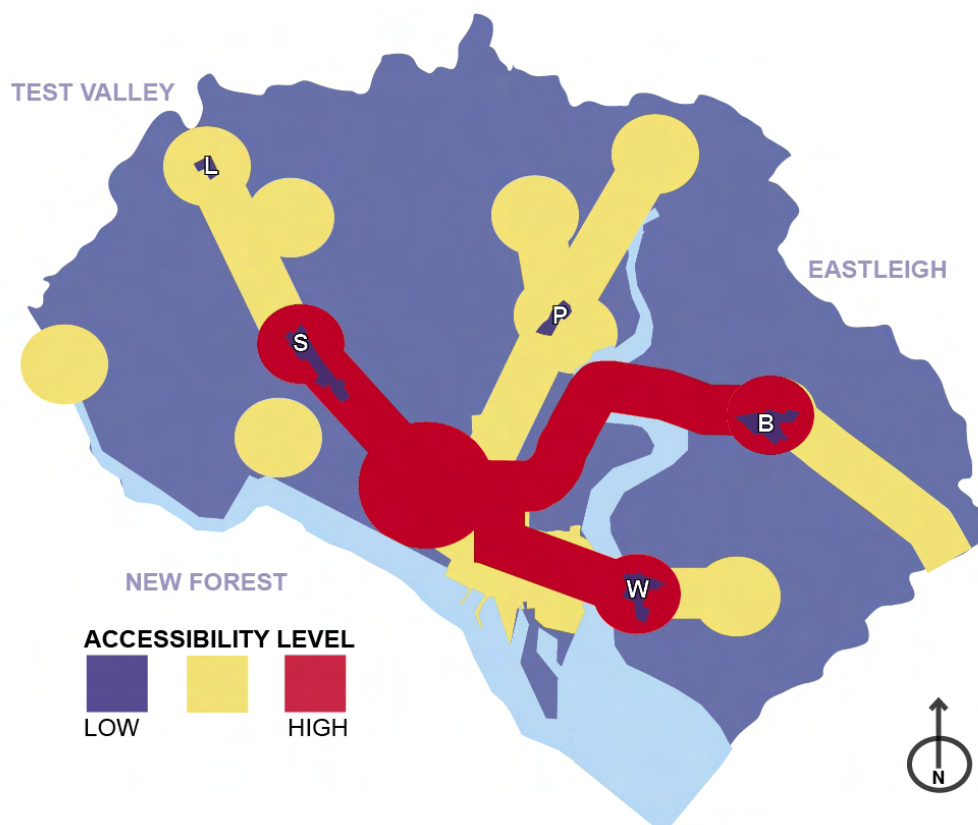
Maximum Parking levels should reflect the local Public Transport Accessibility Level (PTAL)* as indicated by the Accessibility Map and tables given in the parking background paper. Residential parking must be considered within the local context and linked to on-street parking enforcement where appropriate.

Parking provision should reflect the scale and travel needs of development, along with location and access to amenities, taking a balanced approach to commercial parking to ensure that business is encouraged to locate within the city centre. Minimum cycle parking standards will apply.

* The detailed PTAL Accessibility Map will be available later in the plan process

4.7.14 Controlling car parking is a vital element of ensuring more sustainable travel patterns whilst also increasing public health and land use efficiency. The Transport Background Paper outlines the justification for the car, cycle, disabled, lorry and motorcycle parking standards proposed along with transport assessment and travel plan criteria. Appendix 2 outlines the detailed standards forwarded for discussion; many of these retain the same emphasis as the Local Plan Review (with some minor changes which reflect a new method of illustrating the standards), except for changes to the residential and commercial office / industrial standards which have a changed emphasis.

4.7.15 Accessibility levels will be measured against a PTAL Accessibility Map. This will broadly show higher levels of accessibility by rail, bus, cycle and reflect pedestrian connectivity to routes. The broad concept is illustrated below.



Strategic Transport Preferred Options

4.7.16 Strategic preferred transport spatial options are forwarded for discussion. These are supported by the Transport Preferred Options diagram which illustrates the broad strategic spatial approaches.

4.7.17 Within the overall spatial approach, key objectives include:

- **Supporting the International Port of Southampton** – Development should not prejudice access to the International Port of Southampton along the key freight corridors identified on the Transport Diagram (A33 and A3024). There should be a presumption to balance issues of Port access with Air Quality. The development of railfreight will be supported by tunnel widening and infrastructure enhancements, development will not be permitted that detracts from rail freight unless the need is not evident. Integration between freight modes and greater transshipment will be encouraged where this reduces the need for more road haulage.
- **Supporting the growth of Southampton Cruise terminals** - Improving access for passengers and improving public & passenger access to the City Cruise terminal, connecting it with the City Centre.
- **Support and enhance the port ferry facilities** – Ensure that maritime transport links are supported by multi-modal interchanges and access to the City Centre.
- **Promoting water taxis** - A system of water taxis should be funded by developments to aid tourism and public transport accessibility. A system should have regard for the natural environment and habitats regulations.

Preferred Policy Option 23 – Overall Strategic Transport Spatial Approaches

The overall strategic spatial transport strategy should:

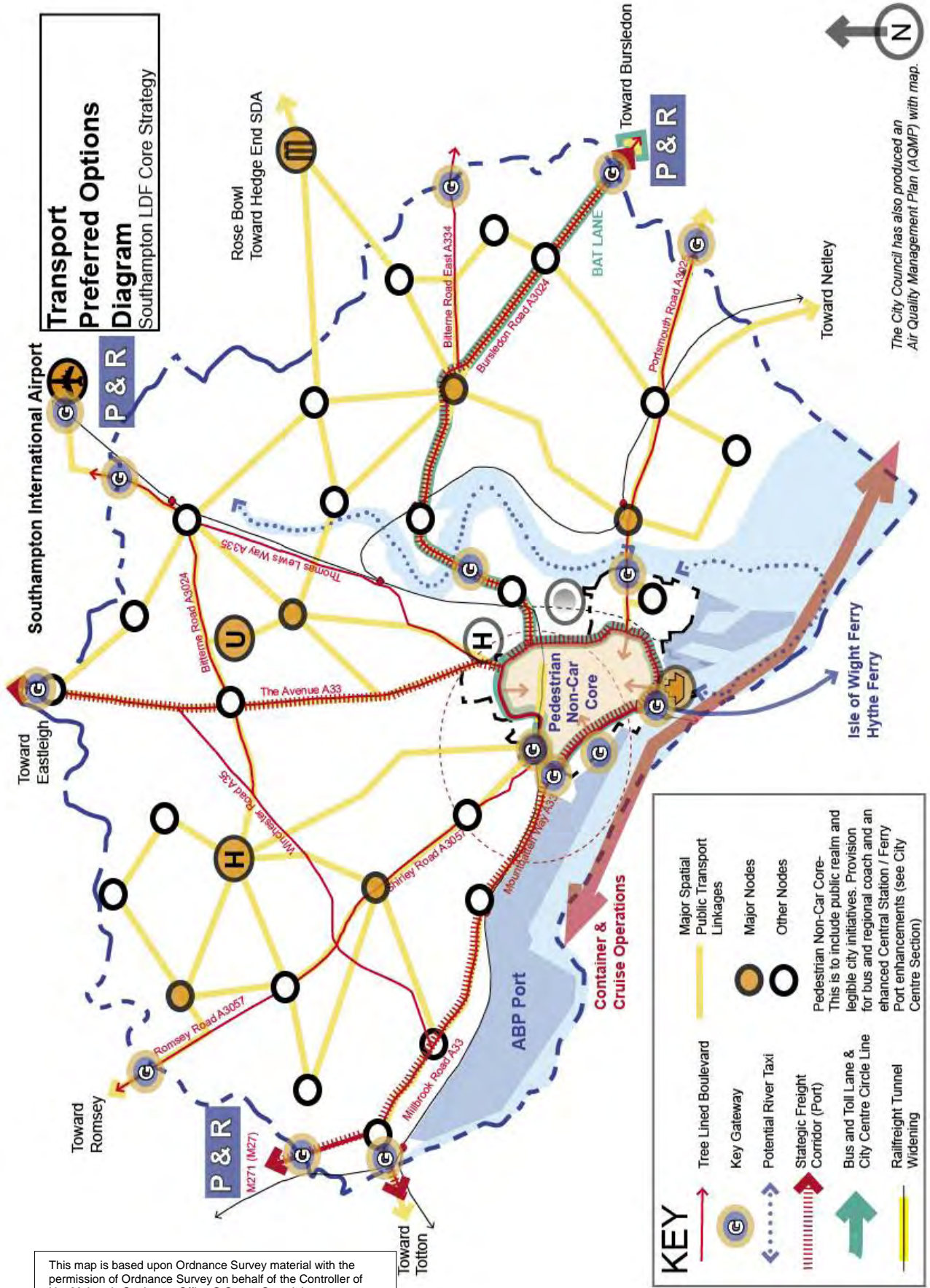
- Support Southampton's role as an international gateway and regional transport hub incorporating the International Port of Southampton;
- Maintain access to the strategic road network incorporating the A33, M271, M27 and M3, whilst seeking to enhance the gateways and approaches;
- Lobby for improvements in, and links to, the inter city rail network and station facilities, particularly a major redevelopment of Central Station. Support the expansion of railway infrastructure where necessary. A presumption against additional parking at stations except where new development would justify;
- Encourage the provision of enhanced regional coach facilities, lorry parking and the provision of bus termini in the City Centre;
- Support the sustainable growth of Southampton International Airport;
- Enhance bus facilities and services to reflect a strong growth in usage incorporating a significant improvement in the quality of bus infrastructure. State-of-the-art network management technology in the form of Bus and Toll lane (BAT) along the A3024 should be introduced to support the city's mass transit network and linkages to the sub-region. The use of a high occupancy lane may be a viable alternative. Implementation may be alongside the P&R.
- Enable a renaissance in transport communications via the use of technology, advanced ticketing tools and mobility management techniques, seek measures that encourage more sustainable business travel;
- Work with partners and adjoining authorities to employ a combination of road user charging, high occupancy lanes and car park tariffs on a sub-regional scale to encourage non-car based travel on busiest roads.

Transport Alternative Options

4.7.18 Alternative options considered and rejected:

- a.** A limited intervention approach for transport which accepts the various externalities and allowing a free market;
- b.** A Major New Investment approach - constructing mass transit, more roads and initiating radical schemes citywide to encourage a modal shift to more sustainable modes;
- c.** Adapt car priority measures and seek not to influence a modal shift;
- d.** To not allocate any parking standards allowing for a case by case method;
- e.** To not seek streetscene and public realm enhancements;
- f.** To avoid development which may increase the use of Southampton Airport

Transport Preferred Options Diagram
Southampton LDF Core Strategy



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The City Council has also produced an Air Quality Management Plan (AQMP) with map.

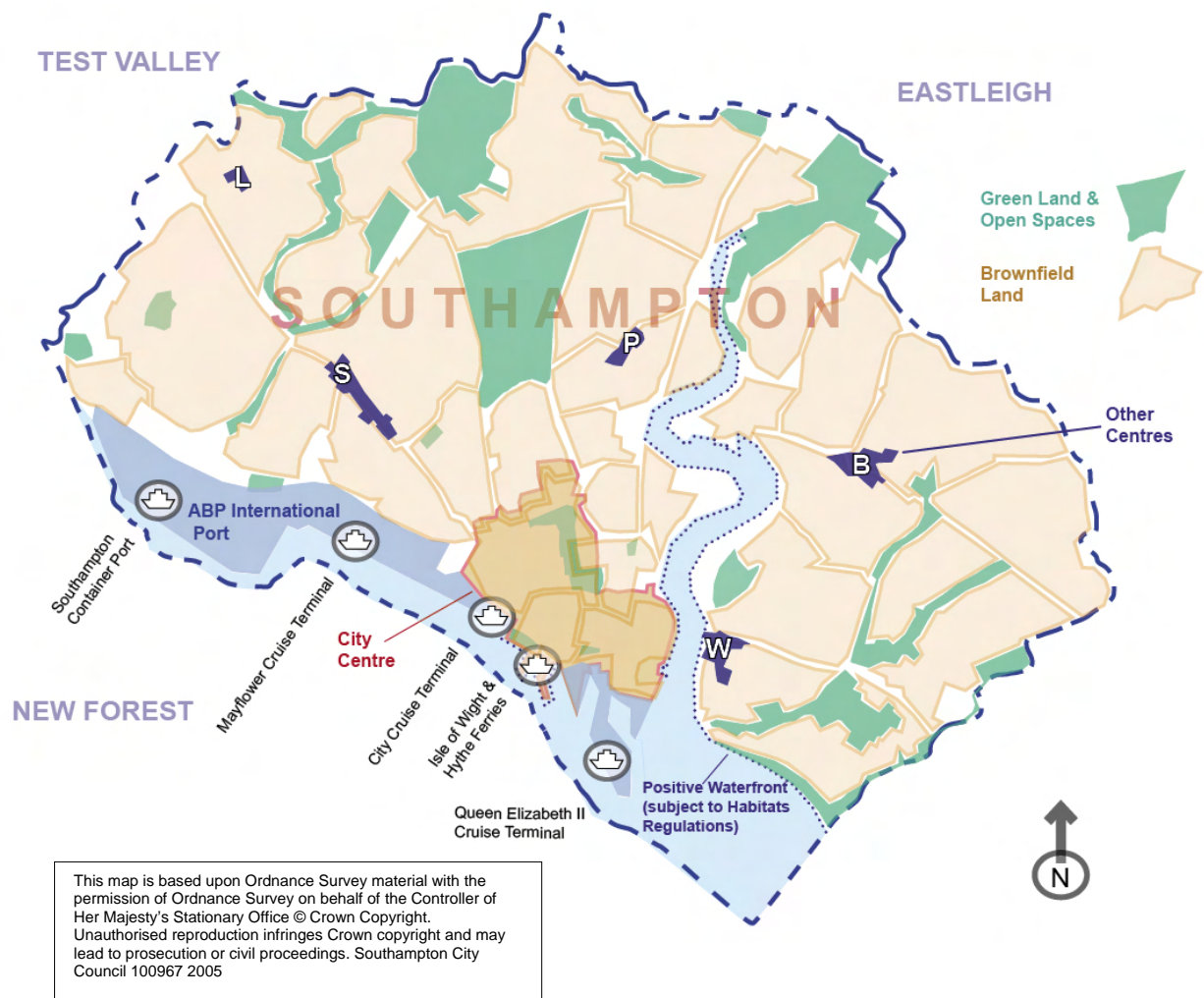
5 Core Strategy: Spatial Framework

5.1 Spatial Framework: Overview

5.1.1 This section considers the following geographical areas within the City:

- City Centre;
- Neighbourhoods;
- Waterfront;
- Open Space Network.

