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CHAPTER 1

INTRODUCTION

1.1 Southampton is the principal city in central southern England. It is the regional centre for the growing Solent metropolitan area. Historically the city began and grew as a port, and today the Port of Southampton handles almost 10% of the UK's sea-borne trade. It is also the centre of the UK cruise industry and is home to prestigious liners such as QE2 and the Queen Mary 2. Today, Southampton is about more than being a port city – it is:

- the business and financial services centre for the city region
- a centre for regional media
- a centre for cultural industries
- the shopping centre for a catchment of about four million people and ranked 7th in the UK's shopping centre hierarchy
- home to a nationally significant teaching hospital
- a centre for education and learning, including a world class, research-led University
- the home of the Southampton Oceanography Centre, one of the world's leading marine research establishments.

1.2 The city provides work for around 110,000 people, with 84% of these employed in the service sector and 11% in manufacturing. The city's businesses include major multi-national companies such as Ford, BAT and Skandia Life.

1.3 The city is at the heart of a vibrant city region, which has significant implications for the planning of development.

1.4 Southampton needs to be looked at not just in its entirety, but as a city of different and distinct places. The Local Plan must address the needs of different parts of the city, by promoting sustainable mixed use development to ensure that attractive urban areas are created with a good mix of local facilities for jobs, homes, shopping, recreation and social activities.

1.5 The city centre is the key economic engine for the sub-region. The city's network of Town and District Centres provides an important shopping, service and employment role. They are the focus of bus routes through the city. There are also a number of local or neighbourhood centres which provide important facilities for communities. These neighbourhoods are key to giving the city its distinctiveness and feeling of place.

1.6 The city council's overall aim is securing quality of life improvements. It aims to do this by securing the economic, social and environmental well-being of citizens. To be a leading city, Southampton needs to be competitive and be responsive to the changing nature of the economy. Considerable investment has occurred in recent years including the regional WestQuay Shopping Centre, the Oceanography Research Centre, LeisureWorld, expansion at Ford, Phillips, new facilities at Southampton General Hospital,

as well as numerous housing and office developments including The Dell, Northlands, Ocean Village and the emerging Woolston Riverside. Southampton continues to experience considerable development interest and a revised Local Plan needs to enable the City to achieve its potential as a competitive city.

- 1.7 Southampton is one of the first locations to be given Enterprise Hub status by the South East England Development Agency (SEEDA). The Southampton Innovation Hub recognises the city's business clusters in media and marine-research. Being a leading city in these areas has implications for the Local Plan policies.
- 1.8 Although the city is the driving economic force of the area, there remain pockets of serious deprivation and Southampton is a city of contrasts. Despite considerable recent investment and development, parts of the city remain amongst the most deprived in the South East. This deprivation has been recognised by:
- Regional Planning Guidance for the South East (RPG9) which identifies the City together with Portsmouth and South Hampshire as a Priority Area for Economic Regeneration (PAER);
 - Government funding schemes under Single Regeneration Budget (SRB) and New Deal for Communities (NDC).
- 1.9 These initiatives seek to strengthen and develop the economy in key areas. The Local Plan has a key role in reducing deprivation and ensuring prosperity is shared by all.

THE ROLE OF THE LOCAL PLAN

- 1.10 The role of the Local Plan is to provide the appropriate land use framework for delivery of the Medium Term Plan (2003-2007) aspirations. The Local Plan is one of a number of detailed strategies which will seek to achieve the desired outcomes from the Medium Term Plan.
- 1.11 The Local Plan contains the Council's policies for the development and use of land and buildings to realise the strategic vision of the Medium Term Plan (2003-2007). It is a long term plan to guide and manage development to enable Southampton to achieve its aspirations and potential.

The Community Strategy (2003) defines the city vision as follows:-

Southampton in 2020 will be a city in which residents feel proud to live and visitors will always remember:

- A city where everyone - within and beyond its boundaries - can contribute to, and benefit from, its success.
- A city where no one is seriously disadvantaged because of where they live, their personal circumstances or the community they belong to.

- A city where everyone has the chance to acquire the skills, confidence and employment opportunities they need to improve their quality of life.
 - A city that is acknowledged as the 'Capital of the South' and is able to hold its own with successful cities across the world.
- 1.12 This is a positive plan with sustainable regeneration and the renaissance of Southampton as its guiding principles. Sustainable regeneration will enable:
- high and stable levels of economic growth and employment;
 - social progress which recognises the needs of everyone;
 - effective protection of the environment; and
 - prudent use of natural resources.

CONTEXT FOR THE PLAN

CITY STRATEGY

- 1.13 In 1999 the city council published its vision for next 20 years. The City Strategy Working Papers addressed 17 different themes, which included what action would be needed to achieve the vision. The strategy drew on the Council's knowledge of local priorities, aspirations, needs and opportunities which had been developed through joint working with the public and private sectors and through views collected from a network of Community Action Forums. These issues have provided a basis for a debate about the city's future and are now offering a framework for the city-wide Local Strategic Partnership, the Medium Term Plan (2003-2007) as well as giving a framework to the Local Plan.

Community Strategy (2003)

- 1.14 Southampton's Local Strategic Partnership (LSP) has developed the Community Strategy to drive local improvements in economic, social and environmental well-being. Based on the current and future needs of the city, the Community Strategy sets a longer term vision to 2016 for the city. It is built on information from each Neighbourhoods Partnership's Action Plan, the past work of the Council and individual LSP partner's research and knowledge.

Medium Term Plan (2003-2007)

- 1.15 The Medium Term Plan sits between the Community Strategy and the annual City Performance Plan. The Medium Term Plan covers the period 2003 to 2007 and will have a rolling 4 year horizon. It identifies the range of initiatives and actions which will be implemented under the Council's key priorities. The priorities are:
- **Tackling Deprivation and Inequalities** – investing in economic development, community regeneration and services which tackle these issues;

- **Promoting Lifelong Learning for all people** – investing in pre-school and adult education and learning services and facilities to enable citizens to contribute to, and benefit from, the city's social and economic development;
- **Improving Community Safety and Reducing Crime and Disorder** – investing in safer transport, CCTV and neighbourhood wardens to reduce crime and disorder;
- **Improving the Street Scene and the Environment** – investing in street cleaning, recycling, CHP and environmental works to improve the City and the global environment;
- **Promoting Independent Living** – investing in social services to enable vulnerable citizens to lead independent lives.

1.16 Whilst none of the priorities are service specific they provide a framework within which the Council can measure the outcomes of a wide range of policies and services.

City in the World

1.17 The Medium Term Plan aspires for Southampton to become a leading European City. As a gateway to Europe and the world, Southampton should enable people to benefit from their European citizenship and to exchange ideas and information with leading and comparable cities in Europe and beyond. These exchanges include learning from other port cities world-wide and understanding those processes, both physical and institutional, that have helped create an urban renaissance in similar or comparable cities.

1.18 In order to be a leading city, the Local Plan needs to be a tool to attract investment and development to ensure Southampton becomes the hub of a dynamic economic region.

Enterprise and Innovation

1.19 Two key issues are encouraging and promoting the global competitiveness of the City and its region and ensuring that the benefits of sustained prosperity are shared by all.

1.20 The Local Plan must make adequate provision for the conduct of business in the 21st Century. This includes not only making land allocations for industrial and commercial uses to ensure site availability for enterprises of all sizes, but also policies to promote mixed use development where people can live, work and relax. The Local Plan needs to be flexible to accommodate the changing nature of business and the global economy.

City of Learning

1.21 The City has already created a Learning Alliance to promote life-long learning in the city, not only as an aid to employment, jobs and prosperity, but also as a means of self-improvement and personal development.

- 1.22 Education is key to the urban renaissance and the Local Plan must allow for future development needs of Southampton's 84 schools, 3 post-16 colleges and two universities.

A Vibrant City Centre

- 1.23 The Medium Term Plan (2003-2007) seeks a vibrant City Centre, not only as a centre for business and commerce, but also as home to an increasing residential community. In order to flourish the City Centre must be distinctive, enjoyable and accessible.
- 1.24 The Local Plan is the key document for managing and directing the future shape, content and balance between many competing uses for land in the City Centre. Policies to improve the accessibility, safety, sustainability and quality of design and use of materials will also be crucial to the city centre's future success.

Healthy, Caring City

- 1.25 The Medium Term Plan (2003-2007) seeks to create the conditions for healthy living. This includes improving the quality of housing and communities, ensuring access to healthcare for diagnosis, specialist care and treatment, improving access to things that can promote health such as leisure activities and public parks, improving air quality and ensuring healthy working conditions.
- 1.26 Many of these issues have a land-use planning dimension, including future development and use of Southampton's two major hospitals, the local delivery of primary health care, and access to recreational facilities and public open space.
- 1.27 Southampton aims to enable vulnerable people to fulfil their potential, be free from harm and to live as independently as possible within the community by arranging services and support which meets their needs.
- 1.28 The Local Plan must enable provision for both community and citywide facilities for those who need social care assistance. This must have regard to the projected growth in the elderly population and accessibility by less mobile people.

Sustainable City

- 1.29 The Medium Term Plan (2003-2007) incorporates sustainability by seeking social progress that recognises the needs of everyone, by maintaining high and stable levels of economic growth and employment, by effective protection of the environment and prudent use of natural resources.
- 1.30 Achieving these aims is fundamental to the success of the Local Plan and the urban renaissance. Development of the City must proceed in a sustainable manner.

Homes and Housing

- 1.31 The Medium Term Plan (2003–2007) emphasises the importance of housing to the quality of life of citizens. It seeks to ensure that adequate numbers of new homes are built; that the condition of the housing stock, in both public and private sectors, is improved; that housing is affordable and that housing investment is co-ordinated with economic, social and environmental investment to improve communities.
- 1.32 The Local Plan has a vital part to play in achieving these objectives, by ensuring that adequate sites for housing and conversions are brought forward, by ensuring that the requirements for affordable homes are met and that mixed and liveable communities are promoted in all parts of the City.

Inclusive Communities and Neighbourhoods

- 1.33 Southampton comprises a series of overlapping neighbourhoods and districts, of varying character. Many areas suffer from poor social, physical and housing conditions and this is recognised by the city's participation in Government programmes for Single Regeneration budget (SRB) and New Deal for Communities (NDC). The City Council may prepare an Area Action Plan (AAP) for Thornhill, to help achieve sustainable development in the NDC area.
- 1.34 The Local Plan must address the needs of individual communities, to ensure that attractive urban areas are created with a good mix of local facilities for jobs, homes, shopping, recreation and social activities.
- 1.35 The city's Social Cohesion Strategy seeks to focus on the outcomes for the wider community that flow from improving the quality of life for local people who experience discrimination and social exclusion. It recognises that social exclusion is not just a problem for a minority of individuals and families in Southampton but that everyone in the city is affected. The city loses the valuable skills and energies of those experiencing poverty and unemployment, exhibits the divisions and inequalities in communities, incurs increasing costs and demands on services and suffers the increase in anti-social behaviour which can result from exclusion and hopelessness.
- 1.36 Ensuring all sectors of society can benefit from increased prosperity must be a key objective for the Local Plan.

City of Culture

- 1.37 The Medium Term Plan (2003–2007) recognises that a leading European City should support, promote and celebrate those values, events and experiences that people hold or enjoy in common – their culture. The City should offer a wide variety of high quality facilities and spaces, events and experiences to allow citizens and visitors to enjoy their leisure. The City aspires to become a major international events venue and to develop further visitor attractions in the cultural sector.

- 1.38 Heritage is an important element of culture. The City presently exists and has evolved within an historical context. Therefore, in aiming to promote development, the Local Plan also seeks an appropriate dialogue with the historic environment: archaeological sites, buildings, conservation areas and character appraisals.
- 1.39 The Local Plan must ensure that appropriate sites are identified for cultural facilities and events, at regional, Citywide and local scales for all communities and catering for diverse interest groups.

Safe City

- 1.40 The Medium Term Plan (2003-2007) seeks a low crime rate, continuous improvement in fire and road safety and swift and effective action to deal with nuisance and anti-social behaviour. Being safe, feeling safe and being perceived to be safe are an important part of improving quality of life.
- 1.41 The Local Plan can ensure that urban spaces and buildings are designed to reduce the opportunity for crime and that incompatible uses which could give rise to annoyance and dispute are not permitted.

Transport and Infrastructure

- 1.42 Easy, cheap, reliable, safe, sustainable and convenient access for all to a wide range of employment, educational, recreational and social opportunities is the aspiration of the city's transport policies.
- 1.43 The Local Plan plays a vital role in securing the distribution of different kinds of land uses in locations that can be served by appropriate means of transport. Activities generating large amounts of travel should be well served by public transport networks; site layout should be designed to promote ease of access by walking, cycling and public transport rather than by private car; parking standards for developments must be based on demand management principles in line with government guidance and the regional transport strategy.

A City for Children, for Young People, for Older People

- 1.44 The Medium Term Plan (2003-2007) recognises the different needs and requirements of citizens at different stages in their lives. For children, there is a need to provide safe and stimulating environments with good access to education and to community groups and facilities for play and recreation. For young people (age 11-25) the passage from childhood to adulthood presents huge opportunities to acquire positive and life-enhancing capabilities. Access to opportunities of all kinds by safe, secure and affordable transport is critical to personal development. For older people there is again greater dependence on non-car transport allied to concern about security and access to healthcare. Promoting the safe mobility of older people and access to services to enhance their quality of life is required.

- 1.45 The Local Plan must meet the needs of all sectors of society. This can be achieved by building facilities to meet differing needs, by protecting open spaces, by securing contributions toward public transport, and providing facilities which support social and community needs.

Other Strategies

- 1.46 The Local Plan plays an important role in implementing elements of other council policy framework documents which include the:

- Housing Strategy
- Local Transport Plan
- Tourism Strategy
- Education Plan
- Health Development Plan
- Life Long Learning Plan
- Libraries Plan

- 1.47 The Local Plan is also influenced by the strategies of other organisations within and outside the city such as the regional economic strategy produced by SEEDA, the regional transport strategy and the investment plans of health and education providers. SolTrans (Solent Transport) is a joint initiative of the strategic transport authorities in southern Hampshire which recognises the regional economic significance of the sub region and the need for transport solutions to enhance the economic competitiveness and social inclusiveness of the area. The Plan has been produced by working in partnership with other bodies and organisations so that it enables them to implement their own strategic objectives, in order to achieve the city of the future.

PLANNING POLICY FRAMEWORK

National Policy

- 1.48 The Government issues advice on specific planning issues in the form of Planning Policy Guidance (PPGs) (currently being revised), Planning Policy Statements (PPSs) and Circulars. These have been taken into account in drawing up the Local Plan. Regard has also been had to the National Waste Strategy. It should be recognised that this is a local plan which must deliver on the issues facing Southampton and its citizens. Therefore, there may be instances where departing from government guidance is justified.

Regional Planning Guidance

- 1.49 Regional Planning Guidance for the South East (RPG9) was issued by the Secretary of State for the Environment, Transport and the Regions in March 2001 and sets out the broad strategy for the planning of development from Essex to Hampshire, from Oxfordshire to Kent. The current RPG9 notes that although the area enjoys considerable prosperity there is a pronounced incidence of local deprivation. The main elements of relevance to this Plan are:

- the identification of Southampton, along with Portsmouth and South Hampshire, as a priority area of economic regeneration (PAER);
- the encouragement of business clusters;
- an annual provision of 6,030 homes in Southampton, Portsmouth and Hampshire;
- identification of the Port of Southampton as being of a regional significance;
- proposed improvements to public transport between Southampton and Portsmouth;
- an integrated transport study of the M27 corridor in South Hampshire;
- multi-modal transport studies between Southampton and Thanet, and the A34 North of Southampton.

The RPG9 and the City Strategy objectives are entirely consistent. The RPG is currently being revised by SEERA. The revision is known as the Regional Spatial Strategy and is called The South East Plan. This will set the overall planning framework for the SE in due course once it has gone through the statutory planning process.

Structure Plan Review (1996-2011)

1.50 The Structure Plan provides the broad spatial strategy for Southampton, Portsmouth and Hampshire until it is superseded by the Regional Spatial Strategy. The main elements of significance for the Local Plan are:

- priority to be given to achieving urban regeneration;
- improvements to public transport between Southampton and Fareham, including track based systems;
- bus-based park and ride in Nursling, Windhover and Stoneham areas;
- the provision of 7,330 additional homes in the city by 2011;
- the protection of strategic gaps of open and undeveloped land between Southampton and neighbouring urban areas;
- support for the role of city, district and local centres.

Minerals and Waste Local Plan

1.51 Policies for dealing with planning applications for minerals and waste development are contained in the Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan. The document will be superseded by the emerging Minerals & Waste Local Development Framework, which is also being produced jointly by the three Authorities, and the New Forest National Park. The present adopted plan includes:

- development of an integrated waste processing plant and incinerator at Marchwood (outside the city boundary);
- development of integrated waste plant at Town Depot;
- safeguarding of aggregates wharves along the River Itchen;
- safeguarding of land at Millbrook for waste water treatment;

- safeguarding of land at Floating Bridge Road, Millbank Street, Town Depot, Chantry Road, Dukes Road, Willments Shipyard and Dock Gate 10 for recycling, storage, transfer and processing of waste.

1.52 The Local Plan, the Minerals and Waste Local Plan and the Structure Plan together currently form the development plan for the area.

Changes to Planning Legislation

1.53 The Planning & Compulsory Purchase Act 2004 reformed the planning system changing the system to one of spatial planning. The new two-tier system includes a Regional Spatial Strategy (RSS) and Local Development Framework (LDF). These will form the development plan for an area. The Local Plan was prepared during the transition period and forms part of the emerging LDF. Various elements of the Local Plan will be superseded by Local Development Documents (LDDs) including the Core Strategy, Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) and Area Action Plans (AAPs) over the period up to 2011.

The aims of sustainable development have been highlighted by the 2004 Act, the Local Plan sets out a sustainable planning agenda for the city.

What is in the Local Plan?

1.54 The Plan consists of:

- a written statement including policies and proposals, and the reason for those policies;
- a Proposals Map which illustrates the proposals of the plan and where policies apply. The Proposals Map consists of a city wide plan, a city centre inset, Shirley Town Centre inset, four district centre insets and an accessibility map.

1.55 The written statement includes:

Part 1 setting out the council's broad aspirations for Southampton to be a sustainable, leading European city. It notes key elements of the Medium Term Plan (2003-2007) and other detailed strategies which affect the Local Plan and provides an important framework for the detailed policies and proposals in Parts 2 and 3.

Part 2 containing detailed policies to be used in the determination of applications for planning permission:

- sustainable development principles - the principles to which all development should accord on matters such as travel, design and pollution;
- natural environment - policies to protect the city's unique green character;
- historic environment - policies to protect the built and archaeological heritage of the city;

- culture, leisure and tourism - policies for protecting the city's recreational spaces, for providing new spaces, for developing sport and the cultural industries;
- learning - policies for the development of schools, colleges and universities;
- homes & housing - detailed policies to meet the need for housing from now until 2011;
- retailing, enterprise and innovation - policies for developing new shops, offices and industrial premises, and protecting important existing industrial sites;
- health & caring - policies for the development of the hospital sites, the primary health and social care facilities and the teaching hospital;
- transport & infrastructure - detailed proposals for transport development including park and ride and new rail stations.

Part 3 which details policies for the major opportunity sites and areas of Southampton, including city centre design, major mixed use developments such as Woolston Riverside where detailed policies are required to ensure the maximum public benefit is obtained from development. This section is followed by implementation and monitoring. This seeks to ensure provision is made for needs arising out of the development. It also includes a set of performance indicators which can be used to monitor the effectiveness of the Plan.