Spatial Framework – Concept & Dimensions



5.2 City Centre

Sustainability Appraisal (SA/SEA) Key Findings

The City Centre is the preferred focus for new development, particularly new offices and retail provision. This is considered the most sustainable approach given its excellent public transport links and current urban form, and will bring benefits to townscape, air pollution, congestion, open space and economic performance.

Conversely there are significant concerns over the level of flood risk, the proximity of nature conservation areas and discharges into the Solent. Consequently Preferred Options 24 and 25 have undergone more rigorous and detailed appraisal. Option 23 has also been taken forward for Appropriate Assessment due to the effects of possible land reclamation.

Draft City of Southampton Strategy (Community Strategy) Relevant Objectives

The Vision for 2026: “As the major city in central southern England, Southampton will be recognised as the region’s economic, social and cultural driver”. The vision cites key aims / assets, including: leading retail centre; leisure opportunities; fine parks; attracting visitors; and cruise liner terminals.

- **Objective 3-** A Supportive Business Environment
- **Objective 4-** An Attractive and Stimulating Environment
- **Objective 5-** Imaginative Arts and Cultural Opportunities
- **Objective 6-** A Sense of Place

This section seeks to meet the following spatial objectives set out in 3.2:

- **Objective SO10** - Create a vibrant, high quality regional city centre that connects with the waterfront and is the focus for major retail, tourism, leisure and office investment.

Issues facing Southampton

5.2.1 The aim is to enhance Southampton city centre’s strong regional role. The submission South East Plan recognises that Southampton is a “primary regional centre” suitable for major development and the emerging Draft Community Strategy expresses similar sentiments.

5.2.2 To achieve this aim, the City Council’s key aims for the city centre are to:

- Require careful design of buildings and streetscape to conserve and enhance Southampton’s distinctive evolution, heritage and “sense of place”, including the Old Town, 19th Century Parks, active waterfront, views of cruise liners and (if possible) access to parts of modern cruise line terminals, commercial streets and malls, and gateways / approaches.
- Require development to have environmentally sustainable design (built environment chapter)
- Maintain a coherent, vibrant and focussed shopping area and city centre in physical / commercial / activity / movement terms (whether these areas are as currently defined, or extended), with a mix of uses to include:
 - A net increase of retail floorspace. This will include comparison retail floorspace in the region of 100,000 – 160,000 square metres. Retail

- floorspace will be focussed first in the existing primary shopping area (PSA), and then in an extension to this area when appropriate.
 - Promote more regional and other leisure, cultural, tourist, office, residential and community facilities; and events to attract visitors (e.g. maritime events, markets, etc); and retain necessary open spaces and community facilities.
- Ensure that high density residential development supports the level of economic growth promoted by PUSH, and is linked, where appropriate to adjoining residential communities.
- Improve access to and around the city centre by public transport (rail, bus, ferry), cycling and walking.
- Reduce the leakage of expenditure, particularly to “out of centre” facilities.

Consultation on the Issues and Options Paper

5.2.3 There was a general consensus that there should be major mixed commercial growth in the city centre along the lines outlined above. There was strong support for enhancing connections to the waterfront. Most respondents supported major commercial expansion in the western part of the city centre. Key development interests in the city seek that investment is focussed in the existing shopping area first and that any retail expansion is carefully managed.

The City Centre Boundary

5.2.4 The city centre boundary is defined to include the main shopping, office, leisure, cultural and learning destinations, areas with major development potential, civic spaces, mixed use areas and transport interchanges within the central area. The present City Centre boundary, designated in the Local Plan Review, will be extended in one location to include the area south of West Quay Road (see City Centre Preferred Options Diagram).

5.2.5 A City Centre Action Plan will be prepared for this area.

Overall Approach to the City Centre

5.2.6 The overall aims are set out above.

5.2.7 The approach involves opening parts of the City Centre with the waterfront which may involve issues of flood defences and land reclamation. The Natural Environment and Habitats Regulations sections along with flood risk will be relevant considerations.

Preferred Policy Option 24 – City Centre Approach

Southampton City Centre as defined on the City Centre Preferred Option Diagram will be the primary focus for growth and investment, in the following mix of uses: leisure, tourism, retail, and offices. It will also be a focus for residential and community uses. A distinctive sense of place will be created, drawing on the city’s heritage. It should be a focus for enhanced transport facilities, attractive quality open spaces, and a dynamic positive waterfront linked to the city centre.

The Broad Scale and Location of Development within the City Centre

- 5.2.8 The submission South East Plan states that Southampton city centre is a suitable location for major retail and leisure development of greater than 10,000 square metres (gross). In order to maintain its primary regional status, the DTZ study for PUSH¹ estimates that Southampton city centre needs to accommodate, between 2005/6 – 2026, an “overall need” in the region of:
- 100,000 – 160,000 square metres of comparison retail floorspace;
 - 250,000 – 310,000 square metres of office floorspace;
 - Further leisure / cultural / tourist development, for example: restaurants, bars, events arena, cultural quarter, large casino, new tourist destination.
- 5.2.9 DTZ have also finalised a baseline assessment of convenience retail floorspace, which the City Council will consider. The centre can also meet some of the city’s housing needs, and is currently believed to have the capacity to accommodate approximately 2,500-4,500 residential properties depending on how the Royal Pier area is developed.
- 5.2.10 All are net increases. These estimates provide a broad long-term guide for this strategy of needs and will be monitored over time. The draft background paper: “City Centre Retailing” explains the position regarding overall retail needs in more detail. They will help to inform the mix of uses to be planned for in the City Centre Action Plan, which will establish the physical / design capacity of the city centre to accommodate them. The estimates of retail need will inform policy option 24. Otherwise, these estimates will not be used to place an upper limit on office / leisure development in the city centre, or on retail development within the existing Primary Shopping Area (PSA).
- 5.2.11 This strategy identifies the area broadly west of Western Esplanade as the appropriate location for a major development quarter within the city centre. Focussing new development in this area will help link the city centre to the main railway station and the waterfront; capitalise on recent and proposed developments; link to good road access; and is likely to be deliverable over the course of the strategy. Major expansion in this direction will protect the Victorian parks, old town and residential neighbourhoods. For illustration the City Centre Preferred Options Diagram shows these and other key aspects of the city centre.
- 5.2.12 The City Centre Action Plan will define the precise boundary for the major development quarter, and ensure it is well connected to the primary shopping area, station, the waterfront (where appropriate), and other key routes / areas. The Action Plan will also define the parameters for the appropriate mix of uses. In particular, residential uses should not dominate as the aim is to create an active commercial quarter
- 5.2.13 In terms of the city centre overall, retail development will be focussed in the existing Primary Shopping Area (PSA) and (as appropriate) in an extension to the PSA in the major development quarter, and on other individual development sites close to the PSA. In terms purely of the “sequential approach”, other uses can be located more widely in the city centre. The city centre also forms a neighbourhood for local residents, and appropriate

¹ South Hampshire Town Centres: Sub Regional Study: 2005

provision needs to be made for community facilities. These might include local shops, schools / youth facilities, doctors surgeries, etc (see the Neighbourhoods section). Transport and utility infrastructure needs to keep pace with new development.

- 5.2.14 The Action Plan will set out how both the major development quarter and other significant individual development opportunities and zonings, community facilities and infrastructure across the city centre can be delivered, and combine with existing assets to create a “sense of place” and a coherent centre overall. It will also consider links between the city centre and nearby residential neighbourhoods or destinations (e.g. RSH hospital, football stadium, etc).

Preferred Policy Option 25 – Major Development Quarter

Development that will form part of a comprehensive major mixed use development quarter will be permitted in the area within the city centre broadly west of Western Esplanade / Harbour Parade. The mix of uses will include retail, leisure / cultural / tourist, office, residential and any necessary local community facilities. The mix and scale of development will be that required to help maintain and enhance the city centre’s regional role, subject to the retail policy option 24 below.

Scale & Location of New Retail Floorspace

- 5.2.15 The city centre’s shopping area is designated the “Primary Shopping Area” or “PSA”. The “existing PSA” is as defined in the Southampton Local Plan Review (adopted 2006).
- 5.2.16 The city needs to deliver the “overall need” for new retail floorspace, as defined at paragraphs 5.2.8, in a way which maintains and enhances the coherence of the PSA and creates sufficient certainty for retail property investors. The first priority will be to focus new floorspace in the existing PSA. In the light of its overall objectives, the City Council’s preliminary view is that some of the “overall need” for new floorspace will need to be accommodated in an extension to the existing PSA. Preferred Policy Option 24 sets out the intention to extend the PSA before 2026; together with policy tests to establish whether or not this intention remains valid at the time that development is proposed.

Preferred Policy Option 26 – Retail Primary Shopping Area

After 2011, retail development will be permitted in the major development quarter outside the existing primary shopping area if both the following tests are met:

1. It is part of a coherent expansion of the primary shopping area.
2. There is an “additional need” for the development which is unlikely to be met within the existing primary shopping area. This test will be judged by looking at additional needs 5 years ahead, and through to 2026.

- 5.2.17 Once retail floorspace is permitted under this policy, changes of use other than to leisure will not be permitted. The City Centre Action Plan will also consider whether other individual sites outside the PSA are suitable for retail

development, taking into account the above policy tests and other planning considerations.

- 5.2.18 The City Council currently sees no case for or likelihood of expanding the existing PSA before 2011. The “additional need” for development will build up steadily over time.
- 5.2.19 To form a “coherent expansion” to the primary shopping area, a retail or leisure development will need good pedestrian / cycle / wheelchair links to the existing primary shopping area; and be linked by a route predominately fronted by “shop” windows where practicable (e.g. shops, cafes, bars, restaurants, etc).
- 5.2.20 The “additional need” for retail development is the “overall need” minus those needs which can be delivered in the existing PSA.
- 5.2.21 The capacity of the existing PSA to deliver an increase in retail floorspace depends on land availability and commercial deliverability (which is currently being assessed), and on planning / design issues. These issues will be tested and defined through the City Centre Action Plan. This will inform the judgement at planning application stage as to whether there is an additional need. There will need to be clear evidence at the time of a planning application that a scheme within the existing PSA (identified in the Action Plan or otherwise) is likely to be delivered, for it to be counted as a contribution to meeting “overall need”.

Edge and Out of Centre Retail and Leisure Development

- 5.2.22 In order to promote the city centre and district / local centres across the city, the City Council will control further retail and leisure development in edge and out of centre locations. Retail includes those warehouse clubs which by their nature are likely to have an impact on the trade of existing centres. Office development will be considered under Preferred Policy Option 9.

Preferred Policy Option 27 – Retail, Leisure and Hotel Development

Retail, Leisure and Hotel Development greater than 750 square metres (gross) in “edge of centre” and “out of centre” locations will only be permitted if all of the following criteria are met:

1. There is a need for the development
2. This need cannot be appropriately met in a better location, as defined in paragraph 5.2.23.
3. The development will not undermine the vitality, viability or role of an existing centre.
4. The development will not increase car travel and is reasonably accessibly by means of travel other than the car.

- 5.2.23 This policy does not apply to proposals which meet policy 23 (retail policy for the major development quarter). The detail of this policy will be interpreted in the light of Government guidance, currently PPS6 Town Centres (2005). “Leisure” includes cultural facilities.

The following are regarded as better types of locations in Southampton, in order of priority:

1	City Centre
2	Shirley Town Centre
3	District Centres
4	Local Centres
5	Edge of Centre Locations
5	Out of Centre Locations which are distinctly more accessible by non car modes (see PTAL map).
6	Other out of centre locations

The Neighbourhoods Chapter provides more details on each centre

5.2.24 Only those locations judged to be within the proposal's core catchment area will be considered, including locations inside and outside the city. Edge of centre locations are those within 200 – 300 metres of the PSA. Major retail development which would not relate to the role of local centres need not assess sites in these locations. Retail developments serving a city wide or sub regional catchment may be better located on edge of city centre sites, in which case they need not assess smaller centres. Out of centre proposals are locations which are not within a centre or edge of centre location.

City Centre Alternative Options

5.2.25 Alternative options considered and rejected:

- a. To plan for significantly less growth;
- b. To plan for significantly more growth
- c. Alternative locations for City Centre expansion;

CITY CENTRE

LDF Core Strategy
Preferred Option



5.3 Neighbourhoods

Sustainability Appraisal (SA/SEA) Key Findings

The Neighbourhoods section is similar to the City Centre options in that it focuses development on easily accessible areas to encourage increased use of public transport. Over and above this, the Preferred Options (Preferred Policy Options 28-32) seeks to protect and enhance existing community facilities and provide additional services, targeted at neighbourhoods most in need. Significant gains can be expected for health, social inclusion, education, re-use of land, open space and biodiversity.

Draft City of Southampton Strategy (Community Strategy) Relevant Objectives

- **Objective 1-** People with Positive Attitudes
- **Objective 2-** Learning and Innovation at its Heart
- **Objective 4-** An Attractive and Stimulating Environment
- **Objective 6-** A Sense of Place

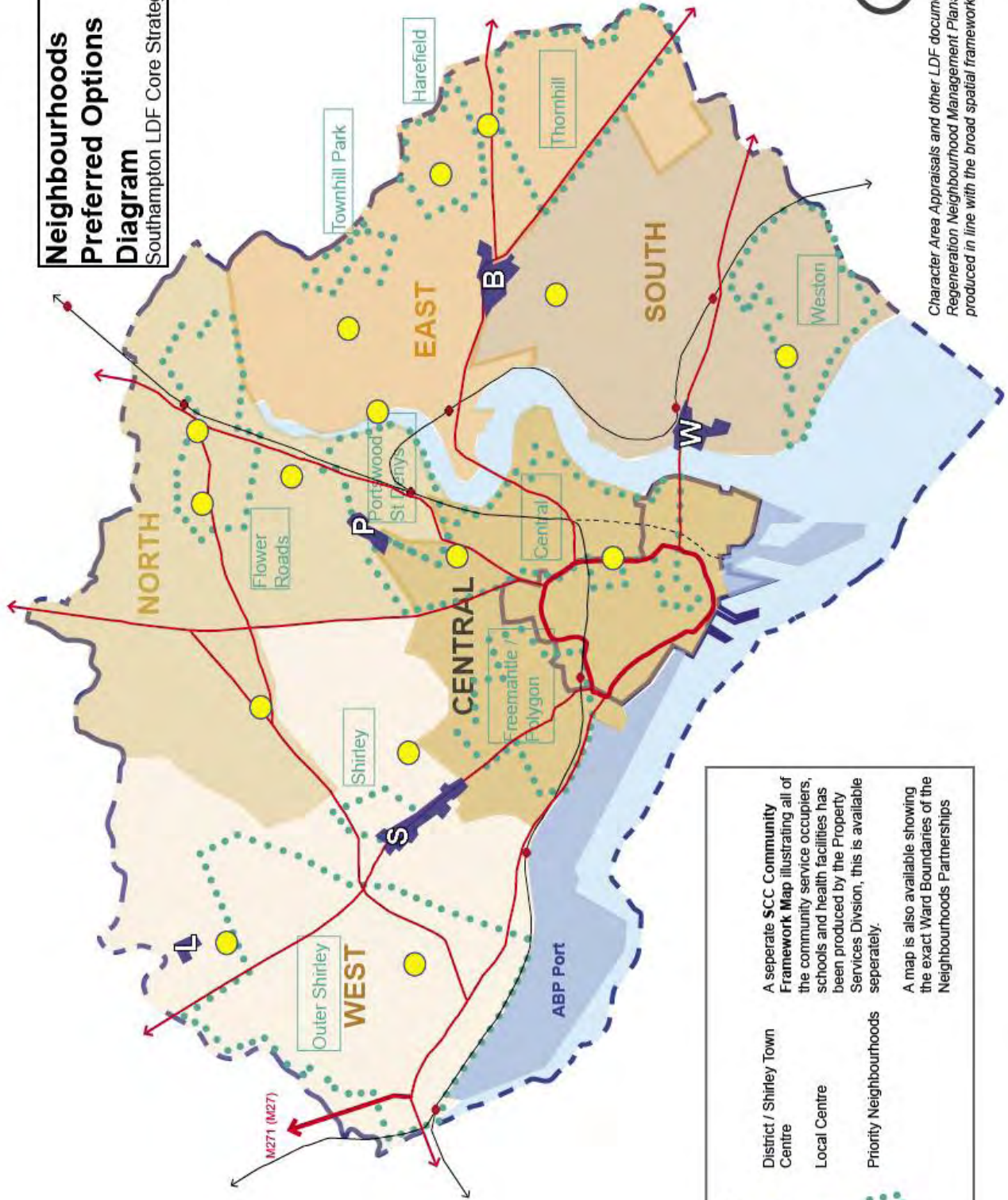
This section seeks to meet the following spatial objectives set out in 3.2:

- **Objective SO7** - Create excellent sustainable neighbourhoods and neighbourhood centres characterised by strong community infrastructure and high quality homes
- **Objective SO8** - Tackle deprivation and enhance health and well being by creating neighbourhoods that are balanced with diverse mixed communities and reducing the gap in inequality between neighbourhoods.

5.3.1 High quality, healthy, local, green and identifiable neighbourhoods are the foundation for our everyday lives. Southampton's neighbourhoods are places where people live; they include areas within and close to the City Centre, in addition to areas across the city which are primarily residential. Creating and maintaining a high quality neighbourhood requires a range of actions from a wide range of agencies. The spatial planning process seeks to integrate the geographical elements to create more sustainable neighbourhoods. Planning the neighbourhoods will be a feature across the LDF with much of the detail being incorporated in DPDs, SPDs and area character appraisals.



5.3.2 This chapter will set out the overall strategy for sustainable neighbourhoods linking this with other strategies, plans and groups. It will look at Shirley Town Centre, Portswood, Bitterne, Woolston and Lordshill District Centres and the Local Centres. The chapter will also consider community facilities including health and education facilities.

Neighbourhoods Preferred Options Diagram
Southampton LDF Core Strategy



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KEY

-  District / Shirley Town Centre
-  Local Centre
-  Priority Neighbourhoods
-  Weston

A separate SCC Community Framework Map illustrating all of the community service occupiers, schools and health facilities has been produced by the Property Services Division, this is available separately.

A map is also available showing the exact Ward Boundaries of the Neighbourhoods Partnerships

Character Area Appraisals and other LDF documents and Regeneration Neighbourhood Management Plans will be produced in line with the broad spatial framework.

Consultation on the Issues and Options Paper

- 5.3.3 In the consultation, there was general support for policies which emphasise:
- Positive plan led change;
 - The role of healthy cities;
 - Improvements to the centres;
 - The support of mixed uses and centres with identity;
 - The role of cultural facilities;
 - Clear objectives for the Neighbourhoods;
- 5.3.4 General objections were received to policies which did not allocate the centres, allocated neighbourhood development in flood risk areas and overly rely on developer contributions. There were mixed views on the sustainable themes outlined and the protection of some privately operated commercial facilities and businesses.

Overall Strategy – Sustainable Neighbourhoods

Planning the Neighbourhoods - The Role of the LDF Core Strategy

- 5.3.5 Spatial planning has an important role to play in terms of creating more sustainable patterns of living, a better quality residential environment with access to a range of services, amenities and community facilities. A successful spatial strategy should not only ensure that new development contributes towards these aims but also to take a broader longer term view on how the city suburbs and areas where people live can be made more sustainable.
- 5.3.6 The strategy should also ensure that the neighbourhoods are made healthier, have an excellent educational base and are as accessible as possible. Neighbourhoods should be characterised by a mix of adaptable housing incorporating live/work units meeting the lifetime's homes standards and accommodating the ageing population. Accessibility to amenities such as high quality open spaces and services is also a crucial aspect of sustainable communities. The range of issues and preferred options affecting the neighbourhoods are vast, as such this section should be read alongside all the other chapters in this strategy.
- 5.3.7 Good neighbourhoods need a centre; to be destinations with a sense of their own identity. The preferred options set out sustainable principles for the neighbourhoods, based on a strong network of centres and community facilities.

Having Your Say & Neighbourhoods Partnerships

- 5.3.8 Southampton has a long and successful history of community involvement and ensuring that local communities are engaged in plans and proposals for their neighbourhoods. There are five Neighbourhoods Partnerships (NP); Central, North, West, East and South (see Neighbourhoods Preferred Option diagram). The establishment of these partnerships has built on that success to bring together key stakeholders in the local community to build stronger communities, improve services and tackle regeneration. A successful spatial strategy must have continued community ownership and involvement of plans

and development proposals. Southampton is embarking on the development of new models of community engagement designed to ensure that all sectors of the community can influence the way their neighbourhoods develop and are managed. These ideas will build on the considerable achievements of the NPs.

- 5.3.9 It is important that all new development integrates with and respects the local neighbourhood. Major applications should seek pre-application advice with the Local Planning Authority and conduct local consultation as advised in the LDF Statement of Community Involvement (SCI). There should be a presumption also to liaise with the relevant Neighbourhood Partnership or relevant local community / tenant organisation and via other emerging neighbourhood management community consultation arrangements to ensure active community 'buy in' to a proposal aiding the overall sustainability. The diagram below shows how the planning process fits with regeneration and neighbourhood management structures in Southampton.



Priority Neighbourhoods

- 5.3.10 The 2006 Local Neighbourhood Renewal Strategy identifies eleven priority neighbourhoods in the city for regeneration where there is serious multiple disadvantage. In these areas, many people experience disadvantage due to a combination of where they live, the community they belong to or their own personal circumstances.

- 5.3.11 The Core Strategy should support the 2006 Local Neighbourhood Renewal Strategy (LNRS) which seeks to enhance living conditions within the Eleven Priority Neighbourhoods identified overleaf and on the Neighbourhoods Spatial Diagram: -

Local Neighbourhood Renewal Strategy - Eleven Priority Neighbourhoods			
1	Bevois and Bargate;	6	Harefield;
2	Freemantle and Polygon;	7	Lordshill;
3	Portswood and St Denys;	8	Shirley Estate;
4	Flowers Roads, Hampton Park and Mansbridge;	9	Weston;
5	Townhill Park;	10	Thornhill; and
		11	Outer Shirley.

5.3.12 Spatial planning has a role to integrate the geographical elements of the neighbourhoods and the communities in which we live. The Core Strategy proposes policies that can help improve peoples' access to health, education, housing and employment and improve the built environment. Planning should be a positive process which seeks, over time to create more sustainable neighbourhoods, directing change and influencing the overall Neighbourhood Management.

Preferred Policy Option 28 – Overall Approaches to the Neighbourhoods

The overall approach to the Neighbourhoods should be to adopt a **positive plan-led change** which seeks to achieve a higher standard of living for all residents and where new development will be appropriate to the context, benefit the community and be of high quality. This supports the principles outlined throughout the Core Strategy to achieve sustainable development, characterised by :-

- Sustainable and safe neighbourhoods;
- A higher quality and accessible built environment incorporating decent / adaptable homes;
- Neighbourhoods characterised by a sufficient and vibrant mix of homes, green spaces, amenities, services, shops and community facilities;
- Robust neighbourhoods that can accommodate change and manage change so that it has positive effects;
- A reduction of carbon emissions from households and improved energy efficiency and resource usage.

Other plans including Neighbourhood Management Plans (NMPs) will be integrated with the spatial planning process; these will incorporate the various strategic, planning and regeneration strategies with the aim of regeneration and sustainable development.

Implementing Sustainable Neighbourhoods

5.3.13 Communities or neighbourhoods are defined by the people who live within them. Whilst further documents may seek to identify and support specific communities which have a distinct character, the Core Strategy can seek to achieve the following objectives: -

- To plan development to recognise that the city is the sum of a number of distinct parts with a variety of built environments and levels of accessibility;
- To create a sustainable urban form and development;
- To improve access to a range of local services and amenities;
- To reinforce a sense of locality; of place and pride in communities respecting contemporary urban design and the historical context.

Preferred Policy Option 29 – Sustainable Communities in Southampton

The Core Strategy seeks to reinforce pride in the communities, installing a sense of place and vibrancy and involving people in their Neighbourhoods. It recognises that there are distinct communities which sit underneath the larger Neighbourhoods Partnerships in Southampton.

The Core Strategy will seek to create a sustainable built form within sustainable communities that incorporate a range of neighbourhood facilities serviced by an integrated public transport system.