- 1.56 The Plan includes various technical and legal terms. These are defined in a glossary which forms part of the Plan.

Supplementary Planning Guidance & Supplementary Planning Documents

- 1.57 In addition to the Local Plan, further detailed advice on how the policies will be implemented can be found in Supplementary Planning Guidance (SPG) and under the 2004 Act Supplementary Planning Documents (SPD). A list of current SPG is available in the Local Development Scheme (LDS). Further SPD in the form of development briefs, design guides and further principles for development will be produced as part of the LDF, the timescales for which are outlined in the Local Development Scheme (LDS).

Realising the Plan

- 1.58 For the renaissance of the city to succeed there will need to be sustained investment in land, buildings, transport infrastructure and the public realm. The city must also protect and enhance the parks and greenways that characterise the city and are essential to a diverse, distinct and sustainable environment. This Local Plan sets out to be a strategic tool to shape investment and change in the physical environment.
- 1.59 The majority of developments in this plan will be brought forward by the private sector. The Council will assist in bringing forward development by:
- providing developers with advice and guidance on development projects;

- preparing supplementary planning guidance and supplementary planning documents;
- facilitating development through its Major Projects teams;
- using compulsory purchase powers where this is in the public interest.

Preparation of the Plan

- 1.60 The Local Plan has been prepared taking into account a range of factors. It has to:
- implement the council's land use aspirations as reflected in the Medium Term Plan (2003-2007)
 - address social, economic and environmental changes taking place in modern society
 - accord with the joint Structure Plan for Southampton, Portsmouth and Hampshire
 - have regard to Government policy, for example, in the form of planning policy guidance notes, planning policy statements, regional planning guidance and the regional spatial strategy
 - take into account stakeholder views on key issues
- 1.61 Between January and March 2000, the council consulted stakeholders on the key issues facing the city. A series of Local Plan sessions were held throughout the city on area and topic issues and residents, community groups and organisations, voluntary groups, businesses, health and education interests were encouraged to present their views or submit written responses.
- 1.62 Section 38 (6) of the Planning & Compulsory Purchase Act 2004 states; 'If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise'. The Local Plan as part of the Local Development Framework is therefore the principal document for determining planning applications in the city.
- 1.63 Following two Draft Plan deposits made in 2001 and 2003 and subsequent representations from the community and stakeholders the context of the Local Plan Review was examined at a Public Inquiry from November 2003 to March 2004. The Plan was modified following receipt of the Inspectors Report in February 2005 and adopted in March 2006 following approval from Full Council.
- 1.64 The Local Plan was produced by Planning Officers in conjunction with the community and stakeholders. Questions relating to the Plan should be directed to Planning Policy, which is part of the Environment Directorate. The contact details are: -

Planning Policy
Planning & Sustainability Division
Ground Floor
Civic Centre
Southampton
SO14 7LS

E-mail city.plan@southampton.gov.uk

Alternatively please call: -

Deborah Mobbs- 023 8083 2549

Graham Cooke- 023 8083 2290

Charles Collins- 023 8083 3919

Sarah Cornwell - 023 8083 2886

The Planning Policy webpage is:

www.southampton.gov.uk/environment/localdevelopmentplans

CHAPTER 2

SUSTAINABLE DEVELOPMENT PRINCIPLES

Introduction

2.1 Southampton as a sustainable city should seek imaginative ways to maintain and improve the quality of life which will break the cycle of meeting our needs simply by consuming more resources and compounding environmental damage. The city should contribute substantially to four broad sustainable development objectives defined by the Government and adopted in the City Strategy:

- maintenance of high and stable levels of economic growth and employment;
- social progress which recognises the needs of everyone;
- effective protection of the environment; and
- prudent use of natural resources.

Source: A Better Quality of Life, a strategy for sustainable development in the UK, DETR (1999).

2.2 Southampton has much to conserve: archaeological and historic sites of national interest and significant natural sites, for example the inter-tidal areas of the River Itchen and Weston Shore are of international ecological significance. It also has a landscape character created by its parks, commons and the 'greenways' (stream valleys) winding through the built up areas, bringing the countryside into the city. The built environment is of a varied character reflecting the City's development - the Old Town, the Waterfront and Port, the 19th Century central residential areas including Bevois Valley and the suburban areas with their distinctive district centres interspersed with valued landscapes and parks.

2.3 Southampton has a good natural environment; this is a firm base on which to build sustainable communities and a sustainable economy. But there are weaknesses and challenges: transport pressures are increasing and this is affecting both the city's environment and its economy; jobs in traditional industries are under threat; we must continue to promote inclusive communities and tackle through regeneration strategies areas of disadvantage and exclusion. A sustainable city is therefore not just about protecting the environment, although this is a key priority, it is equally important to ensure that the city's economy is sustainable and provides a firm base for our future prosperity. Similarly, our communities must be stable and inclusive and it is an objective that everyone has the opportunity for a decent, affordable home.

2.4 The Local Plan will provide the framework to ensure that the provision of homes and buildings, investment and jobs is achieved in ways which are consistent with the principles of sustainable development.

Sustainable Urban Development

- 2.5 Urban life has the potential to be the most resource efficient pattern of development. Through the regeneration, conservation and rehabilitation of urban areas the loss of undeveloped or greenfield land is minimised. The council will require that previously developed or brownfield land is re-used in the most efficient way and at the same time creates more attractive places to live and work. A target is set that 100% of new homes in the city will be built on previously developed sites. Building at higher densities and with compact layouts maximises the use of land and reduces the need to travel by car. This higher density should not compromise the provision of a high quality urban environment.
- 2.6 Travel intensive development should be located in existing centres where a choice of travel modes is offered. Policies within the Plan seek to ensure that development is located in the most sustainable locations and that the development is of high quality.
- 2.7 This section of the Plan sets out the general policy framework against which development proposals and the environmental capacity of sites can be assessed. The policies act as a sustainability checklist to ensure that development proposals are consistent with the council's objectives for sustainable development. The city council will work with developers at the pre-application and application stage to ensure that sustainable development issues are considered at an early stage in the development process.

SDP 1 Quality of Development

(Part replaced by Core Strategy Policy CS 13)

Planning Permission will only be granted for development which:

- (i) does not unacceptably affect the health, safety and amenity of the city and its citizens;**
- ~~**(ii) respects and improves the quality of Southampton's built and natural environment;**~~
- (iii) contributes, where appropriate, to a complementary mix of uses.**

- 2.8 The Local Plan sets out to improve the quality of life for the citizens of Southampton. All new development should contribute to this aim. Health should not be adversely affected by pollution or by detrimental impacts on quality of life such as noise or visual disturbance or by the loss of opportunity for recreation through the loss of open space. Development should not pollute the natural environment. There is a need to maximise public access to open spaces and other natural areas due to their importance for informal recreation, while at the same time protecting the nature conservation interests of designated areas. Development will only be permitted if it maintains or enhances the general amenity of the area, for example the quality of life of neighbouring

occupiers should not be harmed by new development through overshadowing and the loss of privacy or visual amenity.

2.9 Good design should be the aim of everyone involved in the development process and it will be encouraged throughout the City. Good design can help create lively places with distinctive character; streets and public spaces that are safe, accessible, pleasant to use and human in scale; and places which inspire and reinforce pride in the city. This policy applies to change of use and refurbishment schemes as well as redevelopment.

~~2.10 Local characteristics which are considered detrimental in terms of urban design and which undermine the overall character of areas should not be used as a precedent for the poor design of new development. Proposals should maintain and enhance the setting and character of buildings of architectural and historic interest and conservation areas. There is a role for innovative design in all areas of the city. There are opportunities for landmark buildings in suitable areas and sites such as the city centre, district centres, prominent and corner sites and areas of regeneration to help raise the profile of the area to be regenerated. New development should also take account of the latest building technologies.~~

2.11 Mixed use development - for example integrating housing with shops and employment opportunities - can make the most of the potential for higher densities and intensive activity at locations with good access to public transport. One of the main attractions of city living is the close proximity of work, shops, social, education and leisure, cultural and sporting uses. The Local Plan policies will help deliver the City Strategy aspiration for a vibrant mixed use city. Encouraging a diversity of uses helps to maintain balanced communities; by providing increased activity and natural surveillance mixed used development can also help to improve personal safety. Through the provision of local services as well as encouraging the provision of surgeries, clinics, day care centres, nurseries and crèches to locate in areas of identified need, sustainable communities are developed. Careful consideration will be given to the range of uses proposed within a single site/building to ensure that uses are compatible and that any potential conflict is kept to an acceptable minimum through, for example, siting and design measures or conditions on hours of operation.

2.12 The most suitable locations for mixed use development are the city centre, Shirley town centre, district centres and local centres and other areas highly accessible by means of transport other than the private car. Some specific sites are proposed for mixed use development and these are detailed in Part 3. Other sites may also be suitable for a mix of uses, so long as the uses proposed are appropriate and accord with other relevant plan policies. Further detailed advice on how policies will be implemented can be found in Supplementary Planning Guidance. It is anticipated that development and design briefs will be prepared during the plan period which the council will seek to adopt following the relevant procedures.

Sustainable Transport

- 2.13 By influencing the location, scale, density and mix of land uses, planning can help to reduce the need to travel (especially by car), reduce the length of journeys made and make it safer and easier for people to walk, cycle and use public transport within the city.
- 2.14 The following policies together with those in the Transport Chapter complement the strategy contained within the Local Transport Plan. Major generators of travel demand will be focussed in the city centre, Shirley town centre and district centres and near to major transport interchanges / public transport corridors. This will help to reduce dependency on the car and contribute to social inclusion by ensuring development is accessible by a choice of public transport modes from deprived areas and elsewhere for those without use of a car.
- 2.15 This section sets out the approach to ensuring all development is genuinely accessible by all modes of travel. It requires that all development:
- is integrated into the transport network to provide for easy access by walking, cycling and public transport;
 - funds improvements to transport networks where travel generated by the development cannot be accommodated by the current infrastructure;
 - provides parking at as low a level as possible, having regard to the needs of the development;
 - provides new cycle parking.

~~SDP 2 Integrating Transport and Development
(Replaced by Core Strategy Policy CS 18)~~

~~Planning permission will only be granted where development provides for integration and connection of development to enable access by all modes of transport. Where the proposal does not integrate satisfactorily with existing transport networks the Council will seek relevant improvements to transport infrastructure through the use of an appropriate Planning Contribution.~~

- ~~2.16 Development should connect into existing transport networks to ensure it is convenient for travel to the site to be achieved by all modes in order to provide genuine choice of travel. It is not acceptable for proposals to be designed and located on the assumption that the car will represent the only realistic means of travel for the vast majority of people. Development should always be integrated into pedestrian, cycling and public transport networks to ensure easy access to these modes of travel. Where the existing transport infrastructure is not sufficient to allow this to happen for the proposed development, this will need to be funded by the developer. Such contributions may include measures such as the provision of new bus stops and kerb build outs,~~

- ~~subsidising bus services, providing public transport information, provision of cycle lanes and improvements to pedestrian routes.~~
- ~~2.17 To ensure the alternatives are genuinely attractive, measures undertaken must be designed to be safe and convenient for pedestrians, disabled people and cyclists. This means ensuring that:~~
- ~~• existing cycle and pedestrian routes are not severed;~~
 - ~~• new cycle and pedestrian routes are convenient and direct;~~
 - ~~• new bus facilities are designed to ensure buses do not have to leave the flow of traffic;~~
 - ~~• public transport information is readily available.~~
- ~~2.18 Through these measures development will be properly integrated into the transport infrastructure and offer genuine choice in travel.~~
- ~~2.19 In addition to integration into the transport network, development must demonstrate that the infrastructure is in place to enable the travel demands arising from the development to be met.~~

~~SDP 3 Travel Demands~~
~~(Replaced by Core Strategy Policy CS 18)~~

- ~~Development will only be permitted where the travel generated by the development can be accommodated without causing any material impact to the safety, efficiency and environment of the transport network including access to the Port of Southampton.~~
- ~~Where travel generated by the proposal cannot be so accommodated, permission will only be granted where problems can be resolved.~~
- ~~2.20 All but the most minor development will generate travel. This travel needs to be accommodated on the transport network in a way which does not cause material harm to the safety, efficiency or environment of the transport network. Where travel demands can not be so accommodated, permission will not be granted unless a package of measures can be agreed to resolve problems arising. The city council will require the submission of a Transport Assessment and seek to secure a Green Transport Plan alongside planning applications for proposals that are likely to give rise to significant transport implications. Preference will be for measures to support cycling, walking and public transport use. Transport improvements may also include road safety measures.~~
- ~~2.21 Some parts of the city, such as Bassett, have the available capacity to accommodate additional development through increased density. Where development relies on access directly or indirectly onto Bassett Avenue, contributions may be required towards transport improvements, commensurate with the scale and nature of the development proposed. This should enable greater use of public transport, walking and cycling in order to relieve pressure from congestion on Bassett Avenue. Where a development would give rise to significant traffic implications, a Green Transport Plan will~~

- ~~be sought to show how the development will deal with any additional traffic that will use Bassett Avenue.~~
- ~~2.22 The nationally important Port of Southampton is a key part of the city's transport infrastructure. National port policy seeks to protect routes to and from key ports. The maintenance of good access to the Port of Southampton will be material to the consideration of any proposals for uses that would generate significant additional flows of traffic, particularly in the vicinity of Dock Gate 20.~~
- ~~2.23 Transport Assessments should illustrate the likely modal split of journeys to and from the site. They should also set out what measures will be taken to ensure that the travel demands can be accommodated through a Green Transport Plan. A broad range of measures may be necessary including, pedestrian crossing facilities, cycle routes, secure cycle parking, subsidising bus routes, footpath improvements, bus shelter improvements and transport information.~~
- ~~2.24 Green Transport Plans can help to achieve sustainable transport objectives. They can be used by companies to encourage their employees to use alternatives to the private motor car such as public transport and cycling whether for commuting or business journeys. They can also contribute towards a reduction in traffic speeds and improved safety particularly for pedestrians and cyclists. Green transport plans should also consider more environmentally friendly delivery and freight movements.~~
- ~~2.25 Green Transport Plans should be prepared in consultation with the city council as well as local transport providers. In some cases they may need to take into account wider transport initiatives. Where appropriate the council will seek to make a Green Transport Plan legally binding through the use of planning conditions or a planning contribution in accordance with advice in Circular 5/05.~~
- ~~2.26 Developments close to schools will be required to have regard to school transport plans, including safe routes to school and school safety zones and contribute towards the implementation of these objectives.~~
- ~~2.27 The city council is progressing its own Green Transport Plan and through example and through its position in the Green Transport Plan Working Group will promote best practice guidance. The Council's Local Transport Plan 2001/2 to 2005/6 has set a target that 50% of employers of over 100 staff will have adopted Green Transport Plans by 2003.~~

SDP 4 Development Access

Development will only be permitted where access into the development is provided in priority order for:

- (i) pedestrians and disabled people;**
- (ii) cyclists;**
- (iii) public transport;**

(iv) private transport.

- 2.28 To encourage sustainable transport modes, priority for the needs of certain groups over others should be given in the access into the site.
- 2.29 Not only is it important that travel to the site is safe and convenient, it is also important to ensure that on arrival, easy and safe access into the site can be made. The detailed design of access arrangements should ensure that priority is given in the order specified but not to the detriment of highway safety. Advice on detailed design can be found in the City Council's *Women in the Planned Environment*, the DETR's guidelines *Access for disabled people and others with mobility impairment*, and Association of Chief Police Officers' *Secured By Design*.

SDP 5 Parking

**(Core Strategy Policy CS 19 expands this policy and the PTAL map in the Core Strategy replaces the Accessibility Map)
(Appendix 1 is replaced by City Centre Action Plan Table 8 for city centre sites)**

Planning permission will only be granted where development provides:

- (i) no more car parking than the maximum in the adopted standards in Appendix 1;**
- (ii) provides parking for disabled persons in accordance with the standards in Appendix 1;**
- (iii) at least the level of secure cycle parking in accordance with the standards in Appendix 2;**
- (iv) lorry and motor cycle parking in accordance with the standards in Appendix 3.**

In the case of B1 development a condition or legal agreement will be sought to limit the use to ensure that parking provision remains appropriate.

- 2.30 Car parking is a key determinant in the choice of mode of travel. Providing high levels of car parking at destinations encourages the use of cars. New car parking standards have been produced in conjunction with Portsmouth, Hampshire and the district councils in Hampshire. Since 1985, the city council has operated different standards for the city centre and the rest of the city. The new standards extend these accessibility principles across the city. Where development is highly accessible by public transport, fewer car parking spaces should be provided. Public transport accessibility varies throughout the day and week. There is a need to improve the accessibility of all areas of the city, including within the transport corridors.

~~2.31 The following parking zones have been established based on levels of accessibility and are shown on the Accessibility Map:~~

- ~~• High Accessibility (including the city centre and principal transport corridors),~~
- ~~• Medium Accessibility (other transport corridors and specific points),~~
- ~~• Low Accessibility (rest of the city).~~

~~An area of High Accessibility is determined by the provision of 20 or more buses per hour (weekday daytime) within a 400-metre radius along a principal transport corridor. Medium Accessibility refers to provision of 10-19 buses per hour along either a transport corridor or a specific point served. Medium accessibility (trains) refers to any areas within an 800-metre radius of a national rail station other than Southampton Central, which is defined as high accessibility due to the enhanced service. Consideration should be given to parking standards within those areas solely marked as being of medium accessibility (trains) given the hourly train services. Low Accessibility refers to the rest of the city.~~

2.32 The city centre, Shirley Town Centre and district centres are defined on the Proposals Map. Within the city centre additional parking should be limited. Some new provision will be required for office and residential development. If additional parking is sought for retail and leisure development a flexible approach will be adopted, where the need for this additional parking can be clearly demonstrated. This flexible approach for parking provision should however, not exceed the base level (maximum permitted provision for use given by the low accessibility standard). The shared use of parking facilities, as part of major proposals (e.g. Office and Leisure uses) will be encouraged. Reduced provision will be expected in Shirley Town Centre and Woolston District Centre and their public transport corridors and Bitterne District Centre, due to these areas being highly accessible in terms of public transport provision. A reduced provision will also be sought within a reasonable walking distance of the city centre. This will be taken to be 400 metres, although account will need to be taken of the quality of the route.

2.33 The Lordshill and Portswood district centres have good accessibility and are linked to the city centre by public transport corridors. These corridors also link with towns beyond the city. The city's main public transport corridors consist of:

- city centre - Shirley - Romsey (bus)
- city centre - Portswood - Eastleigh (bus and train)
- city centre - Bitterne - Hedge End (bus)
- city centre - Woolston - Sholing (bus and train)

The city council considers that bus and rail provide sufficient and adequate alternatives to the private motor car, particularly in those areas of medium and high accessibility.

2.34 Whereas public transport converges on the city centre from several directions, district centre accessibility tends to be more limited in direction. Consequently it is appropriate that the standards allow for more parking provision in those district centres not marked as being high accessibility. In district centres, parking as part of retail schemes should be provided and managed as public spaces. Reduced parking provision will be sought within a reasonable walking distance (400 metres) of the district centre and public transport corridors, depending upon the quality of the link. Where appropriate the city council may require the developer to fund initiatives towards improving public transport infrastructure relating to the development.