Neighbourhood Centres

5.3.14 Southampton is served by a network of centres:

- One **Town Centre** (Shirley)
- Four **District Centres** (Portwood, Bitterne, Woolston and Lordshill)
- A network of Local Centres (17 in total)

Shirley Town Centre

5.3.15 Shirley is the second largest centre in the city behind the City Centre. It is situated to the north west of the City Centre and is characterised by national retailing, convenience retailing, a linear built form along Shirley High Street (A3024) and a mix of local firms and some employment.

History

- The earliest reference to Shirley is in Domesday (1086), by which time it was a small village with a church and two mills
- Shirley High Street is part of a medieval thoroughfare to Romsey that is shown on the earliest detailed maps of the area, such as Ogilby's 1675 map
- As neighbouring Southampton grew through the 19th century, small satellite towns began to be created in Shirley and Millbrook.
- Shirley became part of Southampton only in 1895

5.3.16 There are issues of congestion and highways safety issues in Shirley with traffic movements, the extensively used bus corridor and pedestrian movements in the centre. Despite a major Streetscene investment in the early 1990s the public realm is in need of improvement.

5.3.17 The opportunities for Shirley reflect the centre's catchment which extends across much of the west of city incorporating lower and middle income groups. As the built form is fairly low density and given the high accessibility and town centre status of Shirley, there is a potential for intensification of use incorporating a range of uses, including cultural uses which are currently lacking.

Portswood District Centre

5.3.18 Portswood is one of four district centres and has a catchment area which includes a mix of prosperous; relatively lower or middle income; and student areas to the north of the City Centre. It has a linear urban form along Portswood Road and includes a small superstore on its southern side and there is planning permission for a larger superstore by its northern edge. It also includes a wide range of smaller and independent retailers.

History

- Portswood was already in existence in the Middle Ages.
- The street pattern in this neighbourhood often follows the pattern of fields that were established by the 17th century at the latest.
- The centre was developed in Victorian times

5.3.19 Key priorities for the centre are: to ensure ground floors are safeguarded for active commercial use; to support individual redevelopments of less distinctive areas, and further street scene improvements, to complement and enhance the centre's overall identity; and promote the use of upper floors for flats or offices.

5.3.20 The vacancy rates in Portswood centre are low. There are also opportunities as the built form has a distinctive rhythm which starts to create a positive identity.

Bitterne District Centre

5.3.21 Bitterne's retail centre was redeveloped in the 1960s / 70s. It is to the north east of the City Centre, east of the River Itchen, and is formed on two routes. Bitterne's catchment area contains a mix of middle income or relatively prosperous areas. The centre includes two medium sized superstores and a range of other shops.

History

- The name Bitterne is first to be found in 11th-century documents.
- The two main roads that meet in Bitterne were both built in the late 18th century as cross-country connections linking Southampton with Hamble and the bridge at Bursledon.
- Bitterne had grown into a substantial settlement by 1900 and became part of Southampton in 1920.

5.3.22 There is a need in the short term for street scene improvements. The key priorities for the centre are: maintaining and enhancing its commercial success; improving links across the main road network; and enhancing the centre's bland built environment.

5.3.23 Despite its urban form and main road network, Bitterne district centre is moderately well linked to surrounding residential areas and there are opportunities to create a positive street scene. There is the potential for more

distinctive redevelopments which this strategy supports (though for commercial reasons may take place beyond 2026).

Woolston District Centre

5.3.24 Woolston district centre is located to the east of the City Centre across the River Itchen. The immediate catchment area of Woolston, and its wider potential catchment, contains a mix of generally relatively low and middle income groups. The centre includes some local anchor stores, a mix of individual stores and (on its edge) a small modern supermarket.

History

- Woolston was a small settlement at the time of Domesday (1086), and it remained like this for most of its subsequent existence.
- Despite the opening of Woolston railway station in 1866, an active industrial waterfront and the establishment of the floating bridge in 1836, extensive development for housing did not take place until the end of the 19th century and the early 20th century.
- Woolston became part of Southampton in 1920

5.3.25 This centre is currently underperforming and the vacancy rate is high. Woolston has suffered from being by-passed by the Itchen Bridge in the 1970s, more recently by the closure of Woolston shipyard, and by the increase in out-of-centre shopping which has affected all centres

5.3.26 The redevelopment of the shipyard (Woolston Riverside) to include in the region of 1,500 residential units; and 60,000 square metres of commercial space (marine, and local facilities) presents a major opportunity for the centre if managed carefully. The centre has the potential for major redevelopment.

5.3.27 Key priorities for the centre are: safeguarding premises for commercial use until custom picks up from Woolston Riverside; carefully managing provision of retail space on Woolston Riverside to ensure it benefits the centre overall; and creating positive street scene links from Riverside into the centre.

Lordshill District Centre

5.3.28 Lordshill centre was developed in the 1960s/70s. The catchment of Lordshill includes relatively lower and middle income groups. It includes a medium sized superstore able to serve the needs of the surrounding community, and some smaller shops and community facilities.

History

- Lordshill formed part of Nursling; the first charter for Nursling dates to 877.
- A small part of the neighbourhood was incorporated into Southampton in 1895, the rest in 1954

5.3.29 The centre is of poor design and layout. It fails to connect with surrounding streets and the community. However, discussions are currently underway for a comprehensive redevelopment of this centre.

Neighbourhood centres and community facilities

5.3.30 Town, district and local centres lie at the heart of local communities. They are critical for promoting local community identity and providing for local shopping and community needs. The designation of local centres provides a way of protecting smaller centres and the services they provide so that residents do not need to travel to access shops and facilities for 'day to day' needs.

5.3.31 The network of centres is backed up by a network of individual neighbourhood facilities, for example: pubs, corner shops, doctor's surgeries and community halls. Development of new amenities, shops and services will be encouraged in the network of centres. In addition, community facilities of an appropriate scale will be encouraged within neighbourhoods and in particular, in community hubs (see below). Some facilities are important to maintain the local sustainability of neighbourhoods and their loss should be resisted if no other similar facility is within 0.5km. The following are deemed important: -

- Community Buildings;
- Drop In Centres / Crèche;
- Meeting Rooms / Day Centres;
- Public Houses / Café;
- Places of Worship;
- Sports Clubs Facilities;
- Youth Clubs / Scout / Guide Huts

5.3.32 Other facilities may be deemed of importance for a specific community, these are buildings that serve the local population and are publicly accessible. Where justified, a facility may be lost only if it can be demonstrated that there is no community need, where social conditions dictate a loss or where there is an overriding (and demonstrable) economic justification for the business to close such as it is not economically viable.

5.3.33 More detailed policies for these centres and facilities will be set out in any Area Action Plans, the Allocations and Development Control DPDs.

Community Hubs

5.3.34 The City Council is developing the concept of "community hubs": locations where a variety of services and community facilities are concentrated, either on one site or in very close proximity. The aim is to group together services in a modern and sustainable way that suits people's needs, making services more accessible and enhancing community cohesion.

5.3.35 The City Council will work with partners to provide a comprehensive network of community hubs across the city. Where possible and appropriate these will be located in or close to existing centres. However, some public buildings (e.g. schools) could provide neighbourhood facilities for major residential areas. The location of the hubs is still under consultation. The option to use infrastructure contributions to fund community hubs should be considered.

Preferred Policy Option 30 – Neighbourhood Centres & Community Hubs

Development should be focused on a network of centres. A policy will be developed to deliver the following overall policy objectives for these centres and facilities:

1. To operate a sequential approach, ranking the centres Town > District > Local, adopting a flexible approach to some smaller local centres where a need is identified for other more suitable uses which are of demonstrable community benefit;
2. To retain and enhance their identity through good design, improved accessibility, environmental and community safety improvements; in essence creating focal points and achieving sense of place (see Built Environment section);
3. To adapt, retain or enhance each centre's provision of shopping, leisure and community facilities; retaining the ground floor of premises for such uses open to the public (subject to detailed policies);
4. Promote more residential and / or office development in these centres, relevant to scale (on upper floors); or close to these centres (through higher density redevelopment, subject to design policies);
5. To provide new local neighbourhood facilities as part of major new developments;
6. To develop community hubs in or close to existing centres where possible;
7. To safeguard local neighbourhood facilities (as detailed above) in residential areas, outside these centres if they are more than 0.5 km from a similar facility; and it is viable for the commercial, public or community sector to operate them.

There should be a presumption in favour of Business Improvement Districts (BIDs); via wider Neighbourhood Management the City Council should seek to implement BIDs with the aim of enhancing the local streetscene and experience of a centre.

Further DPD will consider the need for more local centres to serve their communities and safeguard the facilities they offer. Further SPD may be undertaken to set out detailed policies for the Town and District Centres.

Health Services

5.4.36 The principal health services in Southampton are: -

- Southampton General Hospital;
- Princess Anne Hospital;
- Royal South Hants Hospital;

These are safeguarded for health provision with a presumption in favour of continued expansion on the existing sites, accompanied by suitable travel plans.

5.4.37 Other health facilities are operated by the Southampton City Primary Care Trust (SCPCT); some of these include GP surgeries, dentists, medical institutions, care homes (use class C2) and health 'walk in' centres. There should be a presumption against their loss in the communities, particularly those in accessible locations (as defined by the PTAL map - Transport Section). New health facilities should be promoted where there is

demonstrated need and serious consideration should be given to their relationship with community hubs.

5.4.38 Healthy neighbourhoods should have a high air quality and be free from unacceptable noise. The Core Strategy should implement the citywide Air Quality Management Plan (AQMP) and support other initiatives of environmental health, noise and residential amenity.

Preferred Policy Option 31 – A Healthy City

Successful neighbourhoods should be characterised by good access to well designed health facilities.

A **Healthy City** involves the creation of a greener, cleaner, quieter, safer and walkable urban form underpinned by access to high quality health services. The safeguarding of important health facilities will involve policies which promote the intensification of NHS, PCT and private facilities in accessible locations.

Health Impact Assessments (HIA) should be required from larger developments to demonstrate how the proposal will affect health and relate to local healthcare provision.

The Core Strategy should implement the citywide Air Quality Management Plan (AQMP) as outlined in the Transport Section.

Education Services

5.4.39 The principal education providers in the city are the Universities; Colleges, Secondary Schools; Primary / Infant Schools; Special and Specialist Schools. The Universities should be encouraged to expand with a presumption in favour of intensification on their existing sites; both main campuses should be served by further bus services, with a limit placed on more car parking.

5.4.40 Consultation on the *Educational Futures* is presently being conducted by the City Council. In terms of the spatial strategy - the Colleges, Secondary and Primary / Infant Schools should reflect need, informed by the long term demographic projections and an innovative approach to these facilities. A sequential approach to use would involve a presumption to safeguard education establishments unless there is demonstrable need to close them. This approach would extend to development on the playing fields / green spaces around education uses. Redevelopment would therefore be acceptable providing that either:

- The educational establishment is no longer needed and any existing community / sports facility is being retained on site or the type and level of provision is relocated within the locality (defined as being within 0.5km);
- The land is no longer needed for educational or community use as demonstrated on a case by case basis;
- The development proposes an enhancement in educational / community facilities either on the site or in the immediate locality (within 0.5km).
- The site is needed to accommodate a community hub.

5.4.41 National planning policy seeks to protect playing fields. Therefore any new development on playing fields / green spaces should have a strong justification and provide a significant planning contribution to mitigate any loss in educational / community facilities. If the loss is justified as outlined above there is a presumption in favour of residential development to help meet housing need.

Preferred Policy Option 32 – An Educated City

Successful neighbourhoods should be characterised by good access to education facilities.

An ***Educated City*** involves creating an exceptional learning environment characterised by a mix of education and community uses with good access to them. The Core Strategy will be influenced by the *Educational Futures* presently being forwarded by the City Council for discussion. The spatial strategy should encourage new facilities and adapt a sequential approach to the loss of any educational establishment.

Access & Design of Health and Education Facilities

5.4.42 Enhancing access to health and education establishments will be a priority with a presumption in favour of initiatives that encourage walking, cycling and bus travel. Travel plans must be implemented by all establishments.

5.4.43 Educational and health establishments should be local landmarks, places in themselves, attractive and welcoming. Educational facilities should be inspirational and promote learning. All new developments must incorporate high quality architecture and sustainable design, creating a sense of place and well being in accordance with the built environment policies and principles.

5.4.44 New developments on or around health and education facilities should provide planning contributions to ensure sustainable access to them, and where relevant toward an enhanced public realm, open space or adjacent community use.

Neighbourhoods Alternative Options

5.4.45 Alternative options considered and rejected:

- a. A little intervention approach - for new development in the neighbourhoods allowing a free market;
- b. A modest intervention approach - accepting piecemeal development and the loss of some community facilities;
- c. To seek to identify the city into urban villages, instead of providing the opportunity for later documents to look at the character of areas;
- d. To not allocate a network of centres adapting a hierarchical approach;
- e. Abandon the community hubs concept;
- f. To continue current policy and not safeguard health, education and various community facilities.

5.4 The Waterfront

Sustainability Appraisal (SA/SEA) Key Findings

The Preferred Option for the Waterfront (Preferred Policy Option 33) provides some minor local strategic benefits, for example to health, accessibility, open space and the historic environment. However there are significant risks associated with wide-scale waterfront development, particularly regarding the level of flood risk, the proximity of internationally important nature conservation areas and potentially polluting activities.