2.35 In addition to the main corridors, other parts of the city also have reasonable access by public transport. Within these public transport corridors a reduced provision of car parking will also be sought:

- city centre - Millbrook - Totton (bus and train)
- city centre - Bassett - Chandlers Ford (bus)
- city centre - Bitterne - Woolston - Sholing (train)

2.36 The level of bus service varies depending upon the corridor. In particular the Millbrook and Bassett corridors are in need of a significantly improved level of service. The rail corridors are underused for local journeys. However, they do have potential for improved use. The city has eight railway stations including Southampton central, which has regular / frequent services to London, Bristol and the south-west, Brighton and beyond. For local trips the rail network is served by an hourly service. However significant parts of the city are within reasonable walking distance of the railway stations (800 metres) making parts of the city accessible by multiple modes of transport. A reduced level of parking provision may be appropriate in these locations.

~~2.37 Access to public transport is shown on the Accessibility Map that accompanies this plan. The accessibility zones have been defined in relation to principal bus routes and railway stations. The Accessibility Map, due to its scale, is not definitive and does not take account of factors such as the quality of individual pedestrian routes. It should therefore be used as a guide and a site-specific accessibility statement may be necessary to determine the maximum parking requirement for individual proposals. The Accessibility Map influences parking provision throughout the city and the figures given are the maximum permitted. Developers will not be required to provide more parking unless exceptional highways safety issues dictate otherwise. The Accessibility Map will be reviewed on an annual basis to reflect any changes to bus and rail provision.~~

~~2.38 Transport assessments or site travel plans relating to parking will be required to justify any scheme where the parking proposed does not accord with the Accessibility Map. Transport assessments and site travel plans will be required for all major developments as defined in the Hampshire Parking Standards (2002) and outlined in Appendices 1, 2 and 3. Transport assessments and site travel~~

~~plans will also be required for any scheme where there are major traffic or highways safety implications.~~

- 2.39 Reduced provision is just one element of a strategy for car parking. The use of the car will also depend upon matters such as parking charges and the availability of on-street parking. A comprehensive parking strategy is being prepared to complement the Local Transport Plan (LTP). In areas where reduced parking provision could potentially force cars onto existing streets and this would be unacceptable, the Council may require the developer to fund the introduction of a controlled parking zone, subject to the statutory and policy tests outlined in Circular 1/97.
- 2.40 In all developments provision should be made for parking for disabled persons. In all cases the disabled provision should be calculated based on the provision of spaces at the city wide standards.
- 2.41 Encouraging alternative modes is dependent upon the provision of appropriate safe parking. Conveniently located parking should be provided for cyclists and motor cycles.
- 2.42 Provision should also be made for lorries where appropriate. For Use Class B1, conditions or legal agreements will be used to limit the use of a building to industrial or offices to ensure that parking provision remains appropriate over time.

Urban Design

- 2.43 Delivering an urban renaissance means creating a city where people would like to live, work and relax. This can partly be achieved by policies which protect, maintain and respect the character of distinct parts of the city, while also encouraging the creation of new places of interesting character, attractive appearance and use. Encouraging variety and diversity in the built form complements the promotion of a vibrant mixed use city. The overall aim is to create places which are lively, attractive and memorable. The City Centre Urban Design Strategy for Southampton provides a framework for future development within the central part of the city. The Strategy's aims are to improve the perception, image and visual quality of the city centre; to encourage competitive development proposals and to achieve a high quality environment.
- 2.44 Design is important in improving the quality of the environment throughout the city. All development should contribute towards improving the quality of the environment. Through the Local Plan the council will promote quality standards for new development which enhances the environment generally and meets sustainable development objectives as set out in paragraph 2.1. By promoting development and investment in the built environment generally and through identifying major sites and areas the Local Plan will secure a high standard of design for all development. The council will also encourage the benefits of incorporating Public Art into new development and encourage the sustainable re-use of buildings, artefacts and materials to help reinforce pride in the city and a sense of place.

- 2.45 Good urban design also means ensuring accessibility, the ease of movement into and through the city for all and creating a safe environment both day and night. Through design guides and supplementary guidance the council will raise public awareness of the value of existing buildings, structures, public spaces and townscape features within the city. These will offer practical advice as to how to achieve compliance with the design policies in the Local Plan.

SDP 6 Urban Design Principles

(City Centre Action Plan Policy AP 16 replaces this policy for development in the city centre only)

All planning applications for residential schemes of 5 or more units or non-residential proposals in excess of 500sq.m should be accompanied by a design statement covering:

- (i) context**
- (ii) urban form and public space**
- (iii) movement and accessibility**
- (iv) massing, scale and appearance**
- (v) safety and security**
- (vi) resource conservation**
- (vii) landscape and biodiversity**

- 2.46 Good design results from consideration of a wide range of concerns as indicated in this Policy. Quality of design applies equally to the settings of and spaces between buildings and development as to their intrinsic quality. This Policy does not seek to restrict innovative designs but encourages developers to consider how their proposals have taken into account the design principles of this Policy through the preparation of a design statement. It will also aid the council in an appreciation of how the architect or designer has arrived at the solution for a development. This policy provides the framework of design principles whilst policies SDP 7-13 set out the detail of design consideration for each of the criteria. The form of the design statement will depend on the nature and scale of the development. For smaller developments the design statements should demonstrate how the proposal fits with the local context; with larger developments, proposals will be expected to cover these design issues in greater detail. The statement does not preclude the proper consideration of other planning matters. Where a design statement is not required, development will still need to be in accordance with the design issues outlined in Policies SDP 7 - SDP 13.
- 2.47 The seven design principles are not prioritised in this Policy. It will be a matter of considering how important each design issue is in the circumstances of the proposal and the quality of the design skills in responding to these design principles. Proposals should be accompanied by plans, elevations, drawings or photographs showing the site and the proposed development as well as its relation to the surrounding buildings and spaces.

~~2.48 More detailed guidance on these design principles can be found in the City Centre Urban Design Strategy and the Southampton City Centre Development Design Guide.~~

SDP 7 Context

(City Centre Action Plan Policy AP 16 replaces this policy for development in the city centre only)

Development which would cause material harm to the character and/or appearance of an area will not be permitted. Proposals should:

- (i) be compatible with existing landforms and natural features that contribute to the quality of the local environment;**
- (ii) retain, and where possible enhance, important existing urban spaces, townscape, parkland, natural or historical features;**
- (iii) respect the existing layout of buildings within the streetscape;**
- (iv) respect the scale, density and proportion of existing buildings;**
- (v) integrate into the local community.**

2.49 Context is about understanding the uses, visual characteristics and the patterns of local life of an area. Southampton has a varied character with areas of distinct identities. This variety is due to the mix and density of land uses; height, scale and design of buildings; historical legacy and landscape; topography; colour, materials and texture. Through good design, it is possible to integrate modern developments whilst respecting the character of areas and buildings which are attractive and worth preserving. Chapter 4 outlines the specific policies for listed buildings and conservation areas. Conservation Area appraisals have been undertaken for many of the conservation areas and these provide details on the character and appearance of these areas to be retained and enhanced.

2.50 Building at high densities ensures the full and effective use of brownfield sites in the city and this is encouraged particularly in areas of good transport accessibility. Through good design a high quality, higher density urban environment can be integrated into areas of lower density while still enhancing existing features such as the landscape and open space. Density standards for residential development can be found at Policy H8. See also policy H12.

2.51 The context of an area is not just due to its physical or visual character but also the community that makes up the area. New development should integrate into the local community and be able to access local amenities such as shops, community facilities and shops. By integrating new development local identities should be enhanced and respected.

SDP 8 Urban Form and Public Space

(City Centre Action Plan Policy AP 16 replaces this policy for development in the city centre only)

Planning permission will only be granted where the layout and form of buildings and spaces are integrated into the existing urban structure and relate positively to the public realm. Proposals should:

- (i) position doors and windows to create active street frontages;**
- (ii) provide defensible space and a clear distinction between public and private space;**
- (iii) provide townscape opportunities including the creation of public spaces which are well-defined, usable and connected;**
- (iv) retain and/ or enhance existing public art and through 'Percent for Art' take the opportunity to incorporate new public art where appropriate.**

- 2.52 New development should help to define streets and public spaces, through the arrangements of the buildings. To create a stimulating and lively city environment, streets and spaces should be varied in character. Where there are dominant existing streetscapes new development should respect these. Variations to the streetscape should only be used where they can denote important or public buildings.
- 2.53 Buildings that are designed to front streets such as perimeter block layouts are often the most efficient way of using a large site. Primary access to a building should be from the street and areas of public and private use should be clearly defined. Continuous building fronts with frequent doors and windows - an active street frontage - and a clear distinction between private and public spaces help to promote natural surveillance. By making outside spaces more easily observable by residents, neighbours and passers-by and by clearly demarcating their ownership defensible space is created. Through the use of lighting, fencing and landscaping these spaces can be defined in a way that promotes community safety by decreasing the opportunity for criminal activity (see also Policy SDP 10 - Safety and Security).
- 2.54 The design, location and function of buildings can help reinforce the identity of routes and spaces within the public realm. Well-designed public spaces such as paths, streets, squares, parks and plazas can help people find their way around the city and provide informal, civic, or recreational space. Where there is the opportunity to provide new or improved public spaces as part of a development scheme, these spaces should be well-designed, connected to pedestrian routeways and provide for the needs of all users. The layout and form of new development should enhance the comfort and usefulness of open space.

- 2.55 Public Art, hard and soft landscape and well-designed street furniture should be integrated into the design of public spaces and this will help to create and enhance local distinctiveness and pride in the City. The council's 'Art in Public Places' policy is delivered through Percent for Art; a mechanism whereby a negotiated proportion of the capital cost of public or private sector development is allocated for commissioning public art. The Council will look to involve the local community and professional artists in the commissioning process. The provision of art in public places can take many forms and this includes permanent and temporary work. The type of public art will vary depending on the nature of the development proposal but the council will look for the provision of public art in significant proposals that have a major impact on important public spaces; major sites and areas identified in Part 3 or in a prominent position (gateway sites, focal points or meeting places). The provision of public art will be secured through a legal agreement and/or the use of conditions. The Council's Public Art officer should be contacted at the planning stage in order to discuss public art and the commissioning process.
- 2.56 Landscape treatments and new planting should contribute to the maintenance or improvement of natural habitats and biodiversity (see also Policy SDP 12 - Landscape and Biodiversity).

SDP 9 Scale, Massing and Appearance

(City Centre Action Plan Policy AP 17 replaces this policy for development in the city centre only)

Planning permission will only be granted where the building design is of a high quality. Proposals should respect their surroundings in terms of:

- (i) scale, massing and visual impact;**
- (ii) the impact on the skyline;**
- (iii) the quality and use of materials;**
- (iv) the quality and use of architectural detailing;**
- (v) the impact on surrounding land uses and local amenity**

Tall buildings and structures will only be permitted on appropriate sites in the following locations:

- (a) at the waterfront;**
- (b) major routes into and out of the city centre;**
- (c) gateway and major sites;**
- (d) adjoining the city centre parks;**
- (e) at junctions;**

(f) in and adjacent to Shirley town centre and the district centres;

(g) in the University of Southampton Development Area;

(h) in the Southampton General Hospital site.

- 2.57 The scale and mass of buildings determines the visual impact of the development and the impact on skylines within the city. Consideration will be given to the relationship of the proposed development to its surroundings, including the existence of and the setting of scheduled ancient monuments, listed buildings and conservation areas, as well as the topography. Decisions will also be made in relation to the combined effect of the arrangements, volume and shape of a building or group of buildings in relation to other buildings and spaces. The height of buildings should relate to the width and importance of the space, including streets, which they enclose.
- 2.58 The design of buildings is central to the quality of the built environment and the use of good quality building materials will be encouraged. The use of detailing and decoration of entrances, balconies and roofscape should be integrated into the building design. Carefully designed architectural detailing can add interest to the building and is important in establishing character and identity which will contribute to a townscape that is memorable and easily understood. Consideration will also be given to the potential effect the scale and mass of an extension/ building/ group of buildings can have on local amenity including obscuring existing landmarks, overshadowing, causing excessive TV or radio interference or creating adverse local microclimate.
- 2.59 Tall buildings, five storeys or greater, carefully designed can make a positive contribution to city life and add to the image and identity of the city as a whole and are one way of creating landmark buildings. Tall buildings need to be designed with an appreciation or understanding of the context in which they are to be built and will be refused where they would have an unacceptable impact in terms of overshadowing or would be overbearing on their surroundings. The existence of a tall building on a site will not necessarily mean that a replacement tall building will be acceptable in principle.
- 2.60 Whilst tall buildings can have a positive role to play in emphasising key locations in the city, and these will be required on appropriate sites in the areas outlined in the Policy, care is also needed with their visual impact, for example the visual impact on historic buildings and structures, conservation areas, the waterfront, The Common and city parks, and the Greenways. These are prominent areas in the city and new development including all buildings should not create uniform blocks of tall buildings/ obscure important skylines and views. Proposals for major tall buildings will need to be accompanied by an urban design study/ masterplan of the immediate and wider areas based on a full character appraisal of an area. Elsewhere the particular

characteristics of the City are likely to require a more sensitive scale of development of 3 to 4 storeys.

SDP 10 Safety and Security

Development will only be permitted where it provides:

- (i) natural surveillance of any public space;**
- (ii) safe and secure locations for any associated car and cycle parking;**
- (iii) safe and secure public routes which seek to minimise both actual and perceived opportunities for criminal activity; and**
- (iv) satisfactory lighting.**

2.61 Good planning and environmental design can contribute to reducing the opportunity for crime to occur and people's fear of crime. Through the design and layout of new development a sense of community can be reinforced, investment encouraged and crime and vandalism deterred. Natural surveillance is a term used to describe how, through the layout and design of development, public spaces are made safer. By making sure developments front onto the public realm and have active ground floor uses with doors and windows opening out onto the space there are people around day or night providing informal surveillance/ 'eyes on the streets' rather than blank frontages and unused public spaces. Advice on achieving safe and secure environments can be found from a number of sources, including Circular 5/94 - Planning out Crime and the Association of Chief Police Officers' Secured By Design.

SDP 11 Accessibility and Movement

Planning permission will only be granted for development which:

- (i) contributes to an attractive network of public routes and spaces for pedestrians, cyclists and vehicles;**
- (ii) secures adequate access for all pedestrians including people with mobility and sensory difficulties such as elderly people, disabled people, the very young and those using prams and wheelchairs.**

2.62 New development should have regard to the retention/ provision of important routes and linkages which contribute to the ease of movement within an area. Connections of roads, streets and open spaces, footpaths and public transport routes should give people the maximum choice in how they make their journeys but the presumption will be that the needs of the pedestrian and cyclist should come before the needs of the motor car. Public transport

should be designed as an integral part of the street layout and streets should be regarded as public spaces.

- 2.63 Imaginative and flexible designs can provide satisfactory provision for full and appropriate facilities, access and parking arrangements for people with mobility and sensory difficulties. A safe and accessible environment will benefit all users. Policy CLT 11 provides guidance on public access related to waterside development.
- 2.64 This policy is concerned with access to and into buildings. Within sites opportunities arising through change of use or extensions should be taken to improve access to, into and egress from existing buildings. Part M, Schedule 1 of the Building Regulations 1991 as amended by the Building Regulations (Amended) Regulations 1998 covers internal layout of buildings. Advice on achieving access can be found in the DETR's *Access for disabled people and others with mobility impairment* and the City Council *Access For All* guidance.

SDP 12 Landscape and Biodiversity

Development proposals will not be permitted without a landscape/habitat creation and management scheme appropriate to its setting. Hard and soft landscape treatments should:

- (i) retain and/ or enhance important landscape and wildlife habitat features;**
- (ii) contribute to the objectives of the Local Biodiversity Action Plan;**
- (iii) reflect the character of the locality and surrounding buildings and the way in which the buildings will be used.**

The Council will require that trees and habitats to be retained are protected and/ or fenced and maintained during construction.

- 2.65 Landscape schemes should be seen as an opportunity to retain, enhance or create habitats and they should be considered at the early stages of the design process. They need to be appropriate to their location and setting. Integrating new development into its landscape setting can reduce its impact on nature and reinforce local natural diversity as well as distinctiveness. Existing landscape features include trees, hedgerows and walls on site. The wider landscape setting of a site's topography, rivers, streams and green corridors should also be taken into account. This policy recognises landscapes/ wildlife habitat features not necessarily protected by nature conservation designations, identified in policies NE1, NE2 and NE3 but which nevertheless contribute to the overall landscape and biodiversity of an area, those sites valuable for a certain species, or even mature gardens in areas of high density development with a lack of open space. Particular attention needs to be paid to enhancing the environment along road and rail corridors and at the gateways to the city centre.

Landscape schemes accompanying major development can also help to create innovative, attractive, stimulating and safe open space. First preference will always be for landscape/ habitat creation schemes to be provided on-site as an integral part of the proposal. However, in some instances this may not be possible. Where appropriate, the council will require details of management arrangements to ensure the long-term maintenance/ stewardship of the landscape/ habitat creation schemes.

- 2.66 The council will prepare and adopt Local Biodiversity Action Plans (LBAPs) as supplementary planning guidance. These will identify priority species in need of attention and those such as non-native invasive species that should be avoided. Landscape/habitat creation schemes should meet the objectives of these action plans.

Sustainable Environment

- 2.67 Climate change is one of the greatest environmental threats facing the world today with potentially far reaching disruptive effects on human society, the global economy, human health and the natural environment. Possible long-term effects on the UK include rising sea levels, changes in weather patterns and temperature rises exacerbating pollution problems in urban areas. The Government has set a national target for reducing the emission of greenhouse gases – those responsible for global warming – by 20% by 2010. The city council on behalf of the city has signed the Nottingham Declaration on climate change and will prepare an action plan setting out how the Council can deliver this target. Through the Local Plan, policies encourage the use of renewable energy resources which will contribute to combating the causes of climate change by reducing greenhouse gas emissions and securing diverse and sustainable energy within the City.
- 2.68 In the Government's *A Better Quality of Life; A strategy for Sustainable Development for the UK* (DETR 1999) components of local environmental quality are green spaces and attractive streets and buildings with low levels of traffic, noise and pollution. Poor local environmental quality can detract from city living and act as a barrier to an urban renaissance. The Local Plan seeks to minimise the adverse effects of potential pollution on present or future land uses. Sites which have been damaged by industrial activities or which are naturally unstable can often be put into productive use. The protection of water resources from potentially harmful effects of new development is a key part of ensuring a sustainable development. The Local Plan has an important role to play in resisting development where it would threaten the quality of water supplies or increase flood risk or be at direct risk from flooding itself.
- 2.69 By guiding the location of new development, reducing the need to travel and promoting transport choices the Local Plan is an important part of an integrated strategy to achieve national air quality objectives.

SDP 13 Resource Conservation

(Part replaced by Core Strategy Policy CS 20 and policy S 1 in the Minerals & Waste Core Strategy)

Developments should be designed in a way which minimises their overall demand for resources. Applications for development will need to demonstrate that they have, where possible, maximised and/or incorporated:

- (i) the opportunity to reuse land and buildings wherever possible;
- ~~(ii) the opportunity to reuse and recycle building materials on-site and/ or the use of recycled/ environmentally-friendly materials where appropriate;~~
- (iii) the use of natural heat and light whilst minimising the use of non-renewable energy sources through the orientation, siting and external and internal design of buildings and use of landscaping;
- (iv) the design of long-life and flexible buildings which are capable of being adapted for a variety of other uses with the minimum of disruption;
- ~~(v) the possible or future use of Combined Heat and Power or District Heating and Chilling Schemes as part of the layout design and;~~
- ~~(vi) photo-voltaic cells and active solar panels or other renewable energy sources;~~
- ~~(vii) measures that enable the development to use water efficiency measures;~~
- ~~(viii) the opportunity to reduce and recycle waste both during construction and throughout the subsequent lifetime of development.~~

2.70 Good design can help to promote and secure sustainable forms of development. Previously-developed sites (or buildings for re-use or conversion) should be the preferred location for new development before greenfield sites. ~~Early on in the design process consideration should be given to ways which building designs minimise energy consumption and lead to a reduction in greenhouse gas emissions.~~

2.71 The orientation and layout of development can take advantage of solar radiation and shelter from wind. Where possible developments should be designed to face south to maximise passive solar gain and buildings incorporate renewable energy features such as photovoltaic cells which convert solar radiation directly into electricity and active solar panels which heat water.

~~2.72 Buildings should be designed to be long life, low maintenance, energy efficient, adaptable to meet changing needs and constructed of recycled or low energy, locally produced, renewable materials. Buildings that are flexible in design are more likely to be re-~~

- ~~used. The re-use and recycling of construction/ demolition/ waste material on site can help with the efficient/ sustainable use of material and contribute towards waste minimisation, including where appropriate the provision for separation, storage, collection, recycling and composting of waste.~~
- ~~2.73 Changes to Part L of the Building Regulations will contribute to cutting greenhouse gas emissions by raising the building energy performance standards.~~
- ~~2.74 Combined Heat and Power (CHP) or district heating systems involves using excess heat from power generation and/ or waste heat from industry by piping it to the local area. District Chilling Systems provide chilled water for air conditioning plants. Developments that facilitate the introduction of CHP and district heating or chilling schemes are those that are located close to the potential power/ heat source, comprise a mix of uses to balance the demand for energy and have a grouping or density which reduces installation and transmission costs. Within the City Centre developers should demonstrate how they have considered the potential to link into the geothermal and district heating/ chilling schemes.~~
- ~~2.75 Managing water use reduces the demand on the water supply thus conserving precious water resources and protecting the environment. It can also help reduce water bills. Greywater recycling involves the use of wastewater from handbasins, baths and showers in the garden and for flushing toilets after some form of treatment. Developers should consider the incorporation of greywater recycling schemes in development. Rainwater collection can vary from installing a simple water butt on a house to the use of large storage tanks in commercial buildings, through to large systems that collect rainwater from roofs and hard surfaces over a whole new building development. Recycled rainwater after the necessary treatment such as reedbeds or filtering over granular carbon beds can be used for flushing toilets as well as external uses such as watering gardens or for cleaning vehicle fleets. After more extensive treatment it can even be used for drinking and cooking, and bathing and washing. Along with greywater and rainwater recycling, water efficiency measures such as low flow taps, showers and toilets can be incorporated into new developments. In some circumstances these may be more appropriate and sustainable forms of water consumption reduction in development.~~
- 2.76 Provision for the storing of refuse and/or recyclable materials is an increasingly important factor in considering the wider environmental effects of new development. New commercial and residential development must include adequate and appropriate means of storing refuse and recyclable materials.

SDP 14 Renewable Energy

(Part replaced by Core Strategy Policy CS 20)

(City Centre Action Plan Policy AP 14 replaces this policy for development in the city centre only)

Proposals for the use and development of renewable and alternative sources of energy will be permitted providing there is no unacceptable impact on:

(i) the natural environment including nature conservation sites and areas subject to landscape designations;

~~**(ii) water resources.**~~

~~2.77 Renewable energy is the term used to cover those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass. The heat from within the earth itself, geothermal energy, is always regarded as renewable, although locally it cannot always sustain continuous extraction. Plant material is an important source of renewable energy. Combustible or digestible industrial, agricultural and domestic waste materials are also regarded as renewable sources of energy. By helping to reduce greenhouse gas emissions renewable energy can contribute towards the UK's climate change target and help secure diverse, sustainable energy supplies. The Government has set a target of 5% of all UK electricity being supplied by renewable energy by 2003 and a target of 10% by 2010 subject to the cost on consumers being acceptable.~~

~~2.78 Renewable energy sources that can be harnessed in the city are solar energy; the use of photovoltaic cells to generate electricity and solar thermal energy used to heat water as well as geothermal energy through the city's hot water aquifer.~~

~~2.79 Alternative sources of energy such as the anaerobic digestion of waste and combined heat and power (CHP) generation or biomass are an efficient use of energy. The city's CHP and District Chilling scheme is one of the largest in the UK and it integrates geothermal energy with heating and power generation. The CHP saves a minimum of 10,000 tonnes of CO₂ per annum. The South East Renewable Energy Resources Assessment (ETSU 2000) provides further information on the potential for renewable energy within the South East region.~~

SDP 15 Air Quality

(The City Centre Action Plan sets out further information on Air Quality in the city centre)

Planning permission will be refused:

(i) where the effect of the proposal would contribute significantly to the exceedence of the National Air Quality Strategy Standards; or

(ii) where the proposal would be materially affected by existing and continuous poor air quality.

Large potentially polluting developments will be required to assess their air quality impact by detailed air dispersion modelling and appropriate monitoring.

- 2.80 As well as a detrimental impact upon the natural environment, air pollution if unchecked will have an increasing impact on people's health and their quality of life. The Government through the *National Air Quality Strategy* has set a challenging number of objectives to reduce air pollution and to ensure that air quality continues to improve in the long term. The Strategy has set targets to reduce seven of the eight main air pollutants to 2003 and beyond.
- 2.81 The City Council's local air quality assessments will provide information on trends in air quality over time and this will help to identify where constraints are necessary on developments in particular areas arising from the cumulative impact of existing and future polluting uses of land. Air quality standards cover such pollutants as particulates and Nitrogen Dioxide.
- 2.82 Large, potentially polluting developments include those that generate a significant amount of vehicle movements (such as large out of town industrial, leisure, retail, or office developments), industrial processing plants, power stations and incinerators. The impact of any proposals on ambient air quality will also be important where the development could in itself result in the designation of Air Quality Management Areas or conflict/ render unworkable elements of any Air Quality Action Plans produced by the Council. In appropriate circumstances, air quality impact studies through air dispersions modelling and appropriate monitoring will be made legally binding through the use of planning conditions or section 106 agreements. Account will be taken of any Air Quality Management Areas and Action Plans declared by the city council.
- 2.83 Resource efficient designs, the use of renewable and alternative energy sources and integrated transport strategies (see Policies SDP 2, 13 and SDP 14) will all help to improve air quality while also contributing to reducing Carbon Dioxide emissions.

SDP 16 Noise

Proposals for:

- (i) noise-generating development will not be permitted if it would cause an unacceptable level of noise impact;**
- (ii) noise-sensitive development will not be permitted if its users would be adversely affected by significant noise from existing or proposed noise-generating uses.**

Applicants may be required to submit a noise impact report to assess the effect of the proposed development or existing noise source(s) upon the existing or proposed noise-sensitive development prior to the determination of a planning application.

- 2.84 Noise and vibration can be a major nuisance in urban areas. Excessive levels of noise and vibration can cause stress and other related problems affecting people's health and quality of life. Noise and vibration can also adversely affect wildlife. Vibration could also cause damage to buildings.
- 2.85 Whilst road, rail, air traffic and some industrially related activities provide the main sources of noise pollution in Southampton, certain forms of new development could generate unacceptable levels of noise. The Local Plan therefore, can play a major role in reducing noise at source. With the development of higher density, mixed use development within the City it is important that the living, working and recreational environment created is of the highest standard. Through the location, design, layout and hours of operation of noise generating activities or through the specification of acceptable noise limits the impact of noise generated can be minimised to an acceptable level, in most cases. It is therefore important that matters associated with noise should be considered early in the design stage of a development proposal. This also includes the need to minimise noise and vibration during construction. Where necessary this will be required through planning conditions or section 106 agreements. Noise generating developments should be avoided in areas that have remained relatively undisturbed by noise and which tend to be in areas also prized for their recreational and/ or amenity value.
- 2.86 Special consideration is required where noisy development is proposed in or near Sites of Special Scientific Interest (SSSIs). The effect of noise on the enjoyment of other areas of landscape, wildlife and historic value should also be taken into account.
- 2.87 Noise-sensitive developments include housing, hospitals, schools and residential care and nursing homes. Government Planning Policy Guidance Note 24 Planning and Noise provides advice to help in the consideration of applications for residential development near a source of noise. When considering such applications regard will be given to the noise exposure categories in PPG24 (or subsequent revisions). Noise-sensitive developments should not normally be built near to any noise source which would place them in category D of the noise exposure categories set out in PPG 24. In general no noise-sensitive development should take place in close proximity to the motorway while special measures will be necessary for all those noise sensitive developments located adjacent to the main arterial road routes into the city and adjacent to the railway lines.
- 2.88 Developments which in themselves are not normally considered to be noise generating, increasingly incorporate air handling fan or ventilation plant for heating and cooling. This type of plant can be a significant source of noise. To ensure that these noise sources do not increase the existing background level, their design noise emission specification should be designed at 10 decibels(A weighting) (dB(A)) below pre-existing background levels. This specification has regard to the prevention of a 'creeping' increase in background noise levels in the city.

- 2.89 With proposals for recreational and sporting activities account will be taken of the design of facilities, how frequently the noise will be generated and the potential for disturbance. A balance shall be maintained between the enjoyment of the participants and the impact on the neighbourhood. With commercial developments such as fast food restaurants, discos, night clubs and public houses the council will have regard not only to the noise generated within the premises but also the attendant problems of noise that may be made by customers in the vicinity (see Policies CLT 14 and 15). New leisure developments or changes of use which involve live or recorded or amplified entertainment can cause an adverse impact in terms of noise audibility. Adequate mitigation measures will be required to prevent any noise audibility at adjacent noise-sensitive uses.

SDP 17 Lighting

In development proposals where external lighting is required, planning permission will only be granted where:

- (i) the lighting scheme proposed is the minimum required for the security and working purposes to achieve its purpose;**
 - (ii) light spill and potential glare is minimised through the control of light direction, particularly in residential and commercial areas and areas of wildlife interest;**
 - (iii) the choice and positioning of the light fittings, columns and cables minimise their daytime appearance and impact on the streetscape.**
- 2.90 Lighting is needed in many areas in the interests of public safety and it can enhance the appearance of buildings, however much external lighting is poorly designed, controlled and misdirected and this can cause light pollution. The benefits of well designed and co-ordinated lighting include a reduction in overall energy consumption and an enhanced evening economy as well as reduced light pollution and good personal safety.
- 2.91 The way light is emitted from the fitting can be controlled so that light is only emitted downward or on the object/ area to be lit. This is particularly useful to prevent light spillage and glare from proposed developments affecting trunk roads. The use of time switches or photoelectric cells can ensure that lights of buildings, fascias and advertisements are not functioning during the daytime. Lighting can also be dimmed to conserve energy and preserve lamp life. Well-designed and co-ordinated lighting can add to the aesthetic treatment of buildings and spaces, highlight specific buildings of architectural interest or importance in the streetscape and will benefit areas of economic activity in the evening. However care should be taken that the daytime appearance of light fittings, columns and cabling does not have a negative effect on the character and appearance of streets and individual buildings, particularly if listed or of historic interest.

Consideration will also be given to the impact of the proposed lighting on the natural environment and the effect on wildlife interests to ensure there is not a negative effect on wildlife in the form of irregular growing seasons for plants and altered breeding patterns for birds and animals.

SDP 18 Hazardous Substances

Planning permission will only be granted for development involving hazardous substances where:

- (i) there is no unacceptable risk to public health and safety;
and
- (ii) they are located where there is no unacceptable risk to residential and other sensitive areas.

Within the defined hazardous substances consultation zones, development will not be permitted if it would result in an unacceptable risk.

New development will not be permitted within the vicinity of existing hazardous uses if it is likely to result in unreasonable additional constraints on the operation of those uses.

2.92 Certain industries and processes involve the manufacture, use, or storage of products which may be dangerous. Under the *Notification of Installations Handling Hazardous Substances Regulations 1982* and the (Amendment) Regulations 2002, certain sites and pipelines are designated as notifiable installations by virtue of the quantities of hazardous substances used or stored. Policy SDP 18 ensures that housing and other developments sensitive to hazardous substances or potentially polluting uses, including environmentally sensitive areas are kept apart where such uses cannot reasonably coexist. This is so that occupants of new development will be protected from pollution, and potentially polluting industry should not face unreasonable additional constraints.

2.93 The Health and Safety Executive (HSE) advise the city council of the consultation distances necessary around notifiable installations and the city council in accordance with Circular 04/2000 will consult the HSE on any applications that are submitted within these consultation zones.

TABLE 2.1: Notifiable Installations, Explosive Licences and Consultation Distances

Notifiable Installations	Consultation Distance
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Calor Gas Ltd., Millbrook Filling Plant – Millbrook Trading Estate	500m from the boundary of the site
Southampton Calor Centre Third Avenue, Millbrook Trading Estate	100m from the boundary of the site
B G Transco, Millbrook Holder Station, First Avenue Millbrook Trading Estate	60m measured from the holder wall
B G Transco, Southampton Holder- Station, Britannia Road	60m measured from the holder wall
Usborne Grain Ltd, Berth 107, Herbert Walker Avenue	Site specific
Explosive Licences	
ABP Ocean Gate, Atlantic Way	Site specific
Cosalt International t/a Cosalt Perry's, Unit 2 Central Trading Estate	38m from site boundary

Source: Health & Safety Executive (August 2000)

**SDP 19 Aerodrome and Technical Site Safeguarding and Airport
Public Safety Zone**

Planning permission will not be granted for:

- (i) **development or changes of use within the Airport Public Safety Zone, which would result in an increase in the number of people within the zone;**
- (ii) **development that would adversely impact upon the safe operation of Southampton Airport;**
- (iii) **wind turbine development that would adversely affect the aeronautical systems of the Southampton VOR.**

2.94 Public Safety Zones (PSZs) are areas of land at the ends of airport runways within which development is restricted in order to minimise the number of people on the ground at risk of death or injury in the event of an aircraft crash on take-off or landing. There should be a general presumption against new or replacement development, or changes of use of existing buildings within the

PSZ. No new or replacement dwellings, mobile homes, caravan sites and other residential buildings should be permitted. Nor should new or replacement non-residential development be permitted. Exceptions to this general presumption are set out in circular 1/2002 Control of Development in Airport Public Safety Zones.

2.95 Government guidance sets out the types of development appropriate within the PSZ and therefore permission will only be granted for:

- an extension to a dwelling house which is for the purpose of enlarging/ improving the living accommodation for the benefit of the people living in it, such people forming a single household, or which is for the purpose of a 'granny annex';
- an extension to a property (not being a single dwelling house or other residential building) which could not reasonably be expected to increase the number of people working or congregating in or at the property;
- a change of use of a building/ land which could not reasonably be expected to increase the number of people living, working, congregating in or at the property or land.

2.96 It is acknowledged that in urban areas there will be pressures to develop land, and such areas should not be sterilised. Certain forms of development which involve a low density of people living, working or congregating may therefore be considered appropriate within the PSZ. The Council will consult with the Civil Aviation Division of DfT where the implications of a planning application for PSZ policy are uncertain.

2.97 Planning of new transport infrastructure will require careful consideration and proposals will be considered on their merits; minor, local roads may be permitted within the PSZ. Careful attention will be given to the location of major road junctions, traffic lights, bus stops and other features that might lead to an increase in the number of stationary vehicles within the zone.

2.98 Airport safety may also be an issue just beyond the boundaries of the PSZ where development would attract a significant number of people living or working or congregating in or at the property or land such as hospitals, schools and sports stadium. In some cases it is the nature of the people at risk, for example children in the case of proposals for schools, rather than pure numbers which is the relevant consideration.

2.99 In light of Town and Country Planning (Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas), Direction 2002 the Civil Aviation Authority has published safeguarding maps for Southampton International Airport and the National Air Traffic Services (NATS) have published a wind farm development safeguarding map for the Southampton VOR, these are deposited with the city council. This is to ensure that development proposals in the area do not adversely affect the safe use of the airport or the functioning of the direction-finding beacon on the site. The council will undertake necessary consultation with the aerodrome

operator or NATS as appropriate on relevant planning applications. The Airport Authority will be consulted on any proposal for development that is likely to attract birds.

2.100 The PSZ for the southern end of Southampton International Airport runway is shown on the Proposals Map. The safeguarded areas map covers the whole local authority area; all relevant maps will be consulted as general development control guidance. Aerodrome safeguarding is the responsibility of the Aerodrome Operator.

~~SDP 20 Flood Risk and Coastal Protection~~
~~(Replaced by Core Strategy Policy CS 23)~~

~~In areas at risk from tidal or fluvial flooding an appropriate flood risk assessment will be required. Development will only be permitted where it can be demonstrated that flood defence or flood protection measures exist or will be provided as part of the development to minimise the risk of flooding on the site.~~

~~In any area, development will only be permitted where:~~

- ~~(i) it would not increase the risk of flooding elsewhere;~~
- ~~(ii) it would protect or enhance where necessary existing or proposed coastal or river defences;~~
- ~~(iii) it would make adequate provision for access to watercourses and existing coastal defences for future maintenance where necessary.~~

~~Development involving coastal defences will only be permitted where these are in accordance with the West Solent and Southampton Water Shoreline Management Plan.~~

~~2.101 The Test and Itchen Rivers carry water from land to the sea at Southampton Estuary as part of the natural water cycle. A river can only cope with a certain maximum flow and when this is exceeded the river flows out of the river bank, flooding occurs and water moves onto the floodplain. New development on these river floodplains may be at direct risk from flooding or increase the risk of flooding locally and elsewhere by the removal of floodwater storage capacity, by impeding the flow of floodwater or by affecting flood defences including natural flood defences.~~

~~2.102 Southampton Estuary is a low energy estuary and a highly developed coast. Account should be taken of the findings and recommendations of the Western Solent and Southampton Water Shoreline Management Plan and other appropriate studies. The Western Solent and Southampton Water Shoreline Management Plan (SMP) provides advice and guidance for coastal defence strategies for Southampton's area of coastline. The coast of Western Solent and Southampton SMP has been divided into 7 process units. These units are outlined in Table 2.2 with their coastline characteristics and the key issues which need to be addressed.~~

~~2.103 The government has adopted a precautionary approach with regard to flood risk and the susceptibility of land flooding is a material planning consideration. In preparing this plan and considering individual proposals the city council must give appropriate weight to information on flood risk and how it might be affected by rising sea level and climate change.~~

~~2.104 To support the principles of urban renaissance, to regenerate parts of the city, to meet the target for 100% of new housing developments on previously developed land and to achieve a sensible development strategy for Southampton, previously developed land has been allocated for development. A number of these sites, because of their location and importance for regeneration have been allocated as Major Sites and Areas. Some of these sites fall within the significant flood risk zone (1 in 100 year fluvial flood plain or the 1 in 200 year tidal flood plain). However, as previously developed land, Government guidance identifies that they may be suitable for residential, commercial and industrial development providing an appropriate minimum level of protection (including suitable warning and evacuation procedures) can be maintained for the lifetime of the development, to ensure that the risk from damage from flooding is minimised, while not increasing the risk of flooding elsewhere. PPC25 and the Environment Agency define flood zones as:~~

- ~~• Zone 1 - little or no risk from flooding (tidal/fluvial). Annual probability less than 0.1%~~
- ~~• Zone 2 - low to medium risk from flooding. Annual probability of 0.1% to 1% fluvial and 0.1% - 0.5% tidal.~~
- ~~• Zone 3 - high risk from flooding. Annual probability of 1% or greater fluvial and 0.5% or greater tidal.~~