As a result Preferred Option 32 has been subject to more detailed rigorous assessment and is being taken forward for Appropriate Assessment. It is important that the Core Strategy (or a subsequent Local Development Document) provides the lead for coherent, positive and considered change. Such change will need to be cognisant of the many uses of waterfront land, and balance improved access with protection of the natural environment.

Draft City of Southampton Strategy (Community Strategy) Relevant Objectives

- **Objective 4;** An attractive and stimulating environment
- **Objective 6;** a sense of place with a high quality experience in all aspects of urban life

This section seeks to meet the following spatial objectives set out in 3.2:

- **Objective SO1-** Support the sub-regional strategy to sustain and enhance Southampton as a regional city, a focus for growth and investment and home to an inspirational waterfront and thriving International Port.
- **Objective SO18 -** Adopt a 'reduce and mitigate' approach to flooding and adapt positively to the threats posed in development areas.

5.4.1 There are limited opportunities for public access to the waterfront despite Southampton being a coastal city and its location at the meeting point of two major rivers. Significant areas of the city's waterfront are utilised for marine based employment, in particular the international Port, where it is not appropriate for general public access due to health, safety and security issues. The Rivers Itchen and Test have important international nature conservation habitats which need to be protected. With significant land adjoining the coast being identified at risk to flooding future land use proposals needs to recognise this.

5.4.2 Despite these constraints, Southampton's waterfront (the coast and its two rivers) and the recreation opportunities, events and cruise ships it supports are a key part of the identity of Southampton. Access to the waterfront remains an important issue for both residents and visitors to Southampton.

Issues facing Southampton

- 5.4.3 There are two key elements for the City:
- Importance of linking the city centre (in particular) with the waterfront
 - Generally improving links and public access to the waterfront where appropriate.

- 5.4.4 The aim of Southampton's North/South Spine Strategy SPG (May 2004) was to reconnect the city to its waterfront by improving the route from the top of Northern Above Bar, along Above Bar Street and the High Street to Town Quay. This is an urban design strategy to improve the public realm, public spaces and the series of streets down to Town Quay and Southampton Water. In the next 20 years there will be further issues about improving physical connections (in addition to the North/South Spine); integrating the waterfront with the rest of the City Centre; focusing development to attract people towards the waterfront; and the appropriate redevelopment of key sites.
- 5.4.5 Beyond the City Centre, the challenge is to improve links and access to the rivers and waterfront whilst recognising competing uses for these sites and their importance for local businesses and the environmental constraints. These include the links between the city centre and areas such as Woolston.

Consultation on the Issues and Options Paper

- 5.4.6 The Issues and Options paper proposed reconnecting the City Centre with the waterfront and improving waterside access and footpaths. The responses received supported improving waterfront access but also stated the need to balance this with protecting mudflats and inter-tidal habitats and maintaining business uses.
- 5.4.7 Many of the responses on the Issues and Options Paper suggested the type of development appropriate in these areas and the criteria to be taken into account when assessing proposals. These more detailed issues will be addressed in further DPDs. Reference was also made to SEEDA's Waterfront Strategy which is currently being prepared.

Waterfront Preferred Options

- 5.4.8 The preferred option seeks to improve access to the waterfront. The issues connected with this are wide ranging and to deliver the preferred option will require an integrated approach to address transport, leisure, tourism, open space, housing, business, historic and natural environmental issues (see other Preferred Options sections).
- 5.4.9 The Tourism Strategy for Southampton (2002-06) identifies the role tourism plays in promoting a positive image for the city and the stimulus it provides for business activity and regeneration, to support local amenities and improve quality of life. Although tourism in Southampton is not limited to the waterfront, improving access to the waterfront will build on what makes Southampton unique and improves its attractiveness as a tourist and visitor destination. There are certainly opportunities to link the city centre with the thriving and growing cruise industry allowing visitors to Southampton the opportunity to visit the city making it a destination. The people of Southampton should also have the opportunity to see the city as a major cruise destination.
- 5.4.10 Links with the waterfront can be improved by measures such as improving signage, creating virtual links through branding and providing facilities and infrastructure to support visits such as seating and the provision of public toilets. Promoting areas with access to the water and improving physical links

can help encourage walking and cycling. As shown in the section on Open Space Networks (Section 5.5), this can have positive health impacts.

- 5.4.11 Any development proposals, particularly those proposing waterfront land reclamation, will be assessed against current government guidance including the requirements in PPS9 to protect and enhance the natural environment and PPG25 on flooding and policies in the South East Plan on water resources, coastal and flood management. A Strategic Flood Risk Assessment (SFRA) will inform the final Submission Core Strategy and ensure that it considers the issues of flooding. However, as much of the city centre is in the flood zone, the general presumption against development in these areas will need to be balanced with the growth of the city centre and associated sustainability and regeneration benefits. It is recognised that European environmental designations may prevent some types of development and limit the extent of development which affects these designated areas (see Section 4.3 Natural Environment).

Preferred Policy Option 33 – Accessible & Positive Waterfront

The City Council will encourage all new waterfront development opportunities (where appropriate) to allow the city to reconnect with its waterfront, encouraging public access whilst recognising that there are business interests not least the operational port and wharves on the River Itchen and international nature conservation interests that need protecting.

The Waterfront Alternative Options

- 5.4.12 Alternative options considered and rejected:
- a. Not to reconnect to the waterfront and improve public access to one of the cities best natural assets.

5.5 Open Space Network

Sustainability Appraisal (SA/SEA) Key Findings

With an expanding population and increasing urban density, the quality and provision of open space is an important issue. This section recognises the need to improve the existing stock and develop standards for further provision. Benefits will be gained for health, accessibility, landscape, social inclusion, cultural heritage and biodiversity.

Preferred Options 34 – 36 have been taken forward for Appropriate Assessment to examine the *positive* effects they may have on nature conservation areas.

Draft City of Southampton Strategy (Community Strategy) Relevant Objectives

- **Objectives 4** - An Attractive and Stimulating Environment
- **Objective 6** - A Sense Of Place With A High Quality Experience In All Aspects Of Urban Life

This section seeks to meet the following spatial objectives as set out in 3.2:

- **Objective SO2** – Create a high quality physical environment and public realm, supporting the Southampton Partnership vision for a better city for people to live, work and play
- **Objective SO7** – Create excellent sustainable neighbourhoods and neighbourhood characterised by strong community infrastructure and high quality homes.
- **Objective SO14** – Create accessible high quality parks and open spaces that contribute towards the city's network of open spaces and promote participation in sport and active recreation
- **Objective SO15** – Conserve and enhance the city's biodiversity, ensuring that nature conservation opportunities are maximised in existing open spaces and in new development. Improve local awareness of biodiversity issues
- **Objective SO17** – Maintain an adequate strategic gap between Southampton and adjacent urban areas, to enhance the rural urban fringe and gateways to the city

5.5.1 Parks and open spaces are key spaces within the city and in neighbourhoods. They are widely used by a diverse community and for a variety of different uses. High quality open spaces improve people's quality of life and can prevent people driving to get to open spaces or moving out of the city. Southampton benefits from an excellent network of common land, green corridors, district parks, local green spaces, playing fields and other open spaces including Southampton Common; a major and valued green space in the heart of the city's residential areas. To the north of the city lie a number of open facilities, including the golf course, sports pitches and a woodland network.

5.5.2 The draft South East Plan includes a requirement to ensure that development does not conflict with strategic gaps. These are areas of land which are safeguarded from most development in order to maintain separation between settlements and are important in providing the setting for the city. The South East Plan identifies three sub regional gaps around Southampton:

- Southampton – Eastleigh;

- Southampton – Totton; and
- Southampton – Hedge End / Bursledon / Netley.

Issues facing Southampton

- 5.5.3 An audit of the City's open spaces identified a shortage of open space in the city against national and Structure Plan and Local Plan Review standards. It also highlighted the need to improve the quality of open spaces and improve their biodiversity. Work is now in progress on an Open Space strategy which will, in part, be incorporated into the Core Strategy. A Park and Green Space Strategy is also being developed which will set out a hierarchy of open spaces for the city.
- 5.5.4 In many areas, Southampton has developed up to its urban edge and this places a major constraint on the provision of new open space. There are policy constraints and conflicts which affect how open spaces can be improved and their most appropriate uses: for example, the tension between different users of open spaces. The City Council is looking to maximise external funding, however there is only a limited amount of funding available for the development and maintenance of open spaces. Potential funding sources include developer contributions which in appropriate cases can be used for new facilities and to fund improvements to existing spaces.
- 5.5.5 The key challenges facing Southampton include: how to deliver sufficient high quality open space of the right type to meet the needs of current and future residents; how to protect open space; how to secure investment in the open space network; and how to integrate our green and open spaces across the city. There is also a requirement for Southampton to produce its own local standards for open space provision, based on the identified needs in the city.
- 5.5.6 The areas around urban settlements are important assets for wildlife, biodiversity and agriculture, as recreational open space and as a link to the wider countryside. Around Southampton, they help maintain a sense of urban separation, breaking up the built-up area, and provide the setting or gateway for the city. However as the city grows there is pressure to intensify the uses on these areas and to redevelop these sites.

Consultation on the Issues and Options Paper

- 5.5.7 In the consultation on the Issues and Options paper, the majority of respondents supported a focus on improving the quality of existing open space. Most of the priorities identified were focused on increasing the use of existing open spaces by improving access; safety and security; and maintenance. There was support for extending the green grid and linking areas of open space in the city. It was agreed that new ideas for delivering open space should be considered, although there was a mixed reaction to specific proposals for roof gardens.
- 5.5.8 The importance of the key spatial objective of 'Keeping a physical gap between Southampton and other nearby urban areas' divided the respondents to the questionnaire. It was the objective with the least support and with the highest number of undecided responses; however an equal proportion of respondents stated that the objective was very important.

Open Space Preferred Options

- 5.5.9 The Preferred Options will seek to protect and help raise the quality and ensure adequate provision of the city's open spaces in a way which delivers the best outcome for the community, promotes participation in sports and active recreation, health and wellbeing and has regard for the city's rich natural environment.

Preferred Policy Option 34 – General approach to open space

The overall approach to open space provision should be to:

- a. Seek to improve the quality of existing open space
- b. Ensure that open spaces are accessible and can meet the needs of all age groups including older people
- c. Develop and implement a hierarchy of open spaces in accordance with the Parks and Green Spaces Strategy
- d. Promote participation in sports and active recreation
- e. Retain strategic gaps and retain as countryside areas at the edge of the city currently used as open space

Preferred Policy Option 35 – Open Space standards

A policy will be developed to set out the open space standards for the city in accordance with PPG17. This may include standards for different types of open space and requirements for non-residential development.

New residential developments should also consider innovative ways to deliver amenity space, open spaces and play spaces including roof gardens and courtyards.

Preferred Policy Option 36 – Extending the Green Grid

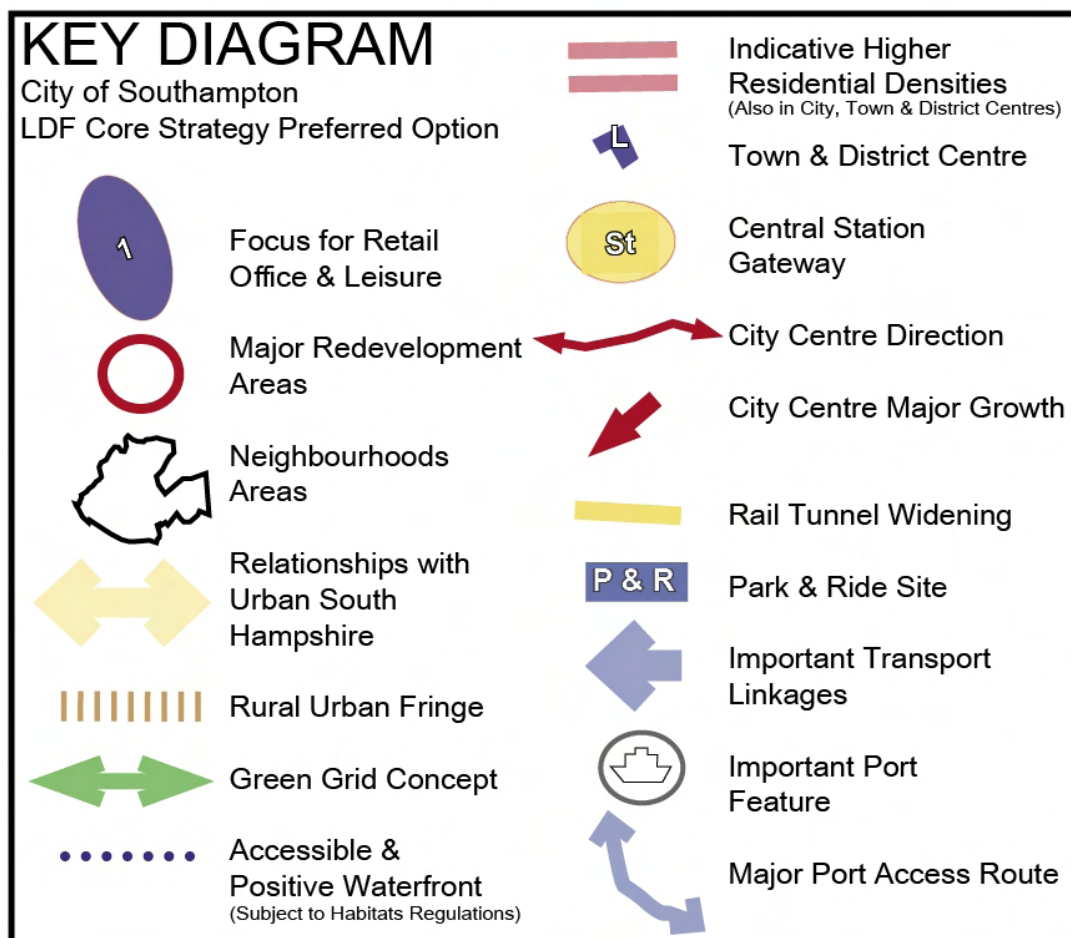
A policy will be developed seeking to extend the green grid and link up other areas of open space. This will involve allocating land to form part of the green grid and improving physical connections. The Core Strategy could also seek to improve signage, information and maintenance to link up areas of open space.