~~Zones 2 and 3 are marked on the Proposals Map and provide a risk-based approach. Development proposals will be assessed against the likelihood of flooding and appropriate mitigation using a sequential process. Development which is in areas at higher risk from flooding will require appropriate mitigation measures. There will be a general presumption in favour of development that is not at risk from flooding or provides adequate mitigation. The advice outlined in PPC25 and from the Environment Agency should be sought.~~

~~2.105 The city council will be developing a Strategy for coastal defence and the impact of climate change and the strategy will be taken into account in determining planning applications and future plan reviews. The Proposals Map identifies the areas at potential risk from flooding. This information has been supplied by the Environment Agency and shows the indicative flood risk for tidal areas and fluvial areas for the year 2002 using the best available information. Therefore on relevant applications the Environment Agency will continue to be consulted as further investigation is required as to the extent, risk and nature of the flooding. The nature of this flood risk assessment will reflect the scale and type of development and further guidance is available in Annex F~~

~~of PPG25 Development and Flood Risk (2001) and from the Environment Agency.~~

~~2.106 Where development is proposed in the vicinity of coastal and fluvial flood defences, consultation with the Environment Agency and DEFRA will be undertaken to ensure that appropriate measures are incorporated into the development proposal to ensure that the stability and continuity of defences are maintained. Development should avoid interference with flood plain flows or compromising future shoreline or river management options. With regard to flood plain flows, the Environment Agency is concerned with the potential impact of development on river banks and beds. Consent must be sought from the Environment Agency if any development is within 8m of a main river.~~

~~2.107 Policies NE 1, NE 2 and NE 3 relating to sites of nature conservation interest and Policy NE 5 - intertidal mudflat habitats - apply to developments along the River Itchen and Weston Shore plus River Test and Southampton Water. The use of 'soft' sea defences, which reduce damage to the intertidal habitats and have the potential for habitat creation and enhancement will be encouraged in development proposals in consultation with the Environment Agency and English Nature. Where Coastal Habitat Management Plans have been produced these will be taken into account when assessing development in coastal areas.~~

TABLE 2.2: Coastline Characteristics and their Key Issues

Unit	Area Characteristics	Issues
TEST 6 - Redbridge to South tip, Southampton Port	ABP port of Southampton dominates this unit, an area of reclaimed land above flood levels	Existing dock walls and defence structures need to be maintained and upgraded
ITCH 1 - south tip of Southampton Port to Ocean Village	This line of coast includes the Empress Dock	Continued maintenance of existing defences
ITCH 2 - Ocean Village to Woodmill Lane Bridge	Leisure, recreational, housing and office presence at Ocean Village and between Crosshouse and Northam Bridge a dense developed area fronted by wharfs and jetties	Continued protection of the entire area is required to prevent potential flooding of the west bank of the Itchen in this region up to 800m inland
ITCH 3 - Woodmill Lane Bridge to Cobden Bridge	Dominated by Riverside Park, a low-long recreational area which backs onto residential Bitterne Park	Upgrading/maintenance of existing defences
ITCH 4 - Cobden Bridge to Weston Point	Frontage mix of residential, commercial and industrial uses with a majority built on reclaimed land. Mudflats around Bitterne Manor, Spitfire Quay and Woolston	Flooding threatens these areas and may extend to the edges of the property further inland unless existing

	are of international importance	defences are maintained/ upgraded
NET 1 - Weston Point to Netley Castle	Weston Shoreline is predominantly recreational open space, protected by vegetated shingle bank and mudflats which are of international nature conservation value	The protection of Weston is recommended

Source: *The Western Solent and Southampton Water Shoreline Management Plan (1998)*

SDP 21 Water Quality and Drainage

(Part replaced by Core Strategy Policy CS 20)

(CCAP policy AP 15 replaces policy on adequate drainage for city centre development only)

~~Development will only be permitted where:~~

- ~~(i) additional surface water run-off to a watercourse or to surface water sewers draining directly to a watercourse would not be liable to harm people or the environment;~~
- ~~(ii) it would not result in an unacceptable risk of pollution to existing and/ or proposed water resources, including surface and groundwater resources and the sea.~~

In order to ensure that adequate surface water and foul sewage drainage/ treatment is available prior to development commencing, planning permission may be granted subject to the development being phased in step with such provisions.

2.108 Chalk aquifers supply the Rivers Test and Itchen with a steady flow of water. The high quality of both the surface and groundwater within the Test and the Itchen catchment area supports considerable domestic and industrial demand in Southampton. Runoff from urban areas and roads can have a significant impact on water quality and may exacerbate flooding downstream. Consideration should be given to how the additional development will impact on wetland/ maritime habitats or species with regard to water quality and drainage. Proper design and planning can avoid or minimise the impact. Where appropriate the use of Sustainable Drainage measures will be encouraged. The city council will work with the Environment Agency to ensure that the control of surface water run-off and water quality associated with new development is improved.

2.109 In assessing the impact of new development on the water table and adjacent watercourses, the underlying ground conditions and site hydrology will be taken into account. In certain areas of known high levels of ground water, direct drainage, or enhanced surface permeability should be avoided. In other areas the full potential for the use of sustainable drainage options such as green roofs, porous pavements, and other measures to minimise surface water

run-off from site should be reviewed and where practicable incorporated.

~~2.110 Suitably drained soakaways may also be appropriate where surface water sewers of adequate capability are not available for new development. This can help avoid excess drainage of surface water to combined foul sewers. New development can place direct and cumulative demands on the drainage capacity of the sewer network. As demands increase it places pressure on the capacity of surface and foul sewer networks. Land drainage systems must be adequate in order to prevent excess water entering the foul sewer during periods of excessive rainfall. Overloading the foul drainage and surface water sewers can lead to localised flooding causing environmental pollution. To ensure that the development can be adequately drained and that the risk of flooding is minimised, the council will, with advice from Southern Water, consider the available capacity of the sewerage infrastructure in determining relevant planning applications.~~

2.111 Southern Water is the statutory sewerage and water undertaker for Southampton and is empowered under the 1991 Water Industry Act to collect infrastructure charges associated with new development. In general where wastewater treatment infrastructure is required by new development and accords with Local Plans, this will be planned for and provided by Southern Water. Where it is not physically possible to provide new capacity for the whole development, planning permission may be granted subject to the development being phased in step with such provisions (see Policy IMP 1).

SDP 22 Contaminated Land

Planning permission for development on or adjacent to land that is known to be, or may be contaminated, will only be granted where:

- (i) the applicant has demonstrated that the potential for contamination has been properly assessed; and**
- (ii) the development will incorporate any necessary remediation measures, preferably dealing with the contamination through in-situ remediation methods to ensure the long term safety of the development.**

2.112 Bringing contaminated land back into new uses is an important element of the council's aim for sustainable development through the re-use of previously developed land. It will help meet the target of all new housing development to take place on brownfield sites (paragraph 2.5). Local authorities also have a statutory duty to protect the community and wider environment from the hazards presented by historic land uses.

2.113 Due to the city's long industrial history, in certain locations, developers of large scale development or land uses sensitive to hazards presented by possible land contamination will need to assess the potential for contamination. Where necessary this will be required through planning conditions.

- 2.114 Existing vacant or underused sites may be contaminated because of the way they have been used in the past. The sources of contamination can include land previously used for industrial purposes where hazardous substances may be found for example railway sidings and old gas works. The redevelopment of sites provides the opportunity for risks to become significant if contaminants are disturbed or land use changes. It is the developer's responsibility to assess these risks and the local authority's duty to ensure that the development is suitable and hazards are managed correctly. The Council encourages the early notification of potential hazards so that any problems can be addressed at an initial stage.
- 2.115 The Government has adopted a 'suitable for use' approach to deal with contaminated land which focuses on the risks it presents. Where remediation is undertaken it should be limited to the work necessary to prevent unacceptable risks to the environment or human health. However the person responsible for a site may wish to undertake more than has been requested by the local planning authority in anticipation of future land use changes. Very few sites are so badly contaminated that they can not be restored to enable a low-risk beneficial use which ensures effective long term remediation. In particular instances the contamination may limit the range of possible development on a mixed use site because of the type of contamination that exists. The development of Southampton's new football stadium on the former gas works site demonstrates how contaminated sites can be brought back into productive use.
- 2.116 Section 57 of Part IIA of the Environmental Protection Act 1990 gives local authorities a new statutory duty to inspect their areas for land contamination and deal with sites likely to cause harm. A Contaminated Land and Inspection Strategy has been implemented by the Council's Environmental Health Services to carry out this new duty. This Strategy has been adopted by the council and will be used to apply Policy SDP 22.

SDP 23 Unstable Land

Development of unstable or potentially unstable land will be permitted provided that:

- (i) the site can be developed and used safely without adding to the instability of the site or surrounding land; and**
- (ii) the development of the site and any necessary stabilisation measures are environmentally acceptable.**

- 2.117 Sites which have been damaged by industrial activities or are naturally unstable can often be brought back into productive use. This will contribute to full and effective use of land within the city. However it is important to ensure that the full implications of building on unstable land are taken into account at an early stage in the development process. Whether land is suitable for a

particular purpose rests primarily with the developer. The stability of the ground so far as it affects land use is a material consideration which should be taken into account when deciding a planning application.

SDP 24 Advertisements

Advertisement consent will only be given where:

- (i) the scale, size, design, materials, colouring and luminance respects the character and appearance of the building or areas in which they are displayed;**
- (ii) there is no adverse effect on public safety including the safety of people using the highway; and**
- (iii) in the case of large outdoor advertising hoardings and panels, they are located in commercial and mixed use areas or they are intended to screen a site awaiting development.**

The installation of skyline or parapet level signs on buildings will not be permitted.

2.118 Advertisements such as illuminated signs or poster hoardings are important to the commercial life of the City and can contribute to the character or appearance of an area. They can have a positive impact, adding colour and interest to a drab area, screen a development site or form an interesting feature when linked with landscaping works. However the appearance of a building or area can be easily spoiled by a poorly designed or insensitively placed sign or advert. There also remains a need to control the spread of advertisements, particularly in environmentally sensitive areas such as Conservation Areas, residential areas and on or near Listed Buildings. They may also be inappropriate near open spaces or civic buildings, where they may detract from the dignity or character of the area.

2.119 When considering public safety, the consideration will be whether an advertisement itself, or the exact location proposed for its display, is likely to be so distracting, or so confusing, that it creates a hazard to, or endangers people in the vicinity who are taking reasonable care for their own and others safety. Advertisements, which due to their siting, design and size would be a hazard or distraction to road users or other forms of traffic or transport on land (including the safety of pedestrians), on or over water, or in the air to the detriment of public safety will be refused permission.

2.120 Outdoor advertisements are controlled by the *Town and Country Planning (Control of Advertisements) Regulations 1992*. Some types of advertisement are exempted from detailed control; and other specified categories of advertisement qualify for "deemed consent" (or planning permission), provided they conform to stated conditions and limitations for each category. Advertisements can only be controlled in the interest of visual amenity and public

safety and guidance is contained within PPG 19 - *Outdoor Advertisement Control* and Circular 5/92. The Council will seek the removal of advertisements already intrusive in areas of particular attractiveness and in areas to be improved and will consider the cumulative effect of further advertisements in a locality.

- 2.121 Large outdoor advertising hoardings and panels would be inappropriate in Conservation Areas, residential areas and on, or near Listed Buildings and will not be permitted. Careful consideration will also be given to the use of internally illuminated box fascias and illuminated projecting box signs and would not be permitted in these areas.
- 2.122 Further guidance on Poster Hoardings can be found in Supplementary Planning Guidance.

CHAPTER 3

NATURAL ENVIRONMENT

- 3.1 Southampton is well provided with natural features, which combine to create the city's attractive landscape character. The city has a combination of formal parks, commons, playing pitches and other open spaces which contribute to the quality of the urban environment. The City Strategy recognises that in order to be a leading European city, Southampton should aspire to have a more diverse natural environment.
- 3.2 This section of the plan deals with wildlife habitats and landscapes. Recreational open space is dealt with under Culture, Leisure and Tourism. The city is host to a range of habitats; some are of international importance, while others are of more local significance. The nature conservation resource of the city is important in terms of scientific interest, health, the economy and quality of life.
- 3.3 The council's *Nature Conservation Strategy* (1991) included extensive survey work to identify sites of nature conservation interest. The *Nature Conservation Strategy* sets out the long-term framework for the council's commitment to protecting the natural environment. Based on the nature conservation strategy, the Local Plan protects habitats and implements the land use planning elements of the strategy. The *Nature Conservation Strategy* remains supplementary guidance; however this is currently being revised.

NE 1 International Sites

(Part replaced by Core Strategy Policy CS 22. Sites shown on Proposals Map)

~~Development which may affect a classified or potential Special Protection Area (SPA), a designated or candidate Special Area of Conservation (SAC) or a Ramsar site will be subject to the most rigorous examination. Development that is not directly connected with or necessary to the management of the site for nature conservation, which is likely to have significant effects on the site (either individually or in combination with other proposals) and where it cannot be ascertained that the proposal would not adversely affect the integrity of the site, will not be permitted unless:~~

~~(i) There is no alternative solution; and~~

~~(ii) There are imperative reasons of over-riding public interest for the development.~~

~~Where the site hosts a priority natural habitat type and/or species, proposals will not be permitted unless it is necessary for imperative reasons of public safety or for benefits of primary importance to the environment.~~

~~Where development is permitted, compensatory measures to offset any harm caused and a management agreement will be required.~~

The sites are:

- a) Part of the Solent Maritime SAC
- b) Part of the Solent and Southampton Water SPA
- c) Part of the Solent and Southampton Water Ramsar site
- d) Part of the River Itchen SAC

- 3.4 Southampton has a rich wildlife heritage including sites of international nature conservation importance. The legislation for the protection of habitats and species which affects the designated sites in the city is provided by two European directives - the Habitats Directive (1992) provides for the designation of Special Areas of Conservation (SAC) and the Wild Birds Directive (1979) for Special Protection Areas (SPA). The Habitats Directive sets out the requirements for proposed developments that are likely to have a significant effect on a SAC or SPA. These are translated into UK law by the Habitats Regulations (1994). Whilst Ramsar sites, potential SPAs and candidate SACs are not covered by this legislation, it is government policy that they should be subject to the same considerations. Internationally important wetlands are designated under the Ramsar Convention of 1974. These sites also have national Site of Special Scientific Interest (SSSI) status under the 1981 Wildlife and Countryside Act (as amended).
- 3.5 These sites need to be protected not only for their own sake, but because they also provide the quality of life in the city. The City Performance Plan commits the council to safeguarding biodiversity through the protection of open spaces.
- 3.6 In implementing this policy, development proposals will be judged against the ecological importance of the site. The city council will strongly resist development on, or adjoining such areas, which would adversely affect them, or be detrimental to their management.
- 3.7 Proposals must also demonstrate that there is no reasonable alternative means of providing the development or that there is no less ecologically damaging location. In all instances, compensatory measures will be required to offset any harm caused. In order to ensure the success of any compensatory measures a management agreement will be required.
- 3.8 The onus will be on applicants to clearly assess the impact of development. The Habitats Regulations imposes a duty on the local authority as a competent authority to ensure an appropriate assessment is undertaken when considering development affecting SPAs and SACs.

NE 2 National Sites

(Part replaced by Core Strategy Policy CS 22. Sites shown on Proposals Map)

~~Development likely to have an adverse effect on a Site of Special Scientific Interest (SSSI) will be subject to special scrutiny. Where such development would have an adverse effect on the site it will not be permitted unless the reasons for development clearly outweigh the harm to the special nature conservation value of the site.~~

~~Where development is likely to have an adverse effect, the council will consider the use of conditions or a planning obligation in order to minimise the damage and to provide compensatory and site management measures where appropriate.~~

3.9 The national sites of nature conservation interest within the city are all Sites of Special Scientific Interest and include:

- The Common
- Part of the Lower Test Valley
- Part of the Lee-on-Solent to Itchen Estuary
- Part of the River Itchen

The latter three areas are all afforded with international nature conservation designations (see Policy NE1). Development proposals in, or likely to affect, SSSIs must be subject to particular scrutiny and local planning authorities are obliged to consult English Nature regarding proposals within or adjacent to an SSSI. There is a strong presumption against proposals which are likely to damage the habitat for which the site is designated, however, PPG9 advises that planning permission should not be refused if development can be subject to conditions and/ or a planning obligation that will prevent damaging impacts.

NE 3 Sites of Local Nature Conservation Importance
(Part replaced by Core Strategy Policy CS 22. Sites shown on Proposals Map)

~~Development proposals which would adversely affect a locally designated Site of Importance for Nature Conservation (SINC) will not be permitted unless the reasons for development clearly outweigh the substantive nature conservation value of the site.~~

3.10 Southampton has a variety of sites which are of local nature conservation importance. There is a network of linear open spaces, based on stream valleys which have been previously identified as Greenways. These sites are currently being re-surveyed. Where they meet SINC criteria they have been identified as such on the Proposals Map. The SINCs and their criteria are listed in Appendix 4. These green corridors are of great ecological value, not only in themselves, but also in linking habitats. They also offer important informal recreation opportunities in an urban area and an opportunity for education.

- 3.11 Much of the greenways are in council ownership. The council will seek to improve the network by consolidating and strengthening it where opportunities arise and ensuring sites are not lost through development. Only development directly connected to education and management of the site will be permitted. Sites identified through the nature conservation strategy as worthy of protection are shown on the Proposals Map. This Policy will apply to any sites which fulfil the SINC criteria and are designated as such, following consultation with landowners, subsequent to the adoption of the Plan.

NE 4 Protected Species

(Part replaced by Core Strategy Policy CS 22)

Development will not be permitted which would adversely affect species:

~~(i) protected by law;~~

(ii) identified as a priority species in the UK Biodiversity Action Plan or any local Biodiversity Action Plan;

unless there is a need for the development which outweighs the ecological importance of the site: and

- a) the development cannot be met in other less ecologically damaging locations; or
- b) the development cannot be met by reasonable alternative means.

~~3.12 The Wildlife and Countryside Act 1981 as amended, Badgers Act 1992 and Habitats Regulations give statutory protection to certain species of wildlife, for example otters, salmon, badgers, bats and great crested newts, which are not uncommon in parts of the city.~~

3.13 The signing by the government of the Convention on Biodiversity in 1992 has led to a biodiversity action planning process in the UK. The UK action plan published in 1995 identifies species and habitats suffering particular decline or threat, and therefore globally or nationally threatened. Local biodiversity action plans will be prepared to identify habitats and species locally (including endangered species) which are most in need of conservation action. Development which would harm endangered species will not be permitted. This includes not just direct harm to the species, but also damage to habitats hosting protected species. Where such species may be present, the council will require an ecological assessment to be carried out and submitted as part of any planning application. Where a development site includes any such species a management agreement will be required to ensure there is no adverse impact.

NE 5 Intertidal Mudflat Habitats

Development will not be permitted which would result in the reclamation of, or disturbance to, the remaining intertidal mudflat habitat and land along the River Itchen, the River Test, Southampton Water and Weston Shore outside the SPA as shown on the Proposals Map unless:

- (i) there is no adverse affect on nature conservation interests;**
- (ii) there is no damage to the open character of the riverside and landscape;**
- (iii) there is no damage to water-based recreation or leisure interests; and**
- (iv) there is no net loss of intertidal mudflat habitat.**

3.14 Intertidal mudflat habitat is defined as those sedimentary habitats created by deposition in low energy coastal environments and that are exposed between low and high tides. The protected area is shown on the Proposals Map. This habitat along the River Itchen, River Test, Southampton Water and Weston Shore supports a variety of fish and crustacean species and a wealth of other invertebrate life. This provides an important source of food for wading birds, especially during the winter, and wildfowl. Whilst this habitat is not classified as part of the SPA, it offers additional habitat to support SPA interests. The importance of mudflat habitat is recognised by the UK Biodiversity Action Plan. The policy seeks to be in line with the UK BAP's target to maintain at least the present extent and regional distribution of the UK's mudflats and to create and restore enough intertidal area over the next 50 years to offset predicted losses to rising sea level in the same period.

3.15 The open character of the river banks is an important feature. Any development which detracts from this character will not be permitted.

3.16 The recreational value of the river is of enormous importance. Development which would prejudice quiet enjoyment of the river, derived in part from its relatively open character, will not be permitted.

NE 6 Protection / Improvement of Character

Development will not be permitted which would adversely affect the landscape character of the northern approach to the city along Bassett Avenue, the Avenue and Chilworth Road.

3.17 The northern approach to the city along Bassett Avenue is particularly attractive and its wooded character is worthy of protection. This character extends from Chilworth Road in the north, along the Avenue to Asylum Green. Development proposals

will not be permitted where this character would be damaged by the loss of trees, shrubs, hedgerows and grassed areas.

NE 7 Rail Corridor

Development within and adjacent to the railway will only be permitted where it conforms to the following design principles:

- (i) it would not prejudice the implementation of environmental enhancement schemes for the railway corridor;**
- (ii) the railway boundary is treated in visual terms as a public frontage of equal importance to that of the road frontage;**
- (iii) the boundary treatment to the railway frontage includes a high quality landscaping/ habitat creation scheme;**
- (iv) outside storage areas, car parking and service areas are screened from view.**

3.18 In 1988 the city council approved *A strategy for the improvement of the environment of Southampton's rail corridor*. While many improvements have been carried out, there is still a need to continue to improve the approaches to the city. Development which would adversely affect schemes already carried out will not be permitted.

~~NE 8 Strategic Gap~~

~~(Replaced by Core Strategy Policy CS 21)~~

~~Development will not be permitted within the strategic gaps that would threaten their essential function in the physical and visual separation of settlements that are close together.~~

~~3.19 In several locations around the city, the built-up area extends up to the administrative boundaries. In others, the countryside forms the strategic gap between Southampton and neighbouring settlements. Structure Plan policies C1 and C2 require local plans to define the boundaries of the strategic gaps. The Structure Plan identifies three strategic gaps relevant to Southampton:~~

- ~~• Southampton - Totton~~
- ~~• Southampton - Hedge End/Bursledon/Netley~~
- ~~• Southampton - Eastleigh~~

~~3.20 The Structure Plan identifies the purpose of the strategic gaps as being to provide a clear visual and physical break in the built environment and to keep individual settlements separate and distinct. The boundaries of the strategic gaps have been reviewed.~~

~~3.21 The strategic gap between Nursling and Southampton has been deleted. This land does not perform the function of separating~~

~~Southampton from Nursling. Parts have been developed, for example the David Lloyd Tennis Centre, while beyond the city much of the land is proposed for development. Most of this area remains protected as playing fields and policy CLT3 applies. Land to the west of the rail line continues to perform the function of strategic gap and remains designated.~~

~~3.22 To the south east of the city the boundaries of the strategic gap remains unchanged between Southampton and Netley / Bursledon.~~

~~3.23 In the north of the city, the visual and physical break between Southampton and Eastleigh is provided by the M27 and land between the M27 and Eastleigh. Consequently, the following sites are proposed for removal from the strategic gap:~~

- ~~• land between Bassett Green Road and the M27;~~
- ~~• land south of the M27 at Stoneham Lane~~
- ~~• South Stoneham cemetery and land along Mansbridge Road to the east.~~

~~3.24 These areas continue to be protected as sites for their nature conservation interest and/or playing field use.~~

CHAPTER 4

HISTORIC ENVIRONMENT

- 4.1 The development of Southampton through the centuries has resulted in a great variety of buildings and townscapes. Historic buildings and areas are vitally important to the city's environment and make a significant contribution to the quality of life. The historic areas create a sense of place enjoyed not only by local residents, but also by visitors and workers.
- 4.2 A commitment to the historic environment of the city represents investment in a sustainable future, making Southampton a desirable place to live, visit and work.

CONSERVATION AREAS

- 4.3 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the city council to assess and determine which parts of the city merit designation as conservation areas. The prime consideration in identifying conservation areas is the special quality and interest of the area, rather than that of individual buildings. The council has designated the following Conservation Areas:
- Old Town (3 areas - north, west and south)
 - Oxford Street
 - Carlton Crescent
 - The Avenue
 - Cranbury Place
 - Canute Road
 - Bassett Green Village
 - Old Woolston (4 areas)
 - St Anne's Road, Old Woolston
 - Ethelburt Avenue, Swaythling
 - Uplands Estate, Highfield
 - St James Road, Shirley
 - Itchen Valley
 - Portswood Residents' Gardens
 - Oakmount Triangle
- 4.4 Conservation Area Character Appraisals have been carried out so far for the following conservation areas:
- Old Town (North, South and West)
 - The Avenue
 - Canute Road
 - St. James Road, Shirley
 - Portswood Residents' Garden
- 4.5 In conservation areas generally, there will be a presumption in favour of preservation or enhancement of their existing character and appearance. Where development is proposed within, or affecting a conservation area, applications will be judged against the

Conservation Area Appraisal. Where such an appraisal has not yet been carried out, development will be judged against factors such as the local townscape, streetscape and materials which contribute to the character of the conservation area.

HE 1 New Development in Conservation Areas

Where development is proposed in a conservation area, adjacent to it, and affecting its setting or views into and out of the area, such development:

- (i) must preserve or enhance the character and appearance of the conservation area, having regard to the Conservation Area Character Appraisal where available;**
- (ii) must be accompanied by a design statement as set out by the city council's Development Design Guide for the City;**
- (iii) must be of sufficient detail to enable a full assessment of the proposal to be made.**

4.6 Development which would affect a conservation area will only be permitted where the character or appearance of the area is preserved or enhanced. The term development covers a wide range of proposals, including new building, redevelopment, re-use of buildings, changes of use, advertisements and shop fronts.

4.7 Any development should reflect the scale, form and prevailing traditional materials of the area which contribute to the character. In order to assess the impact of development on a conservation area the council will consider the effect on existing buildings, street patterns, floorscape, roofscape, mass, plot widths, building lines, footways, street furniture, trees, hedges, landscape, open spaces and any other features which contribute to the area's character or appearance. In order to assess the full impact of any proposals the council will require detailed plans, elevations and drawings.

4.8 The character and appearance of conservation areas can be easily harmed by unsympathetic proposals for adverts, shopfronts and canopies. REI 8 sets out the policy relating to shopfronts.

HE 2 Demolition in Conservation Areas

Consent will be refused for the demolition of an unlisted building in a conservation area unless:

- (i) the building does not make a positive contribution to the area's character or appearance as assessed against the area character appraisal where available; or**
- (ii) the condition of the building and the cost of repairing and maintaining it outweigh its importance, and every possible effort has been made, without success to continue the existing use or to find a suitable alternative use.**

Applications for consent to demolish should be accompanied by an associated planning application for the comprehensive redevelopment of the site.

- 4.9 Demolition of buildings or structures within conservation areas can potentially harm the character or appearance of an area. Therefore, demolition and alteration are only acceptable where all other options have been thoroughly assessed or demolition would benefit the area. The city council will require testable evidence to demonstrate that every practical effort has been made to continue to use the building. Conservation Area Consent will not be granted unless there is an extant planning permission. Any proposals to demolish will be assessed against the same broad criteria that would apply to listed buildings, unless the unlisted structure makes little or no contribution to the area. Assessment would, therefore, be based upon the building's overall condition; the cost of repairing and maintaining it; the usability of the functional space within it, and the merits of the alternative proposals for the site.
- 4.10 Within many of the city's conservation areas the quality of some past developments could be viewed as having a detrimental impact on the appearance, character and integrity of a conservation area. The removal of buildings and structures which are recognised as detracting from the special character or appearance of a conservation area may provide the opportunity for sensitive redevelopment. The University of Southampton's Halls of Residence at South Stoneham tower block within the Itchen Valley Conservation Area may be considered for demolition by the University within the plan period. Associated proposals for replacement student housing within the South Stoneham complex, which bring an enhancement to the character or appearance of the area, judged through comparison with the current impact of the tower block on the locality against an assessment of the character or appearance of a redevelopment proposal of the complex, will be treated sympathetically. In assessing the merits of such proposals, regard will be paid to the presence of the existing tower block which is a dominant and unsightly feature in the conservation area. The possibility of more sensitive low-rise student housing within the grounds of South Stoneham/ Connaught Complex could then be pursued.

LISTED BUILDINGS

- 4.11 Listed buildings are those of special architectural or historical interest recorded on a statutory list compiled by the Department of Culture, Media and Sport (DCMS). In Southampton there are currently over 450 listed buildings. Nearly 8% of these are listed grade I and II*, the rest being grade II. Listed building consent is required for alterations or other works affecting the character of a listed building.

HE 3 Listed Buildings

Proposals will not be permitted which:

- (i) adversely affect the character or setting of a listed building;**
- (ii) involve the total or substantial demolition of a listed building unless it can be demonstrated that:
 - a) all reasonable efforts have been made to sustain existing uses or find viable new uses, and these efforts have failed;**
 - b) preservation in some form of charitable or community ownership is not possible or suitable;**
 - c) redevelopment would produce substantial benefits for the community which would decisively outweigh the loss resulting from demolition;**
 - d) it can be clearly demonstrated that the building is unsafe and cannot be made safe;****
- (iii) will compromise the future economic viability of the building.**

Applications affecting listed buildings will be refused if insufficient information is provided to allow a full assessment of the proposal and its impact to be made.

4.12 The Planning (Listed Buildings and Conservation Areas) Act 1990 requires special attention to be paid to maintaining the character and/ or setting of listed buildings. The best use for an historic building is that for which it was designed. Every effort should be made to continue that use. However, in some cases that will not be possible or practical. Where this is sufficiently justified alternative uses compatible with the buildings character will be permitted. Where there is evidence of deliberate neglect, the Council will use its legal powers under Sections 48, 54, and 55 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

4.13 Sufficient information will be required in order to assess the full impact of proposals. This information will typically comprise a design statement, floor plans and elevations showing the existing building and the proposals, details of works required under the Fire Safety and Building Regulations, scale photographs, joinery details and a schedule of existing and proposed materials and finishes. Pre-application discussions with applicants are encouraged. Where insufficient information is submitted applications will be refused.

HE 4 Local List

Development will be resisted on sites which will involve the demolition or alteration of buildings and structures on the Local List. The criteria to be considered in determining a planning application are:

- (i) the original design qualities and architectural value of the building to the local area;**
- (ii) the manner in which the structure or building is illustrative of the local history of the area;**
- (iii) the way in which the structure or building characterises the local community values;**
- (iv) the manner in which the building or structure contributes positively to an area through its landmark quality, particularly on an important route within the city, and its contribution to an historic vista or landscape.**

4.14 Buildings and structures which are not included on the national list maintained by the Secretary of State, but are valued for their contribution to the local scene or for their historic association, are included in a Local List produced by the city council. Southampton possesses a mix of houses, churches, schools, public buildings and public houses, and industrial and commercial structures, which are of significant historical and architectural interest. They contribute positively to the character of an area, and are often valued by local people. The city council therefore wishes to encourage the retention and protection of such structures and buildings on the local list, which may form a part of any development or redevelopment. In appropriate cases, the council will wish to protect such buildings through the imposition of an Article 4 Direction, which will bring certain categories of permitted development within planning control. If the loss of such a building is unable to be resisted because of the lack of statutory listing, then adequate provision must be made to secure the recording of the building or its affected parts.

HE 5 Parks and Gardens of Special Historic Interest

Development will not be permitted which would detract from the character or setting of parks and gardens of special historic interest, including those on the national and local register.

4.15 English Heritage maintains a register of English parks and gardens which are of special historic interest. This includes the following Grade II listed parks in Southampton:

- Central Parks
- Southampton Old Cemetery
- Townhill Park

- 4.16 These parks are included on the list for their national importance. Their conservation is therefore an important element of a sustainable strategy. Development will not be permitted which would detract from their character or historic value. This includes development both within and outside a park which would affect its setting. In addition, the Hampshire Register of Historic Parks and Gardens contains a database of parks, gardens and designed landscapes of historic interest. The information varies widely from full documentation to little more than a list of the name and location; and in fact many of these no longer exist as parks or gardens (refer to Appendix 7).

ARCHAEOLOGY

- 4.17 The city council is committed to conserving and enhancing the archaeology of Southampton by:
- identifying, recording and protecting sites and artefacts of archaeological and historical interest, the results should also be published;
 - maintaining an up-to-date sites and monuments record for the city; and
 - ensuring the impact of development on the archaeological resource is examined and evaluated and appropriate measures taken to protect and record the archaeological resource.

HE 6 Archaeological Remains

Planning permission will not be granted unless:

- (i) proper consideration has been given to the preservation in situ of nationally important archaeological remains; or
- (ii) where important archaeological remains may exist the impact of development upon the archaeological resource has been examined and evaluated; or
- (iii) adequate provision has been made for the identification, investigation, recording and publication of the archaeological resource; or
- (iv) adequate provision has been made for the preservation of remains of archaeological interest; or
- (v) a combination of the above clauses is effected as appropriate (whichever response is most appropriate to the perceived importance of the archaeological resource, and the perceived nature of the threat).

Permission will be refused where insufficient detail is provided to enable a full assessment of the proposal to be made.

- 4.18 These proposals apply to the whole city. It contains a wealth of archaeological remains reflecting important changes in the development of the locality, the region and the nation. These range in date from prehistoric to the 20th century. They include the remains of the Saxon town, Hamwic, and the later medieval walled town, both of which are nationally important. As well as below ground remains, they include historic structures, whether or not they are scheduled or listed, for instance industrial buildings. Sites and artefacts are located not only on dry land but also underwater and in the intertidal environment. All are a finite and non-renewable resource requiring careful management.
- 4.19 The complex picture is constantly being amended and elaborated as a result of further archaeological investigation. Anywhere within the city boundary is an area of potential archaeological importance about which little may be known at present, and attention may be paid to developments occurring outside the nominated Local Areas of Archaeological Importance. Although preservation in situ of archaeological remains of national importance is an initial presumption, this has to be assessed on the individual merits of each case. The significance of any archaeological remains, and their remaining in situ, would need to be weighed against all other material considerations, including the need for development, and this would include the consideration of nationally important sites. If direct preservation of the resource (in accordance with the recommendations made in paragraph 8 of PPG16) is not feasible, arrangements must be in place for the investigation, recording and publication of the evidence, as well as for the curation of the archive to benefit current and future generations. Informed and reasonable planning decisions on these matters are most easily made where there has been an early consideration of the likely impact of a development on the archaeological resource.
- 4.20 In the Central Area, historic structures and underground vaults survive. An Old Town Development Strategy has been adopted as supplementary planning guidance to this plan.
- 4.21 The Medieval town walls are of special importance, particularly on the western side of the Old Town, where they remain substantially intact, defining the boundary of the old waterfront, and providing a heritage asset to be protected at all costs.
- 4.22 The Eastern Docks and Town Quay areas contain a number of relics of industrial archaeological significance, which provide important evidence relating to the evolution of the port. The potential exists for retention, refurbishment and display of such features, either in situ or elsewhere as part of the city council's collection of historic artefacts.
- 4.23 Applicants are encouraged to discuss proposals with the local planning authority before a planning application is made.

CHAPTER 5

CULTURE, LEISURE AND TOURISM

5.1 The City Strategy defines culture to encompass all events and experiences that bring people together: and the facilities, public spaces and places they share. It takes a wider view of culture than the usual association with ballet, opera and works of art. The Strategy recognises that the challenge is to create an environment where people can live civilised lives and participate fully in the life of the city. The city must aim to be challenging, stimulating and exciting. City culture has a key role in the development of active communities, a vibrant economy and the international image of the city. The cultural, leisure and tourism industries make an increasingly important contribution to the city's economy.

CLT 1 Location of Development

Part replaced by Core Strategy Policy CS 3)

Planning permission for cultural, leisure and tourism development will be permitted:

- ~~a) In respect of proposals on sites outside the existing centres, as defined on the Proposals Map and serving more than a local need:
 - ~~i) where a need can be demonstrated;~~
 - ~~ii) where there are no sequentially preferable sites;~~
 - ~~iii) where there is no unacceptable harm to the vitality and viability of existing centres;~~
 - ~~iv) where there is good accessibility by public transport.~~~~
- b) In respect of proposals serving a local need or where the proposal is secondary to other land uses in a mixed-use development or dependant on a specific location, the site should be highly accessible by a range of modes of travel.

5.2 The Local Plan makes provision for cultural, leisure and tourist developments as part of mixed-use development on a number of sites allocated under the MSA policies. These will be relatively small-scale in nature and will provide support for other uses on their site.

~~5.3 Cultural, leisure and tourist development that would be likely to attract a lot of people should be directed towards existing centres where there is good accessibility to modes of travel other than the private car. Proposals for such development in other locations will have to demonstrate evidence of need. Once this has been established a sequential approach to site selection will be required. First preference will be given to sites within the city centre as defined on the Proposals Map. These will be followed by~~

~~edge of city centre sites, then town centre and edge of town centre sites followed by district centre sites. Where development would adversely affect existing centres permission will not be granted. In assessing the impact on existing centres, account should be taken of the likely effects on the night time economy.~~

- 5.4 Facilities meeting a local need, i.e. facilities meeting people's day-to-day needs and serving a local catchment area, are best sited in the community which they serve. Consequently, the policy allows for facilities which meet local needs, such as community sports halls, to be located outside the city, town and district centres. Nevertheless, these facilities should also be easily accessible by a range of means of transport. By their very nature these facilities will not have an adverse impact on existing centres.

~~CLT 2 Community Buildings~~
(Replaced by Core Strategy Policy CS 3)

~~The loss of existing community buildings will not be permitted unless:~~

- ~~(i) the use can be relocated to a site providing equivalent community benefit; or~~
- ~~(ii) there is no community need for the building.~~

- ~~5.5 Community buildings provide important facilities in which people can meet and interact. They need to be close to places where people live to serve local communities. Therefore, existing buildings are protected from development in order to ensure they remain truly available. Development will only be permitted where the facility can be re-provided so as to meet the needs of the community it serves in an equally convenient location. Alternatively, where it can be demonstrated that there is no community need for a building, development will also be permitted.~~

- ~~5.6 Applications for new community buildings will be considered against the sustainable development principles. The council will seek a contribution from developers towards the provision of community facilities in areas where new development would result in insufficient or inadequate facilities.~~

- ~~5.7 Community buildings include community halls, community centres, meeting rooms, day centres, drop-in centres and places of worship and their meeting halls.~~

OPEN SPACE

- 5.8 Southampton's open spaces contribute to the quality of the urban environment. They create the character which makes Southampton the Green City. These spaces offer the opportunity for recreation and social interaction. The open spaces perform a variety of functions. They provide for formal sporting activities; they provide for informal recreation and relaxation; and they provide

space for events and entertainment. The protection and enhancement is vital to make the city a desirable place to live, work and relax in. This section of the plan deals with recreational open space. The city's greenways are both an important nature conservation and recreation resource. Policy NE3 protects the greenways, now identified as SINCs.