Open Space Alternative Options

- 5.5.10 Alternative options considered and rejected:
- a. No alternative options are appropriate.

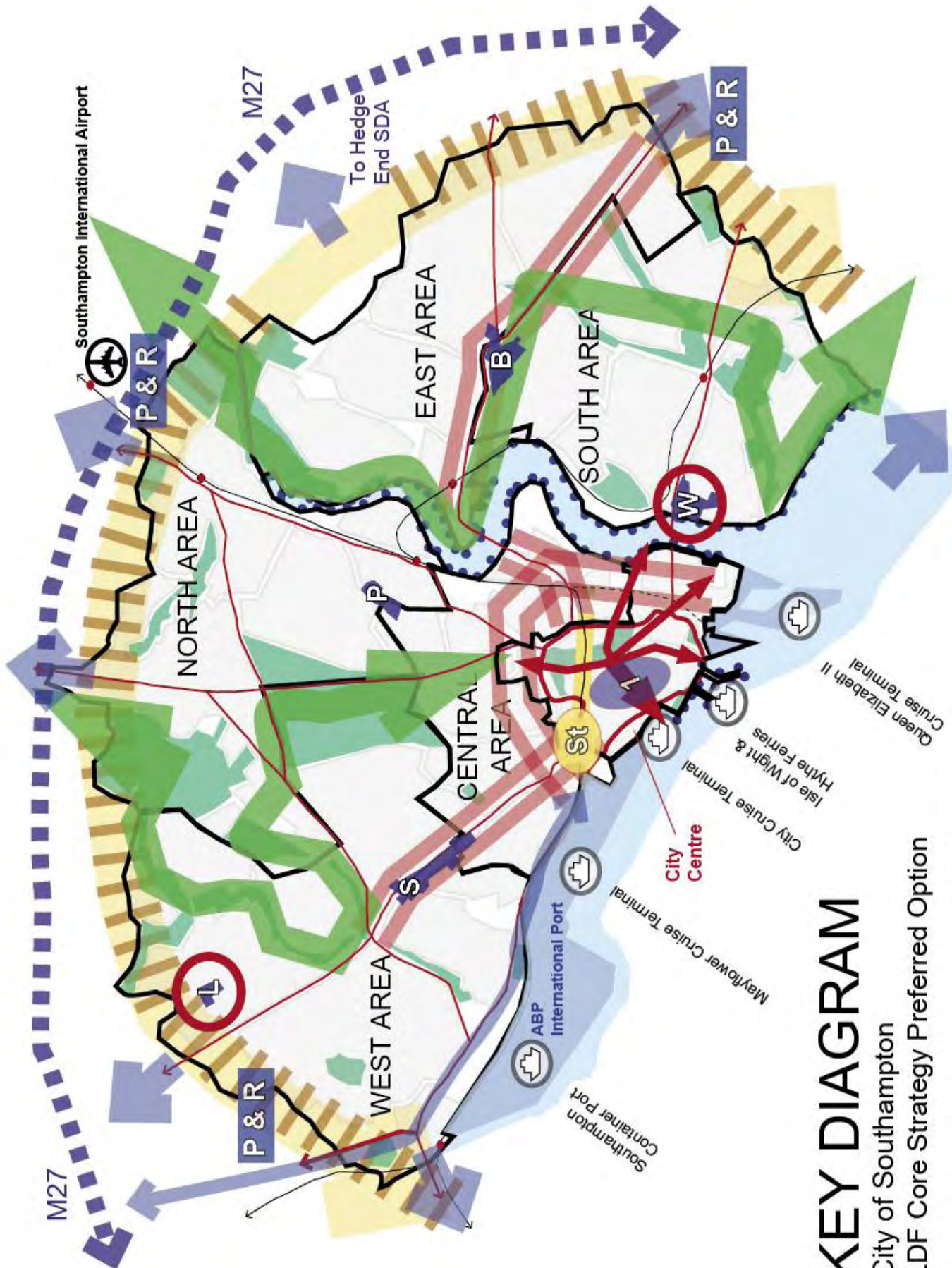
6 Core Strategy: Key Diagram

- 6.1.1 The Key Diagram is the principal illustration of the broad development pattern sought for Southampton up to 2026. The Key Diagram intends to summarise geographically the principal themes outlined in the Preferred Options. The Core Strategy is supported by a series of indicative, conceptual maps and diagrams throughout this document.
- 6.1.2 The diagram illustrates conceptually the focus for development on the City, Town and District Centres, in particular, of higher residential densities and within the City Centre, the major focus for economic investment (predominantly west with other important directions shown). Major investment is envisaged within or around Woolston and Lordshill District Centres. The sustainable neighbourhoods' concept is underpinned by seeing the city as a sum of many parts broadly illustrated by the five Neighbourhoods Partnerships areas. The Green Grid concept is illustrated as are the linkages between the City and the neighbouring authorities and in places, the rural / urban fringe. Creating an accessible and positive waterfront is also a key theme. The Central Station Gateway and major transport themes are also shown. The diagram should be read alongside the others in the document.



The disclaimer (right) applies to all diagrams: -

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KEY DIAGRAM
 City of Southampton
 LDF Core Strategy Preferred Option

7 Implementation, Delivery and Monitoring

Sustainability Appraisal (SA/SEA) Key Findings

Implementation and delivery are key to the success of the Core Strategy. The monitoring requirements of both the plan and the SA/SEA will look closely at which aspects are performing well, and which need further attention to ensure delivery.

Developer contributions are an essential part of implementing improvements to the City's environment, social conditions and economy and will help the City Council to achieve balanced gains across the objectives.

This section seeks to meet the following spatial objectives as set out in 3.2:

- **Objective SO19** - Ensure that all development is supported by appropriate infrastructure provision.
- **Objective SO20**- Ensure that the spatial strategy is implemented via cross boundary partnerships with other adjoining Local Authorities and other members of the Partnership for Urban South Hampshire (PUSH).

Consultation on the Issues and Options Paper

- 7.1.1 There was general support for infrastructure to be funded by developers promoting schemes, for them to contribute toward appropriate strategic and local infrastructure. Reference was also made to ensure that the Core Strategy should refer to all types of infrastructure and not be weighted towards transport infrastructure

Implementation, Delivery and Monitoring Preferred Options

- 7.1.2 This strategy has been prepared by the City Council with the involvement of local communities and groups; developers / landowners; other public service or infrastructure providers; business and environmental groups and agencies; and others. Its successful implementation requires the skills, knowledge and perspective of the City Council and all these groups working together.

There are 4 main ways of implementing the strategy:

- i. Determination of Planning Applications*
Planning decisions will be made by the City Council in accordance with this strategy and other elements of the development plan unless other issues or circumstances ("material issues") outweigh this. Decisions will be made following the opportunity for interested parties to comment. Planning permissions are usually issued with conditions. The City Council will justify its decisions at "appeal" or "call-in" if necessary.
- ii. Developer Contributions*
The City Council will seek developers to provide the infrastructure or measures required of the development. See overleaf.
- iii. Commercial Delivery of Development*
Many of the aims of this strategy require the delivery of development, much of which will be provided by the private sector. Their skills need to be harnessed, and an open dialogue pursued where issues occur. See overleaf.

iv. *Provision of Public Services*

The needs of public service providers (e.g. education, health, etc) have been taken into account in preparing this strategy. The same providers are asked also to consider the spatial objectives of this plan in the delivery of these services. This can be achieved by dialogue through the community strategy, local strategic partnership and local area agreement processes. Any planning applications will be considered as per above.

Developer Contributions

7.1.3 The City Council will seek contributions or measures in line with contemporary Government guidance. Currently this is Circular 05/2005 though the Government is reviewing this whole approach.

Preferred Policy Option 37 – Developer Contributions

Development will only be permitted if the necessary infrastructure, services, facilities and amenities to meet the needs of the development are available or will be provided at the appropriate time. The City Council will seek developer contributions towards measures required in association with the development. If, after negotiations, an applicant does not agree to the contributions which the City Council considers are required, planning permission will be refused.

7.1.4 Infrastructure includes basic utilities such as roads, drainage, water supply / sewage, power supplies. The City Council currently envisages the following will be areas for contributions, depending on the nature of the development and the site. More detail is given in specific chapters or other areas of the development plan and SPD.

Area for Contribution / Measure	Chapter
Affordable housing	4.6 Housing
Transportation, for example highway and / or public transport improvements, travel plans, legible cities etc	4.7 Transport
Improvements to the public realm / street scene, including public art, community safety, gateways and approaches	4.2 Built Environment
Provision or improvements to open space and leisure facilities	5.5 Open Space Network
Measures to promote access to jobs, including training, etc	4.5 Employment
Community, Health and / or education facilities including Community Hubs	5.3 Neighbourhoods
Enhancement of the natural environment / biodiversity, including designated habitats	4.4 Natural Environment
Control on the Mix of Uses	4.5 Employment
Archaeological works	4.3 Historic Environment
On-site management of waste / recycling	See Minerals and Waste LDF

Commercial Delivery of Development

- 7.1.5 Most developments to support the strategy across the city will be delivered by private sector developers. The planning objectives set out throughout this strategy and other aspects of the development plan are the underlying driver for how this strategy will be implemented. Developers will have had a full opportunity to be involved in this strategy and subsequent site based plans. The presumption will be that the type of developed envisaged by the development plan, both in general and on specific sites, are commercially capable of delivery. Sometimes the commercial market will need to evolve to reflect the development plan and the changing challenges faced by society.
- 7.1.6 New sites emerge and circumstances change, so inevitably there will be specific (and it is believed limited) occasions when this presumption will need to be re-considered.
- 7.1.7 A developer may state that in their judgement it is not commercially viable to deliver a particular development fully in accordance with the development plan. In this case, the City Council will consider:
- a. Firstly, whether in their judgement it is correct that a fully compliant development would not be commercially viable. Developers will need to provide the appropriate level of information. For very significant cases this will include a full financial appraisal / valuation of the development proposal.
 - b. Second, if the City Council agrees with the first point, is it appropriate to show a proportionate degree of flexibility? There could be circumstances where the City Council agrees that a development is not commercially viable and that it is better for the development not to proceed than for it to be delivered contrary to the development plan.

Monitoring the LDF

- 7.1.8 Within the Governments 'plan, monitor and manage' approach to the planning system, review and monitoring have become increasing important tools, particularly in relation to ensuring that LDF objectives and policies are being delivered and achieved.
- 7.1.9 The Planning and Compulsory Purchase act 2004 required local planning authorities to produce an Annual Monitoring Report, these form the main assessment of all LDDs. These cover the period from 1 April to 31 March each year and assess the implementation of the local development scheme and the extent to which the policies in LDDs are being achieved.
- 7.1.10 The City Council is required to monitor the Core Strategy to ensure that it is being implemented, identify where it is failing and set out steps to make sure that policies are implemented or replaced and the reasons for doing this. Regular monitoring will make sure that the Core Strategy remains up to date and in line with current issues facing the city. Monitoring must identify resources for implementing the Core Strategy. As already stated the City Council will take a lead role in implementing the Core Strategy, with a variety of partners also involved.

Implementation, Delivery and Monitoring Alternative Options

7.1.11 Alternative options considered and rejected:

- a. To not outline which infrastructure contributions will be sought when granting planning permission.

The consultation arrangements for the document are provided at the beginning of this paper. All comments received will be analysed and will influence the Submission Core Strategy (final draft to Government) that will be produced in the first half of 2007.