Open Space Standards

- 5.9 The Structure Plan recommends that local plans should establish open space standards based upon the National Playing Fields Association (NPFA) minimum standard. This standard requires the provision of 2.4 hectares of open space per 1,000 population. Of this 1.6 hectares should be for sport and 0.8 hectares for children's play.
- 5.10 PPG 17 advises authorities to set their own standards of provision based on their own assessments of need for open space, sports and recreational facilities. Authorities are also expected to undertake audits of existing open space, sports and recreational facilities. The city council carried out an assessment of all types of open space in 1992/93. This assessment will be updated within the financial year 2005/06 to enable the council to produce its own standards. An Open Space Audit is currently being carried out. The audit is assessing the quality and quantity of open space within the city, assessing needs for open space, providing recommendations for open space standards and providing policy options for the city's open space strategy.
- 5.11 The Audit will provide the basis for the city's Open Space Strategy, which will be prepared in 2006. The council will review the open space policies when it has received the Audit report. This will be done as part of the work on the Local Development Framework. Until that is done the Council will use the NPFA standard as the basis for assessing the need for additional open space.
- 5.12 Assessment against the NPFA standard shows Southampton to be deficient in open space. The distribution of this open space across the city is not even. Playing pitch provision needs for parts of the city are met mainly in four wards - Bassett, Coxford, Bitterne Park and Redbridge. There is a need to protect playing pitches in these areas to ensure the needs of the whole city are met. Moreover, some of the open spaces are important for their wildlife and landscape qualities. The existence of these areas should not be seen as justification for seeking the development of other open spaces in their vicinity.
- 5.13 Provision of allotments across the city meets the adopted standard of 0.2 hectares per thousand population. Allotments identified for protection are listed in Appendix 5 and shown on the Proposals Map.

CLT 3 Protection of Open Spaces

(Part replaced by Core Strategy Policy CS 21)

(City Centre Action Plan Policy AP 12 and Appendix 6 replaces this policy and Appendix 5 for development in the city centre only)

Development will not be permitted which would result in the loss of the areas of public and private open space listed in Appendix 5 ~~unless:~~

- ~~(i) the open space falls within an area where there is an over provision of accessible public open space or it is clearly surplus to requirements and cannot reasonably be used to meet identified needs; or~~
- ~~(ii) provision is made for the relocation or replacement of the open space of equivalent community benefit; or~~
- ~~(iii) the development is required for a sports facility that is of sufficient benefit to the development of sport to justify the loss of playing field land.~~

~~5.14 Open space is an important resource contributing to the quality of life in the city. This space is not evenly distributed across the city. Therefore in some areas where there may appear to be over provision, this space provides for the recreational needs of a larger population.~~

~~5.15 Development will only be permitted in exceptional circumstances, for example, if it can be demonstrated that the space can be re-provided on an alternative site and the new space is of equal benefit (or better) to the community as the existing space in terms of availability, quality, quantity and accessibility and its future maintenance can be ensured.~~

~~5.16 Playing fields play an important role in the provision of open space. They offer formal sporting opportunities, which have health benefits. They also contribute visually to the character of areas. Some spaces also provide informal opportunities for recreation. The loss of playing fields will be strongly resisted unless there is a strategic sporting requirement, for example, as envisaged in Paragraph 15 of PPC 17.~~

~~5.17 Where proposals are made to relocate pitches, the location and facilities must be of equivalent community benefit (or better) as the existing space in terms of quality, quantity and accessibility. The relocation of pitches to the fringes of the city will not be acceptable.~~

~~5.18 Allotments are a leisure as well as an economic resource. They provide the opportunity for people to grow their own food. They also have value as open land and can have nature conservation value.~~

~~5.19 Should a site no longer be required for allotments and the site falls within an area of other open space deficiency, the site will continue to be safeguarded as open space.~~

~~CLT 4 Amenity Open Space
(Replaced by Core Strategy Policy CS 21)~~

~~Proposals for the development of, or incorporation into gardens of, amenity open spaces will only be permitted where:~~

- ~~(i) the site has no overall landscape or nature conservation value; and~~
- ~~(ii) the site has no recreational value; and~~
- ~~(iii) conditions are imposed covering the need to retain any landscape characteristics, the details of fencing to be erected and that no building works take place on the site~~

~~5.20 The character of many residential areas includes their open nature and provision of amenity open spaces. These areas also offer local recreational opportunities. While not all these spaces are identified on the proposals map for protection, they do provide an important recreational resource and reduce pressure on other sites. Accordingly, the loss of such sites into gardens is to be generally resisted. Only where such sites have no recreational, landscape, or nature conservation value will development be permitted.~~

**CLT 5 Open Space in New Residential Developments
(City Centre Action Plan Policy AP 13 replaces this policy for development in the city centre only)**

Residential development will only be permitted if provision is made for open space, in accordance with the minimum standard of 2.4 hectares per 1,000 population unless it can be demonstrated that there is already adequate provision in the locality to meet the open space needs of new residents. Where practical, open space provision should be made on site or in the immediate vicinity. Where this cannot be achieved an appropriate financial contribution will be sought to finance a particular project that, by location and type, would directly benefit the occupiers of the development.

5.21 The residents of any new development are likely to add to the demand that already exists for outdoor playing space. New development should provide for the open space facilities that are required as a result of the development. Public open space of an appropriate type should, therefore, be provided in association with the new development to meet the needs of the occupiers.

5.22 Open space should be provided in accordance with the minimum standard of 2.4 hectares per 1000 population, as set out in paragraphs 5.9, 5.10 and 5.11. Where feasible the open space

should be provided on site but where this is not possible the council will accept a financial contribution to enable this to be provided off-site.

- 5.23 The more detailed requirements for children's play space are set out below.

CLT 6 Provision of Children's Play Areas

On residential developments the council will seek to achieve the following:

- (i) where the development involves the net increase of under 25 units a financial contribution is made to enable local off site provision of equipped children's play space;**
 - (ii) where the development involves a net increase of between 25 and 100 units equipped children's play space provision is made on-site unless the play requirement arising from the development can be accommodated by enhancing existing public facilities within a 400 metre walking distance of the development, in which case a financial contribution is made to enable off-site provision;**
 - (iii) where the development involves a net increase of more than 100 dwellings sufficient equipped children's play space provision is made on-site to meet the play need arising.**
- 5.24 It is important that new development provides for the play requirements arising from development. One-bedroom and sheltered housing units and student residential halls will be excluded from any calculations. The residential standards brief includes guidance on play space provision.
- 5.25 For smaller developments - fewer than 25 units - the council will accept a financial contribution to enable this to be provided off-site. The contribution should cover the cost of providing equipment, maintaining that equipment and providing the land. The level of contribution will be assessed on a pro-rata basis.
- 5.26 For larger developments, in excess of 25 units, play space should be provided as an integral part of the development. Where there is an existing public play area within 400 metres walking distance of the development the council will accept a financial contribution towards enhancing this facility unless space is limited at the existing facility so that it is not capable of being extended or enhanced to accommodate the additional requirement and/or the demand at the existing facility is already excessive.
- 5.27 Developments which exceed 100 units should make provision on-site and meet the play needs which arise from the development. This will usually mean one play area for each 100 dwellings or part of each 100. However, it may be possible to meet the play need by providing fewer, large play facilities.

CLT 7 Provision of New Public Open Space
(Replaced by City Centre Action Plan Policy AP 13 and Table 7 for city centre spaces)

The following sites are allocated for the provision of new open space:

- (i) extension to Bitterne Manor Park, Vespasian Road;**
- (ii) land adjacent to Chessel Bay;**
- (iii) land at Botley Road;**
- (iv) Town Quay and Platform Road;**
- (v) Test Lane;**
- (vi) land east of Blechynden Terrace.**

- 5.28 There is a need to improve open space provision across the city. To meet current deficiencies the sites identified in policy CLT 7 are safeguarded for future open space provision. These will be brought forward when resources allow.
- 5.29 Land at Botley Road is identified for future use as playing pitches. This site is allocated in the current local plan and this proposal is rolled forward into this plan to be implemented as and when funding allows.
- 5.30 At Vespasian Road, the site will form an extension to Bitterne Manor Park as informal open space.
- 5.31 The principal purpose of the allocation of the land adjacent to Chessel Bay is to act as a buffer between the Chessel Bay Local Nature Reserve and the Willment's shipyard. Public access will be restricted to prevent harm to the nature reserve.
- 5.32 Land at Test Lane is identified for industrial and warehouse development. This development will require the provision of open space between any units and housing to the south. Further details on this site are given in MSA 19.
- 5.33 In addition to the sites identified in Policy CLT 7, open space provision is a requirement of several developments identified as major sites. The individual policies identify this requirement.

CLT 8 Southampton Sports Centre (including Municipal Golf Course)

At the Southampton Sports Centre, development will only be permitted for improvements to the sporting, leisure, spectator and visitor facilities provided the mature parkland setting and natural vistas of the centre are unaffected.

- 5.34 The sports centre is an important and unique area of mature parkland and open space. It makes a significant contribution to the recreational and leisure provision of the city and region. Amongst other things, the sports facilities provide for athletics, golf, skiing, football, hockey, cricket, tennis, netball and bowls. The centre has seen recent investment in the athletics facilities and synthetic pitches. The city council wishes to continue to improve and invest in the sporting facilities and is preparing a Sports Centre Improvement Plan.
- 5.35 The site is constrained by topography and nature conservation interests – both of which add to the quality and setting of the centre. There is also residential development adjacent to the centre. Access to the site is also constrained and the traffic implications of development will need to be carefully managed, particularly for events which may introduce additional spectators to the area. Development should provide facilities which are necessary for the enjoyment and use of the centre for sporting and leisure purposes. Any new facility provided will have to adhere to criteria set out in PPG 17 which states that information must be gained from needs assessments, which should include how much new provision may be needed; a qualitative component against which to measure the need for enhancing facilities, and the accessibility of the area in question.

INDOOR SPORT

- 5.36 There is a need to improve the range of indoor sports facilities in the city. There has been some new provision of facilities in recent years such as the David Lloyd Tennis Centre at Lordshill and the Quays Swimming and Diving Complex. However, further provision is needed, particularly to replace the current city centre facilities at St. Mary's.

CLT 9 Sites for Indoor Sport

(Part replaced by City Centre Action Plan Policy AP 33)

The following sites are identified for the provision of new indoor sports facilities:

~~(i) Healthy Living Centre, on the Charlotte Place site;~~

(ii) Adjacent Bitterne Leisure Centre.

- ~~5.37 The provision of an integrated health and leisure centre as part of the comprehensive redevelopment of the Charlotte Place site will upgrade the quality of the indoor sports facilities provided at St Mary's sports hall. Further details of this proposal are contained in MSA 3.~~

- 5.38 Land adjacent to the Bitterne Leisure Centre is identified to provide additional facilities. The site comprises Nos. 35, 41 and 43 Dean Road and part of the rear gardens of 42 – 54 (evens) Pound Street, Bitterne.

~~5.39 Indoor sports provision would also be permitted as part of major development schemes for Royal Pier, West Quay Phase 3 and Mayflower Plaza.~~

WATERFRONT OPEN SPACE

CLT 10 Public Waterfront and Hards

Development will not be permitted which would result in the loss of accessible public waterfront and/or public hards.

5.40 For a maritime city, relatively little of Southampton's waterfront is accessible to the public. It is important therefore to protect existing areas of accessible waterfront and public hards. There are currently public hards at:

- Itchen ferry
- Crosshouse
- Weston shore
- Priory
- Mayflower park
- Old Mill quay
- Belvidere and
- Woodmill

5.41 This protection policy will also apply to any subsequent public hards and areas of accessible waterfront. Not only does existing waterfront need to be protected, but new waterfront created. Policy CLT11 makes provision for this.

CLT 11 Waterside Development

(Part replaced by Core Strategy Policy CS 12)

Proposals for waterside development and development which supports water-based recreation, will be permitted where:

~~(i) public access to and into the water is incorporated or enhanced unless there would be a danger to public safety; and~~

~~(ii) there would be no adverse effect on nature conservation interests; and~~

(iii) there would be no conflict with other river users.

5.42 Owing to its location, Southampton has become an important centre for water-based leisure in addition to its importance for commercial craft. The rivers are a valuable resource for activities such as sailing, canoeing and rowing. There are also

several marinas along the Rivers Test and Itchen. It is important that these interests are safeguarded.

- 5.43 In order to open up more of the waterfront for water-based recreation and riverside walks, the council will require all waterside development to incorporate or improve public access to and into the water, unless this would adversely affect nature conservation interests or there would be conflicts with other river users. These areas of waterfront access should be linked together to eventually provide large stretches of accessible waterfront. In addition to this general policy, the provision of publicly accessible waterfront is a requirement as part of the major development proposals for Royal Pier and Drivers Wharf. However in certain cases, such as the presence of dangerous or hazardous industrial operations, or the presence on site of sensitive material, public access to the river frontage may not be appropriate, particularly if there is a danger to public safety.

CLT 12 Waterside Open Space

Within the area adjoining Whitworth Crescent no development except for private shore-based facilities and pontoons will be permitted. Such facilities will only be permitted where they would not involve the:

- (i) **provision of facilities to serve moorings outside the site; or**
- (ii) **the introduction of commercial or industrial type activities.**

- 5.44 Land at Whitworth Crescent consists of a series of small, private open spaces fronting the River Itchen. Some of these have been developed with summer houses, whilst some have small sheds/ buildings used for the repair of privately owned boats moored along the shoreline. The area has an attractive waterside character which should be protected from commercial development. Facilities to serve mooring outside of the site, or the introduction of commercial or industrial activities such as boat repairs, maintenance, sales or associated marine activities will not be permitted. Locations suitable for marine-related industry are identified in Policy REI 12. Any development in this area will need to comply with Policy NE 5.

CLT 13 House Boats

Planning permission for house boats will be only be granted where:

- (i) **the design and siting of house boats does not unacceptably harm the character of the river frontage or adversely affect nature conservation interests; and**
- (ii) **suitable arrangements can be made for parking, refuse storage, access and service connections.**

5.45 The waterfront is important to the character of the city. It is important therefore to resist damage to the waterfront's character. Great care needs to be taken with the design and siting of house boats to ensure the river frontage is protected from unacceptably harmful forms of development. It is also important to ensure adequate arrangements can be made for parking, the storage of waste, access and for service connections in order not to damage the character of an area or adversely affect nature conservation interests.

NIGHT-TIME ECONOMY

5.46 The City Strategy aspires to a vibrant, mixed use, 24 Hour city centre. Progress toward this has been made and Southampton's night-time leisure economy has grown dramatically over the last five years. This has resulted in significant investment in the city centre, many new businesses locating there and the creation of new jobs. However, there have also been adverse effects in some parts of the city. There is a need to manage the night time economy to ensure night time disturbance is kept to a minimum whilst at the same time supporting the economic benefits which the city has achieved.

~~CLT 14 City Centre Night Time Zones and Hubs~~ **(Replaced by City Centre Action Plan Policy AP 8)**

~~Within the night time zones identified on the Proposals Map, proposals for night clubs and other D2 uses will not be permitted. Proposals for A3, A4 and A5 uses will be permitted, subject to compliance with Policy REI 7.~~

~~Within the night time hubs identified on the Proposals Map, proposals for A3, A4 and A5 uses, night clubs and other D2 uses will be permitted.~~

CLT 15 Night Time Uses in Town, District and Local Centres

Within the town and district centres, proposals for night clubs and D2 uses will be permitted provided that they would not damage the vitality and viability of the centre or cause late night noise and disturbance to nearby residential areas.

Proposals for A3, A4 and A5 uses will be permitted in town, district and local centres, apart from along the frontage of Bevois Valley Road and Onslow Road, north of the junction with Lyon Street, subject to compliance with Policy REI 7.

~~5.47 The city centre leisure economy has changed considerably in recent years. The city now has a wide range of pubs, cafes, restaurants and clubs on offer which has given rise in some instances to concerns about large numbers of people congregating, the possible~~

- ~~threat from anti social behaviour and the consequent impact on residential areas both within and bordering the city centre.~~
- ~~5.48 One of the difficulties which the city centre faces is that the evening and night time leisure offer is very dispersed in nature, where areas of activity are physically separated from each other.~~
- ~~5.49 The city council therefore intends to pursue a policy of concentrating evening and night time activity in designated zones, to be linked together by specific pedestrian routes, designed to avoid those residential areas which are particularly sensitive to late night noise and disturbance.~~
- ~~5.50 The city council also recognises that there is a distinction to be drawn between activities which are a part of the early to mid evening economy, and those that make up late at night activity, which appeals to a younger age range.~~
- ~~5.51 In this respect, late night activity areas are more appropriately located around the Bargete and Lower High Street area, and Leisure World, with the two areas linked via West Quay Phase III, which has yet to be developed. Early to mid evening activity will be more appropriately located in the Oxford Street, Town Quay, Northern Above Bar (see Policy MSA5) and Bedford Place areas where there could be a greater emphasis on a more diverse range of activities designed to appeal to a wider audience.~~
- ~~5.52 Two particular residential areas in the city are troubled by noise from late night activities; The Old Town and The Polygon. In both cases, more will need to be done to control pedestrian flow through these areas, and eliminate non residential parking.~~
- ~~5.53 Night corridors, where possible, could be established between areas of activity, dissuading people from passing through existing housing areas, and joining up the city's night time economy offer.~~
- ~~5.54 Better lighting, alternative clear signing, paving schemes and physical measures to discourage use of housing areas, as well as additional security measures will assist in keeping people out of residential streets, late in the evening, as will restrictions in operating hours, where appropriate.~~
- 5.55 Beyond the city centre, the District Centre is the venue most capable of accommodating night related uses; activities falling into Use Class A3, A4 and A5 will be permitted in both the District Centres and Local Centres, where their location could contribute to their continuing vitality and viability. However, where there would be an adverse impact on amenity, operating hours and use will be conditioned.
- 5.56 In the Bevois Valley area, considerable representation has been made in the past by the local community in the form of objection concerning noise and general disturbance from late night users. The addition of any further uses along Bevois Valley Road and Onslow Road will be restricted.

CHAPTER 6

LEARNING

- 6.1 The future prosperity of the city depends on developing people's skills to enable them to meet the challenge of competing in a global market. Learning is also important in the community regeneration of Southampton. Through the council's Strategic Education Plan (1998), the city aspires to be a City of Learning. This means firstly, meeting the city's statutory duty for schools education by ensuring a high quality of education, raising standards and wider participation. It also means promoting life-long education through the higher and further education establishments based in the city and encouraging community based and voluntary sector learning as part of the city's regeneration strategy, in particular the development of Learning Hubs. Life-long learning goes beyond employment, jobs and prosperity and is also a means of self-improvement and personal development, and can play an important role in encouraging community participation.
- 6.2 This chapter supports the development of Southampton as a City of Learning by encouraging the most efficient use of education sites and safeguarding land for future expansion. The Local Plan recognises the changing way that learning is delivered and the different way Southampton's schools, colleges, Southampton Solent University and the University of Southampton are being used as community resources. Chapter Two promotes better and safer access to all education establishments through the Sustainable Transport policies. Proposals for the development or expansion of education establishments will need to demonstrate that improvements can be made to accessibility by non-car modes of travel, including public transport, walking and cycling. Chapter Five safeguards school playing fields as important leisure and natural resources.