Appendix 1

Saved policies from the City of Southampton Local Plan Review – List of policies and how they will be replaced

Policy Number	Description	LDF document that will replace saved policy
SDP1	Quality of Development	Saved - to be replaced by Development Control DPD
SDP2	Integrating Transport and Development	Saved – to be replaced by Core Strategy
SDP3	Travel Demands	Saved – to be replaced by Core Strategy
SDP4	Development Access	Saved - to be replaced by Development Control DPD
SDP5	Parking	Saved – to be replaced by Core Strategy & Development Control DPD
SDP6	Urban Design Principles	Saved - to be replaced by Development Control DPD
SDP7	Context	Saved - to be replaced by Development Control DPD
SDP8	Urban Form and Public Space	Saved - to be replaced by Development Control DPD
SDP9	Scale, Massing and Appearance	Saved - to be replaced by Development Control DPD
SDP10	Safety and Security	Saved - to be replaced by Development Control DPD
SDP11	Accessibility and Movement	Saved - to be replaced by Development Control DPD
SDP12	Landscape and Biodiversity	Saved - to be replaced by Development Control DPD
SDP13	Resource Conservation	Saved - to be replaced by Development Control DPD & Minerals & Waste LDF
SDP14	Renewable Energy	Saved - to be replaced by Development Control DPD
SDP15	Air Quality	Saved - to be replaced by Development Control DPD
SDP16	Noise	Saved - to be replaced by Development Control DPD
SDP17	Lighting	Saved - to be replaced by Development Control DPD
SDP18	Hazardous Substances	Saved - to be replaced by Development Control DPD
SDP19	Aerodrome & Technical Site Safeguarding & Airport Public Safety Zone	Saved - to be replaced by Development Control DPD
SDP20	Flood Risk and Coastal Protection	Saved - to be replaced by Development Control DPD
SDP21	Water Quality and Drainage	Saved - to be replaced by Development Control DPD

Policy Number	Description	LDF document that will replace saved policy
SDP22	Contaminated Land	Saved - to be replaced by Development Control DPD
SDP23	Unstable Land	Saved - to be replaced by Development Control DPD
SDP24	Advertisements	Saved - to be replaced by Development Control DPD
NE1	International Sites	Saved – to be replaced by Core Strategy & Development Control DPD
NE2	National Sites	Saved – to be replaced by Core Strategy & Development Control DPD
NE3	Sites of Local Nature Conservation Importance	Saved – to be replaced by Core Strategy & Development Control DPD
NE4	Protected Species	Saved - to be replaced by Development Control DPD
NE5	Intertidal Mudflat Habitats	Saved – to be replaced by Core Strategy & Development Control DPD
NE6	Protection / Improvement of Character	Saved - to be replaced by Development Control DPD
NE7	Rail Corridor	Saved - to be replaced by Development Control DPD
NE8	Strategic Gap	Saved – to be replaced by Core Strategy
HE1	New Development in Conservation Areas	Saved - to be replaced by Development Control DPD
HE2	Demolition in Conservation Areas	Saved - to be replaced by Development Control DPD
HE3	Listed Buildings	Saved - to be replaced by Development Control DPD
HE4	Local List	Saved - to be replaced by Development Control DPD
HE5	Parks and Gardens of Special Historic Interest	Saved - to be replaced by Development Control DPD
HE6	Archaeological Remains	Saved - to be replaced by Development Control DPD
CLT1	Location of Development	Saved – to be replaced by Core Strategy
CLT2	Community Buildings	Saved - to be replaced by Development Control DPD
CLT3	Protection of Open Spaces	Saved – to be replaced by Core Strategy & Development Control DPD
CLT4	Amenity Open Space	Saved - to be replaced by Development Control DPD
CLT5	Open Space in New Residential Developments	Saved – to be replaced by Core Strategy & Development Control DPD
CLT6	Provision of Children’s Play Areas	Saved – to be replaced by Core Strategy & Development Control DPD
CLT7	Provision of New Public Open Space	Saved – to be replaced by Allocations DPD
CLT8	Southampton Sports Centre (including Municipal Golf Course)	Saved – to be replaced by Allocations DPD
CLT9	Sites for Indoor Sport	Saved – to be replaced by Allocations DPD
CLT10	Public Waterfront and Hards	Saved - to be replaced by Development Control DPD

Policy Number	Description	LDF document that will replace saved policy
CLT11	Waterside Development	Saved – to be replaced by Core Strategy & Development Control DPD
CLT12	Waterside Open Space	Saved - to be replaced by Development Control DPD
CLT13	House Boats	Saved - to be replaced by Development Control DPD
CLT14	City Centre Night Time Zones and Hubs	Saved – to be replaced by Core Strategy & Development Control DPD
CLT15	Night Time Uses in Town District and Local Centres	Saved - to be replaced by Development Control DPD
L1	School Development	Saved – to be replaced by Core Strategy
L2	School Expansion Sites	Saved – to be replaced by Allocations DPD
L3	Surplus or Redundant School Buildings	Saved – to be replaced by Core Strategy
L4	Nursery Provision	Saved - to be replaced by Development Control DPD
L5	Use of Commercial Premises for Learning	Saved - to be replaced by Development Control DPD
L6	Southampton Solent University	Saved – to be replaced by Allocations DPD & City Centre Action Plan
L7	The University of Southampton	Saved - to be replaced by Development Control DPD
L8	Broadlands Road and Granby Grove	Saved – to be replaced by Allocations DPD
H1	Housing Supply	Saved – to be replaced by Core Strategy
H2	Previously Developed Land	Saved – to be replaced by Core Strategy & Development Control DPD
H3	Special Housing Need	Saved - to be replaced by Development Control DPD
H4	Houses in Multiple Occupation	Saved - to be replaced by Development Control DPD
H5	Conversion to Residential Use	Saved - to be replaced by Development Control DPD
H6	Housing Retention	Saved - to be replaced by Development Control DPD
H7	The Residential Environment	Saved - to be replaced by Core Strategy & Development Control DPD
H8	Housing Density	Saved – to be replaced by Core Strategy & Development Control DPD
H9	Affordable Housing Requirements	Saved – to be replaced by Core Strategy
H10	Affordable Housing Requirements	Saved – to be replaced by Core Strategy
H11	Location of Affordable Housing Provision	Saved – to be replaced by Core Strategy
H12	Housing Type and Design	Saved - to be replaced by Core Strategy & Development Control DPD
H13	New Student Accommodation	Saved - to be replaced by Development Control DPD
H14	Retention of Student Accommodation	Saved - to be replaced by Development Control DPD
H15	Gypsies and Travellers	Saved – to be replaced by Core Strategy

Policy Number	Description	LDF document that will replace saved policy
REI1	Assessment of New Retail Proposals outside Existing Shopping Areas	Saved – to be replaced by Core Strategy
REI2	Warehouse Clubs	Saved – to be replaced by Development Control Policies DPD
REI3	Primary Retail Frontages	Saved - to be replaced by Development Control DPD & City Centre Action Plan
REI4	Secondary Retail Frontages	Saved - to be replaced by Development Control DPD & City Centre Action Plan
REI5	District Centres	Saved - to be replaced by Development Control DPD
REI6	Local Centres	Saved - to be replaced by Development Control DPD
REI7	Food and Drink Uses (Class A3 A4 and A5)	Saved - to be replaced by Development Control DPD & City Centre Action Plan
REI8	Shopfronts	Saved - to be replaced by Development Control DPD & City Centre Action Plan
REI9	Major Employment Sites	Saved – to be replaced by Allocations DPD
REI10	Industry and Warehousing	Saved – to be replaced by Allocations DPD
REI11	Light Industry	Saved – to be replaced by Allocations DPD
REI12	Industry Reliant Upon Wharfage and Port-related Uses	Saved – to be replaced by Allocations DPD
REI13	Shamrock Quay	Saved – to be replaced by Allocations DPD
REI14	The Port of Southampton	Saved – to be replaced by City Centre Action Plan & Development Control Policies DPD
REI15	Office Development Areas	Saved – to be replaced by City Centre Action Plan
REI16	Identified Office Sites	Saved – to be replaced by City Centre Action Plan
HC1	Southampton General and Princess Anne Hospitals	Saved – to be replaced by Allocations DPD
HC2	Royal South Hants	Saved – to be replaced by Allocations DPD
HC3	Primary Care	Saved - to be replaced by Development Control DPD
HC4	Cemetery Extension	Saved – to be replaced by Allocations DPD
TI1	Safeguarding for Transport Improvements	Saved – to be replaced by City Centre Action Plan
TI2	Vehicular Access	Saved - to be replaced by Development Control DPD
TI3	Waterfront Rail Station	Saved – to be replaced by City Centre Action Plan
TI4	Rail Freight and Sidings Sites	Saved – to be replaced by Core Strategy & Allocations DPD
TI5	Telecommunications	Saved - to be replaced by Development Control DPD
MSA1	City Centre Design	Saved – to be replaced by Core Strategy & City Centre Action Plan
MSA2	Southampton Central Station	Saved – to be replaced by City Centre Action Plan

Policy Number	Description	LDF document that will replace saved policy
MSA3	Charlotte Place	Saved – to be replaced by City Centre Action Plan
MSA4	Royal Pier and Town Quay	Saved – to be replaced by City Centre Action Plan
MSA5	Civic Centre and Guildhall Square	Saved – to be replaced by City Centre Action Plan
MSA6	West Quay Phase 3	Saved – to be replaced by City Centre Action Plan
MSA7	144-164 High Street	<i>Likely to be deleted - under construction</i>
MSA8	Habitat Block	Saved – to be replaced by City Centre Action Plan
MSA9	Lower High Street	Saved – to be replaced by City Centre Action Plan
MSA10	Mayflower Plaza	Saved – to be replaced by City Centre Action Plan
MSA11	Land at Ocean Way Maritime Walk and Fronting Alexandra Docks	Saved – to be replaced by City Centre Action Plan
MSA12	St Mary's Area	Saved – to be replaced by Allocations DPD
MSA13	New College Site The Avenue	Saved – to be replaced by Allocations DPD
MSA14	Land Adj Dock Gate 10 and the Norman Offer Site (bounded by Southern Road West Quay Road and Mountbatten Way)	Saved – to be replaced by Allocations DPD. Norman Offer site may be in City Centre Action Plan
MSA15	Woolston Library	<i>Likely to be deleted</i>
MSA16	Drivers Wharf	Saved – to be replaced by Allocations DPD A
MSA17	Antelope House Bursledon Road	Saved – to be replaced by Allocations DPD
MSA18	Woolston Riverside Victoria Road	Saved – to be replaced by Allocations DPD
MSA19	Test Lane South	Saved – to be replaced by Allocations DPD
MSA20	Combined Heat & Power Generation at Redbridge Lane	Saved – may be replaced by Minerals & Waste LDF
IMP1	Provision of Infrastructure	Saved – to be replaced by Core Strategy

Appendix 2

Detailed parking standards:

Maximum Non-operational employment car parking standard (use class A2 financial and B1 a) offices)

Location	Maximum of one parking space per x square metres of gross floor area, where x is
	x
Central Southampton (defined area) PTAL Level 5-6	100
Town and District Centre (or within 300 metres) PTAL Level 3-4	30 – 100
Suburbia (rest of the City) PTAL Level Below 2	30

Commercial office parking should be related to the public transport accessibility (PTAL) and the need to implement an employee's travel plan / active travel plan. Car clubs should also be integrated.

Maximum Non-operational employment car parking standards (use class B1 b) c), B2 and B8 Light and General Industry)

	B1 b) c) Light Industry	B2 General Industrial	B8 Storage and Distribution / Warehouses	B8 Wholesale Cash & Carry
Location	Maximum of one parking space per x square metres of gross floor area, where x is	Maximum of one parking space per x square metres of gross floor area, where x is	Maximum of one parking space per x square metres of gross floor area, where x is	Maximum of one parking space per x square metres of gross floor area, where x is
	x	x	x	x
Central Southampton (defined area) PTAL Level 5-6	200	200	300	50-60
Town and District Centre (or within 300 metres) PTAL Level 3-4	45-200	45-200	90-300	30-50
Suburbia (rest of the City) PTAL Level Below 2	45	45	90	30

Industrial parking should be related to the public transport accessibility (PTAL) and the need to implement an employee's travel plan / active travel plan. Car clubs may also be integrated. For all uses above Lorry parking will be assessed on the merits of each case.

Maximum Residential Car Parking Standards-

Predominant Housing Type	4+ bed units	3 bed units	1-2 bed units
Car parking provision (maximum permitted)	2 – 1.5 spaces per unit	1.5 – 1 space per unit space	1 to less than 1 per unit*

Residential parking should be related to the local context, public transport accessibility (PTAL) and general character. Regard should be had of the opportunity to integrate car clubs and also for the need to make the best use of land. Bland hard surfaces should be avoided by design solutions. *Zero parking schemes are acceptable for 1-2 bed units.

Maximum Residential Car Parking Standards- Care Home, Nursing Home, Sheltered Accommodation & C2 Residential Schools

Type	Care Home / Nursing Home (Class C2)	Sheltered Accommodation (Class C3)	C2 Residential Schools
Car parking provision (maximum permitted)	1 per 4 beds and 1 per 2 staff	1 space per 2 dwellings plus 1 space per 2 staff	1.5 spaces per two classrooms

Parking should be related to the local context, public transport accessibility (PTAL) and general character. Regard should be had for the need to make the best use of land. Bland hard surfaces should be avoided by design solutions.

Maximum Car Parking Standards- Hotels and Hostels and D1 Crèches, Day Nurseries / Centres

	C1 Hotels and Guest Houses	C1 Hostels
Location		
Central Southampton (defined area) PTAL Level 5-6	1 space per 3 bedrooms	1 space per 8 residents
Town and District Centre (or within 300 metres) PTAL Level 3-4	1 space per 2 bedrooms	1 space per 4 residents
Suburbia (rest of the City) PTAL Level Below 2	1 space per bedroom	1 space per 2 residents

Maximum Car Parking Standards- for Retail, other Town Centre Uses

	Location		
	Central Southampton (defined area)	Town and District Centre (or within 300 metres)	Suburbia (rest of the City)
PTAL Value	5-6	3-4	Below 2
Land Use	1 space per x square metres of gross floor area		
Smaller convenience store up to 500m ₂ gfa	75	35-50	30
Convenience supermarket up to 2500m ₂ gfa	30-45	20-30	18
Convenience superstore over 2500m ₂	25-28	18-25	15
Non-food comparison warehouse	50-60	30-50	30
Town centre shopping	50-75	35-50	N/A
A3-A5 uses	200	100	30
Garden centre	45-65	30-45	25
Cinemas, Conference Facilities, Concert Halls Bingo Halls and Casinos larger than 1000 sq m.	1 space per 10 seats	1 space per 7.5 seats	N/A

Maximum Car Parking Standards- for all other uses

	Location		
	Central Southampton (defined area)	Town and District Centre (or within 300 metres)	Suburbia (rest of the City)
PTAL Value	5-6	3-4	Below 2
Land Use	1 space per x square metres of gross floor area (unless other figure used)		
D1 Primary Schools*	1 space per 3 teachers + 1 space per 4 classrooms	1 space per 2 teachers + 1 space per 3 classrooms	1 space per teacher + 1 space per 1.5 classrooms
D1 Secondary Schools*	1 space per 3 teachers + 1 space per 4 classrooms	1 space per 2 teachers + 1 space per 3 classrooms	1 space per teacher + 1 space per 1.5 classrooms
D1 Creches, Day Nurseries or Day Centres*	1 space per 4 staff members.	1 space per 3 staff members. Adequate facilities for pick up / drop off	1 space per 2 staff members. Adequate facilities for pick up / drop off
Higher & Further Education*	Level to be determined in line with site travel plans / transport assessment		
Hospitals and Health Facilities (C2)*	Level to be determined in line with site travel plans / transport assessment		
D1 Libraries*	Level to be determined in line with site travel plans / transport assessment		
D1 Places of worship*	1 per 10 fixed seats + 1 per 20 sq m of open hall	1 per 8 fixed seats + 1 per 15 sq m of open hall	1 per 5 fixed seats + 1 per 10 sq m of open hall
D1 Health Centres/Surgeries, Veterinary Surgeries & Other Health Facilities (Excluding Hospitals)*	1 space per consulting room	2 spaces per consulting room	3 spaces per consulting room
Bowling *	1 per lane	1.5 per lane	3 per lane
Sports Hall / Health Club*	1 space per 10 seats + 1 space per 90 square metres of playing area	1 space per 7.5 seats + 1 space per 45 square metres of playing area	1 space per 5 seats + 1 space per 30 square metres of playing area
Swimming pools*	1 space per 10 fixed seats + 1 space per 30 sq m open pool area	1 space per 7.5 fixed seats + 1 space per 20sq m open pool area	1 space per 5 fixed seats + 1 space per 10sq m open pool area
Tennis*	1 per court	1.5 per court	3 per court
Squash*	1 per court	1.5 per court	2 per court
Playing pitches*	3 per hectare of playing area	6 per hectare of playing area	12 per hectare of playing area
Marinas*	0.5 per birth	0.75 per birth	1.5 per birth
Theatres*	1 per 10 seats	1 per 7.5 seats	1 per 5 seats
Car workshops – staff* - customers	1 per 100 sq m + 1 per service bay	1 per 70 sq m + 2 per service bay	1 per 45 sq m + 3 per service bay
Car Sales – staff* - customers	1 per 4 full time staff + 1 per 20 cars	1 per 3 full time staff + 1 per 15 cars	1 per 2 full time staff + 1 per 10 cars

Parking Standards for Disabled People

Disabled Parking

Disabled parking bays should be provided with all developments located in easily accessible places with ample room around. Approximately 5% of total spaces for a development should be for disabled persons although this may increase if the transport assessment indicates.

Lorry and Motorcycle Parking Standards

Motorcycle Parking

1 space to be provided per 25 car parking spaces citywide regardless of the use

Lorry Parking

It is considered that if needed, lorry parking should be assessed as part of the transport assessment. As a guide for the first 2,000 square metres, one lorry space per 500 square rounded up; after 2,000 sq m one lorry space per 1,000 sq m.

Minimum Cycle Parking Standards

Type of Land Use (Use Class)		Minimum Cycle Parking Standard
Shops (A1)	- long stay	Greater of 1 space per 10 employees or 1 space per 200sq m GFA
	- short stay	1 space per 100sq m GFA
Financial & Professional Services (A2)	- long stay	Greater of 1 space per 10 employees or 1 space per 200sq m GFA
	- short stay	1 space per 100sq m GFA
Food & Drink (A3/A4/A5)	- long stay	Greater of 1 space per 10 employees or 1 space per 200sq m GFA
	- short stay	1 space per 100sq m GFA
Business (B1)	- long stay	Greater of 1 space per 10 employees or 1 space per 100sq m GFA
	- short stay	1 space per 250sq m GFA
General Industry (B2)	- long stay	Greater of 1 space per 10 employees or 1 space per 250sq m GFA
	- short stay	1 space per 500sq m GFA
Storage & Distribution (B8)	- long stay	1 space per 500sq m GFA
	- short stay	1 space per 1000sq m GFA
Hotels, Boarding & Guest Houses (C1)	- long stay	Greater of 1 space per 10 employees
	- short stay	1 space per 10 beds
Residential Care & other care establishments (C2)	- long stay	1 space per 10 employees
		1 space per 10 employees
Convallescent / Nursing Homes (C2)	- long stay	1 space per 10 employees
		1 space per 10 employees
Dwelling Houses (C3) General	- long stay	1 secure space per unit
		1 secure space per unit
Flats (C3)	- long stay	1 secure space per unit
	- short stay	1 space per 10 units
Sheltered Homes (C3)	- long stay	1 space per 10 employees
Primary Schools (D1)	- long stay	1 per 15 students and 1 per 10 employees undercover, secure and located where overlooked.
Secondary Schools (D1)	- long stay	1 per 4 students and 1 per 10 employees undercover, secure and located where overlooked.
Further Education Colleges (D1)	- long stay	1 per 4 students and 1 per 10 employees undercover, secure and located where overlooked.
Day Nurseries/ Playgroups/ Infant Schools (D1) ²		1 space per 10 employees
Other Leisure Facilities & Places of Public Assembly (D2)		1 space per 10 employees

Notes

- The standard garage size of 2.5m x 5m should be enlarged to 6m x 3m internally to accommodate flexible cycle parking provision.
- A Travel Plan for the site will be required in some instances to outline the proposed modal splits for journeys by walking, cycling and public transport and the encouragement of more sustainable transport and therefore reduce demand for parking.
- Where retail stores are grouped together on the same site, account will be taken of the common parking provision and accessibility to other stores, subject to consideration of

ownership.

- All new health establishments or major expansions will require a Travel Plan to be produced.
- All major leisure facilities will be required to produce a Travel Plan.
- All sites requiring more than 50 employees will have to produce a Travel Plan.
- GFA - Gross Floor Area.

Footnotes

- A1 Retail- Where the stores are over 500sq m GFA the cycle parking provision shall be phased and the programme included in a Travel Plan
- C2 Care Establishment / Nursing Home- Minimum of 1 stand per establishment
- C2 Hospital- Subject to a Travel Plan: guidance is 1 per 10 employees and suitable visitor parking which is undercover, secure and located where overlooked and enclosed.
- C3 Residential- Where a garage is provided long stay provision can be provided by the garage.

Each application will be considered individually. Subject to a Travel Plan.

Long Stay cycle parking is defined as covered and enclosed, suitable for leaving bikes all day and / or overnight.

Short Stay cycle parking is defined as open racks such as Sheffield Style located so they are overlooked and near the entrance to the building they are serving.

Transport assessments will be required for larger developments as follows: -

Residential (C3) – over 50 Units
Commercial (B1 and B2) – over 2,500 square metres
Commercial (B8) – over 5,000 square metres
Retail (A1) – over 1,000 square metres
Education – over 2,500 square metres
Health Establishments – over 2,500 square metres
Care Establishments – over 500 square metres or 5 Bedrooms
Leisure General – over 1,000 square metres
Leisure stadia, ice rinks – all over 1,500 seats
Miscellaneous Commercial- over 500 square metres

Appendix 3

Housing Trajectory

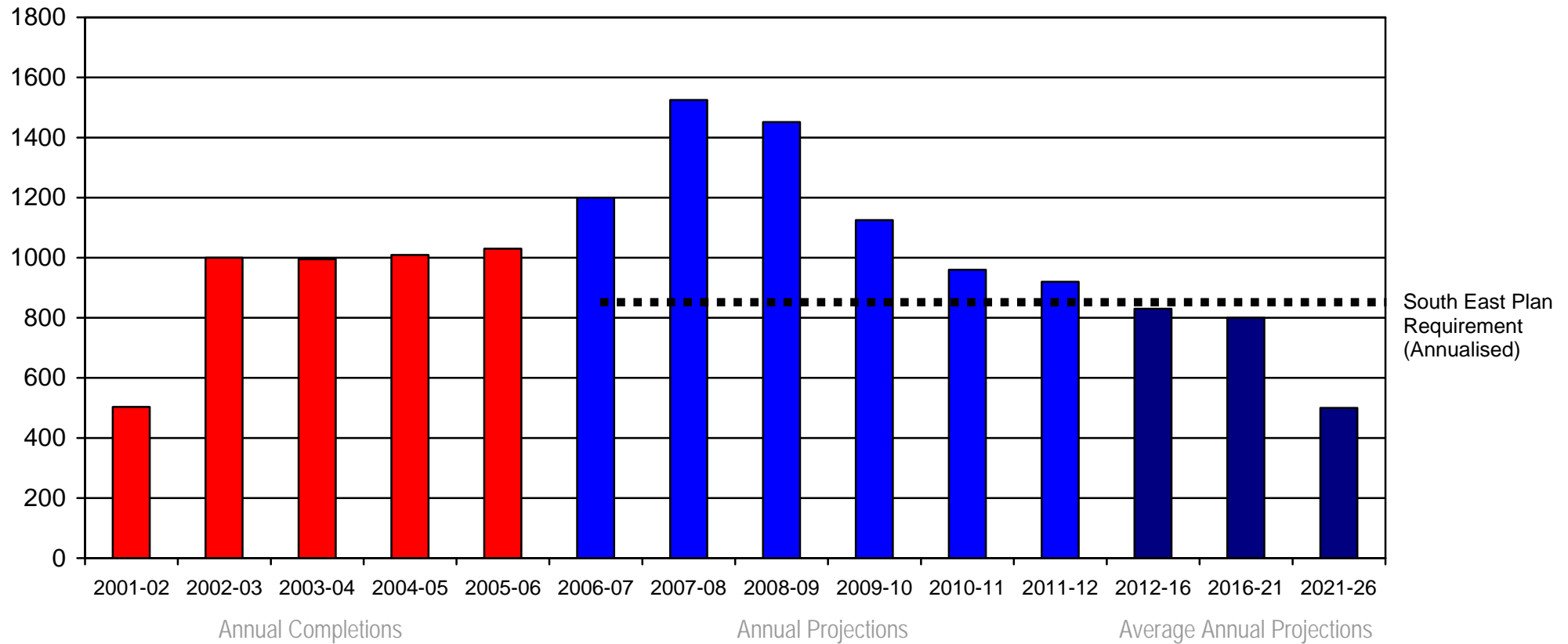
This Housing Trajectory sets out the provision of housing over the timeframe of the Local Development Framework (2006 – 2026). In addition to showing total completions since 2001 and projected completions to 2026, the table and graph overleaf provides information on allocated and unallocated site projections and the requirements of the Structure Plan and South East Plan.

Table 1 - Housing Completions and Projections

	Completions					Projections								
	2001-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	2012-16	2016-21	2021-26
Projected Annual Completions – Allocated Sites						960	960	960	960	860	270	630	200	-
Projected annual Actual Completions - Unallocated Sites						240	565	492	165	100	650	200	600	500
Actual Completions - Total	503	1000	995	1009	1030									
Projected Annual Completions – Total						1200	1525	1452	1125	960	920	830	800	500
Hampshire County Structure Plan (1996-2011) allocation annualised	486	486	486	486	486	486	486	486	486	486	-	-	-	-
South East Plan (Regional Spatial Strategy) requirement annualised						815	815	815	815	815	815	815	815	815

Graph 1 - Actual and projected net dwelling completions in Southampton: 2001-2026

(Actual figures up to 2006-2007, annual figures to 2011, average annual figures from 2012 onwards)



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Web: - <http://www.southampton.gov.uk/planning>

All written information is available, on request, in **larger** print, Braille  on audio tape  and on disk  . It is also available in other languages. Please contact Planning Policy on 023 8083 3919/3828

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