PRIMARY, SECONDARY AND FURTHER EDUCATION

~~L 1 School Development~~

~~(Replaced by Core Strategy Policy CS 11)~~

~~Planning permission will be granted for the redevelopment/
expansion of primary, secondary or further education
establishments which:~~

- ~~(i) enable them to modernise their premises and result in a more effective use of their campus;~~
- ~~(ii) enable them to develop their learning and community potential;~~
- ~~(iii) does not result in the addition of, or introduce, facilities not directly related to learning or community facilities.~~

- ~~6.3 There are currently two Sixth Form Colleges (Taunton's and Itchen College), one Further Education College (City College) and a number of schools with sixth forms in the city. Following~~

~~Government Curriculum changes there is likely to be widened participation in further education and this will mean an increased pressure on existing further education provision and in some cases the need to develop specialist facilities such as music and drama, sports or Information Technology. College sites may have further potential to be a community resource at evenings, weekends and holiday periods for leisure and recreation, education and training and other community uses. The use of school playing fields, swimming pools, tennis courts and sports halls outside of school hours has been developed at the five Community Schools. The city council will continue to encourage the shared use of sports facilities for community use.~~

- ~~6.4 A number of schools in the city are in the process of PFI bids for their redevelopment and this policy provides a planning framework to enable this redevelopment for learning and community uses. Promoting better and safer access to schools is part of the education agenda in the city, and schools are starting to produce School Transport Plans. Proposals to develop, expand or redevelop existing sites should improve access by public transport, walking and cycling.~~

L2 School Expansion Sites

The following sites will be reserved for school expansion:

- (i) Mount Pleasant Junior School - site west of Mount Pleasant Junior School;**
 - (ii) Highfield CE (aided) Primary School - 28, 30, 32 and 32a Highcrown Street.**
- 6.5 The schools identified in L2 (i) and (ii) have substandard sized sites and additional land is required to provide a satisfactory learning environment.
- 6.6 The continuing development of the city centre as a place to live depends on the provision of a range of amenities, services and employment opportunities including schooling. St. John's Infant and Nursery School primarily serves the residents of the city centre. Further housing developments may increase the future pupil numbers at the school. The future development of this site is covered by MSA9.
- 6.7 Mount Pleasant Junior School is partly within the area identified on the Environment Agency's indicative flood risk map as at risk from tidal flooding. Further investigation is required as to the extent, nature and risk of flooding and any development will need to be of appropriate design and with an appropriate minimum level of protection which can be maintained during the lifetime of the development (refer to SDP 20).

~~L 3 Surplus or Redundant School Buildings~~
~~(Replaced by Core Strategy Policy CS 11)~~

~~Proposals for the redevelopment of surplus or redundant school buildings will be granted planning permission for the following uses:~~

- ~~(i) Early Years Provision;~~
- ~~(ii) Community-based learning facilities;~~
- ~~(iii) Community-based sport and recreation facilities.~~

~~6.8 This policy reflects the changing way that schools are used. Schools are becoming focal points for learning within communities meeting a range of community/ learning and recreational facilities after school hours and at the weekend. There are currently five community schools within the city (Oaklands, Millbrook, Woodlands, Cantell and Redbridge) that offer such facilities.~~

~~6.9 As the Local Education Authority, the council monitors the demand for and plans the supply of school places in the city. Any surplus or redundant school buildings will be used to implement the council's Early Years and Childcare Development Plan to secure more pre-school places for 3 and 4 year olds or for use for community/ recreational or learning facilities.~~

L 4 Nursery Provision

Proposals for day nurseries and play schools in houses in residential areas will only be permitted where:

- (i) the impact on the amenities of neighbouring residential premises, by reason of noise and disturbance by children and parents going to and leaving the premises, or by children playing in external areas would not be unacceptable;**
- (ii) a safe and secure external environment for children is provided to enable them to play.**

6.10 City Strategy aspires for Southampton to be a city for children. Setting up of a playschool or nursery fulfils local needs, and it helps towards implementing equal opportunities for women who disproportionately share caring responsibilities. However, this can lead to nuisance to local residents by reason of noise, and to a lesser degree, traffic generation which can add to the overall level of disturbance. However, there is a recognised need for more childcare facilities, and this need must be balanced against amenity considerations.

6.11 Potential nuisance can be prevented by the imposition of planning conditions controlling, for example, hours of use, numbers of children, rooms to be used, owners / operators residential occupation of the premises or personal use.

L 5 Use of Commercial Premises for Learning

Proposals for the development of commercial sites and buildings for learning purposes including the conversion of offices and shops will be granted planning permission:

- (i) firstly in the city centre or district centres;**
- (ii) secondly in local centres; and**
- (iii) lastly if they cannot be accommodated in L5 (i) and (ii) on sites adjoining the district centres.**

6.12 Southampton aspires to be the City of Learning. Working in partnership with the public, private and voluntary sectors the city council recognises the critical importance of learning in enabling people to fulfil their potential and contribute to the economic prosperity and community regeneration of Southampton. The council's Life Long Learning Development Plan emphasises, in particular, the need to widen participation, encouraging non-traditional learners to engage in learning that meets their needs and is delivered at a time and in a place and way which suits them.

6.13 In collaboration with its partners, the city council has established four learning shops in Southampton in support of the aim of widening access to informal learning opportunities. By adopting a sequential approach and by locating these learning centres in empty shops, within libraries or redundant office space local needs can be met, the vitality and viability of the city or district centres can be enhanced as well as reducing the need to travel.

~~**L 6 Southampton Solent University**~~

~~**(Replaced by City Centre Action Plan Policy AP 11)**~~

~~**The following sites are identified for the expansion of Southampton Solent University:**~~

- ~~**(i) the current campus at East Park Terrace and the Sir James Matthews building;**~~
- ~~**(ii) land to the north of the current campus at East Park Terrace as part of the MSA 3 site.**~~

~~6.14 The strengths of Southampton Solent University lie in its wide range of vocational courses in areas such as business, maritime management and technology, systems engineering, building studies and design, in its maritime research and in the development of distance learning and certification programmes for maritime and construction sectors. Solent University is consolidating and remodelling both its existing sites and the Sir James Matthews~~

~~Building for academic purposes and it is continually reviewing and expanding the range of its courses.~~

~~6.15 Southampton Solent University wishes to expand to the north of its current campus at East Park Terrace. It requires a stand alone site that adjoins its existing campus, as allocated by L6(ii), for development that creates a significant new frontage addressing St Andrew's Road. The site will accommodate such uses as a new sports centre, new accommodation for the Student Union (combined with a Student Support Centre), a new studio complex to service media courses, performance space, lecture rooms and a visitors/marketing suite. Should Solent University require space to expand, Policy MSA3 identifies educational use as an acceptable element of mixed use development at Charlotte Place. Such expansion will be permitted by the city council subject to the provision of student residential accommodation should there be a demonstrable need for such a provision resulting from the expansion.~~

~~6.16 Southampton Solent University has close community links with the St Mary's area and the city council will support plans by Solent University which enable the community use of Solent University's facilities.~~

**L 7 The University of Southampton
(City Centre Action Plan Policy AP 11 and the Policies Map
designates University sites in the city centre)**

Within the University Development Area planning permission will be granted for:

- (i) academic and teaching facilities;
- (ii) research facilities;
- (iii) incubator units which facilitate technology transfer where it can be demonstrated that they will be accommodated as shared and linked academic or research or commercial development space and would not prejudice future academic needs;
- (iv) student accommodation to meet the needs of students with special needs;
- (v) a new road link from University Road (starting from the south side of University Crescent's junction with University Road) to Broadlands Road (north of its junction with Mayfield Road).

6.17 The University of Southampton is recognised nationally and internationally for excellence in teaching and research across the whole institution. World-class centres include optoelectronics, electronic engineering and computing, nutrition, asthma research, oceanography and synthetic chemistry. The city council is

committed to working with the University to accommodate its requirements for expansion within the urban areas of Southampton which consolidates the University accommodation within the existing sites and maximises their efficient use.

6.18 With the proposed relocation of the New College educational facilities to the Highfield campus, the University Development Area is spread across five sites: Highfield Campus, Boldrewood Campus, the former Hampton Park School, and Avenue sites plus facilities at the Southampton Oceanography Centre. The Southampton Oceanography Centre is located within, and shares an access with, the operational area of the Port of Southampton. In this area land uses will be permitted provided they are compatible with the needs of the operational port. Highfield Campus forms the academic core of the University. Further development will be predominantly for academic purposes. Included within the established University Development Area are the following sites:

- Highfield Campus area to include:
 - * No.s 128-140 (even) Burgess Road;
 - * Allotments and copse Broadlands Road;
 - * Unigate south, former Broadlands dairy;
 - * 171-185 (odd) Broadlands Road;
 - * No.s 31-49 (odd), University Road;
 - * 26-28 University Road;
- Boldrewood Campus Area to include:
 - * No. 34 Bassett Crescent East;
- Former Hampton Park School site, Mayfield Road, to include:
 - * site of Rosla Building, subject to provision being made for alternative/continued community facilities; commercial properties at No.s 286; 290; 292; 294 (even) Broadlands Road for use as alternative vehicular access to the site;
- Avenue Campus, to include Woodside Cottage, 16 Highfield Road;
- Numbers 62 and 64 Granby Grove;

Teaching and research is also carried out by the University at Southampton General Hospital.

6.19 The University of Southampton is keen to develop a business interface between academic research and development/ innovation. This technological transfer typically takes the form of incubator units. This highlights the changing nature of Higher Education and the role of knowledge-based industries in local economic development. The city council recognises the benefits of

- encouraging technological innovation and its transfer to business within the academic campus. However it is recognised that these uses will be ancillary and should be linked to the academic/research focus of the particular campus and that further development within the University Development Area will be predominantly for academic purposes.
- 6.20 Other uses which support the academic life of the University will also normally be permitted on the Highfield Campus, these include cultural facilities, ancillary retail facilities such as bookshops; financial services such as banking facilities, and sport and leisure facilities for staff or students. Such uses will also be acceptable on the other satellite sites, where by reason of their scale and nature it is clear that the use will not attract substantial numbers from outside the site, and would not otherwise damage the amenities of the area.
- 6.21 Student accommodation in the University Development Area will only be permitted where it is to serve the needs of students with special needs. Policy H13 and H14 in the Homes and Housing Chapter deal with the retention and provision of student accommodation.

L 8 Broadlands Road and Granby Grove

Development at the sites outlined below will be subject to the following principles:

- (i) **171-185 (odd) Broadlands Road, subject to:**
- **no vehicular access to the Highfield campus being provided from Broadlands Road in that location;**
 - **a minimum 8m deep intensively landscaped buffer strip to be provided and retained along the Broadlands Road frontage.**
- (ii) **Numbers 62 and 64 Granby Grove, subject to:**
- **no vehicular access to the Highfield campus being provided from Granby Grove in that location;**
 - **a minimum 8m deep buffer strip along the Granby Grove Road frontage, and a minimum 5m strip adjoining the boundary of number 60 Granby Grove to be provided.**
- 6.22 With an increase in student population and staff, both resident and visitors, there is major pressure on the University Development Area and existing buildings. The council will work with the University of Southampton to ensure the impact of the University on the surrounding areas in terms of traffic generation and disturbance is minimised.
- 6.23 The Highfield Campus has a number of modern buildings of architectural interest and a notable landscape setting including modern sculpture, a stream and mature trees. This landscape

setting should be preserved and enhanced as part of development proposals. The former Taunton's College site was acquired by the University in 1994 and there has been some development on the site to house the Faculty of Arts. Further development should be in accordance with guidance contained in the Taunton's College Highfield Road Development Guidelines (1993).

CHAPTER 7

HOMES AND HOUSING

7.1 Southampton's Local Strategic Partnership (LSP) is working to develop the Community Strategy to drive local improvements in economic, social and environmental well-being. Based on the current and future needs of the city, it will set a longer term vision to 2016 for the city. It will be built on information from each Neighbourhoods Partnership's Action Plan, the past work of the council and individual LSP partner's research and knowledge.

7.2 The future of the city depends on making it a place where people wish to live. Southampton's City Strategy recognises this and has as its key residential objectives to:

- provide quality and fit to live in homes with a high level of citizen satisfaction.
- ensure reductions in the number of unfit properties in the private sector, and improvements in the council's own housing stock.
- enable housing need to be met effectively and on an affordable basis, particularly for key groups such as the homeless, older people, and people with disabilities.
- improve the overall quality of life for citizens by co-ordinating investment in housing, with investment in economic, social and environmental needs.

7.3 The Community Strategy and the Medium Term Plan recognise the importance of providing housing to meet the needs of local residents. In order to achieve the City Strategy objectives, the Local Plan sets out to:

- make provision for sufficient dwellings to satisfy the Structure Plan requirement, making maximum use of empty property and brownfield land.
- meet housing need effectively and affordably, particularly for recognised key groups such as disabled people, single parent families, workers vital to the function of the city's economy, and older citizens.
- encourage movement back into the city centre by identifying more sites for housing in the central area.
- secure a high quality and safe residential environment; reducing crime levels, and minimising noise nuisance and other health and safety risks.
- ensure that construction materials are of a high quality; are energy efficient, and environmentally sustainable.

- seek to reduce the need for private car use in the urban residential areas.

Introduction

~~7.4 The council actively promotes high quality physical environments and good housing design, to improve the quality of life for residents, and to build successful, sustainable communities. It is the aspiration of the council to ensure that all new homes are designed to accommodate adaptation easily. Careful design to increase the flexibility of a home, can ensure that needs are met through all stages of life. Given the level of housing need and demand across all tenures in the city and the specific needs of a range of people, the council will seek improvements through Local Plan Housing Policies. The housing market which prevails in the city is also influenced by the Travel to Work Area around the hinterland which comprises New Forest, Test Valley, Eastleigh, Winchester and Fareham. The market should not therefore be assessed in isolation, but as part of the sub-region, to ensure some form of continuity between the city and its environs.~~

~~7.5 The Council has a responsibility to produce a housing strategy which is based on an up-to-date assessment of aggregate housing need in its area. This assessment plays a crucial role in underpinning land use planning policies relating to affordable housing. The council's assessment of Housing Need is reviewed each year as part of the Housing Strategy review and this takes into account:~~

- ~~• a backlog of existing need;~~
- ~~• the rate of supply of newly arising need;~~
- ~~• the supply of affordable dwellings.~~

~~7.6 The assessment of Housing Need which supports the review of the Local Plan is therefore based on information in the Housing Need and Housing Market Update 2002.~~

~~This involved an analysis of:-~~

- ~~• The change in the housing market locally to provide current house prices and private sector rental costs to be able to re-assess income thresholds for access to market housing.~~
- ~~• The short, medium and longer term population forecasts for the city.~~
- ~~• A forecast of affordable housing need to 2011.~~

~~7.7 This Housing Strategy sets out the council's priorities to meet local housing needs and aspirations thereby contributing to the overall long-term aim to improve the quality of life for all citizens in Southampton. It is reviewed annually to check and monitor progress against its objectives and to take into account~~

~~new data, and key policy changes, either nationally, regionally or locally. The Local Plan will implement the land use elements of this strategy. The planning system is one of the most important tools for delivering key priorities of the Housing Strategy. The Updated 2002 survey identifies a number of key issues:
Priorities for Action:~~

- ~~1. **Meeting the need for affordable housing** - There is a need to provide more affordable homes by increasing the number of new build and empty properties brought back into use. This includes low cost home ownership initiatives particularly for specific groups (e.g. key workers, older people, younger people and the Black and Minority Ethnic Communities).~~
- ~~2. **Decent Homes** - There is a need to improve the quality of life for people living in over-crowded, unfit, or inappropriate properties. Year on year improvements are required in the condition of the council's own and much of the private sector housing stock.~~
- ~~3. **Tackling Homelessness** - There is a need to prevent homelessness in the first place and to help people to sustain their accommodation.~~
- ~~4. **Promoting Neighbourhood Renewal and tackling Deprivation** - There is a need to link investment in housing to wider economic, social and environmental investments to close the gap between the most deprived neighbourhoods and the rest of the city to focus on priority areas.~~
- ~~5. **Supporting People - The Healthy and Caring City** - There is a need to help vulnerable people to ensure there are appropriate homes for those requiring care and support.~~
- ~~6. **Energy Efficiency and Fuel Poverty** - There is a need to improve energy efficiency, use renewable sources, reduce emissions, alleviate fuel poverty across all tenures and promote sustainable development.~~

Regional and Structure Plan Context

- ~~7.8 - Regional Planning Guidance points towards a more concentrated urban form of development, with any new dwelling provision enhancing the quality of urban living, and creating a sustainable form of development as land and resources are managed more efficiently. Household projections in this guidance, and the 2002 updated Housing Needs and Housing Market Survey indicate the need to cater for a higher proportion of one and two person households within the city.~~
- ~~7.9 - The adopted Structure Plan 1996-2011 gives priority to urban regeneration through the redevelopment of derelict, outworn and underused land and buildings; reducing conflict between people and traffic, and taking into account a range of densities, house types, sizes and tenures.~~

H 1 Housing Supply

(Part replaced by Core Strategy Policy CS 4)

(City Centre Action Plan policy AP 9 and Appendix 5 replaces the city centre sites shown on the Proposals Map and in Appendix 6)

~~In order to meet the projected supply of housing which comprises 5,500 dwelling units, 3,000 of which will be provided on allocated sites,~~ residential development will be permitted:

- (i) on sites shown on the Proposals Map and listed in Appendix 6;
- (ii) on major sites where residential development is identified as an element of a mixed use scheme;
- (iii) through the conversion or redevelopment, where appropriate, of commercial premises, particularly redundant shops and offices;
- (iv) through the conversion, where appropriate of existing dwellings;
- (v) on windfall sites;
- (vi) on sites occupied by an unneighbourly business use in a residential area.

7.10 ~~The Structure Plan requires that provision be made for a total of 94,290 dwellings throughout the thirteen districts of Hampshire between 1996-2011. Southampton's quota is for 7,330 dwellings. It is estimated that the projected size of households will fall from 2.36 in 1996 to only 2.13 in 2011, so that the number of one-person households will increase as the traditional family household declines. In order to accommodate this number of dwellings, regard must be paid to the objectives of sustainable development, and the economic and efficient use of land and resources.~~ The city, town, district and local centres are likely to provide the greatest opportunities for business property capable of being converted to residential use, especially at first floor level and above. 'Windfall Sites' are defined as those sites which come forward unexpectedly, releasing opportunities for infilling and redevelopment, and are therefore not identified on the Proposals Map for any development or land use. Such sites are likely to make a valuable contribution towards reaching the ~~Structure Plan target, and further reference to their role is made in the city's Urban Capacity Study (2001).~~ Additionally, the Proposals Map sets out mixed use development sites, a proportion of which will be used for residential schemes. These sites should be taken into account also, as well as those defined purely for housing purposes. The Urban Capacity Study has been revised, and will provide supplementary guidance to the Plan.

~~Table 7.1~~

Structure Plan Requirement (1996-2011)	7330
Housing completions up to spring 2004	5584

Remaining housing capacity – allocated sites	3000
Housing sub-division	350
Empty homes into use	670
Commercial conversions	800
Housing on small sites	900

~~7.11 The precise form and density of any development will be determined at the planning application stage, although Policy H8 gives some guidance relating to density levels in various parts of the city.~~

7.12 Where business uses are unneighbourly in nature, they will be encouraged to introduce improvements to their sites and buildings to lessen their impact. In cases where a business has a particularly detrimental impact on a residential area, the council may seek its relocation. In general, the city council wishes to encourage mixed-use development, where jobs can be accessed by local people, car journeys minimised, and regeneration stimulated, perhaps through the setting up of 'live-work' units where appropriate.

7.13 Government policy has now moved away from what became known as the 'predict and provide' approach to determining housing provision, whereby a long-term prediction of perhaps twenty years in duration was made to calculate the number of households which might exist. Instead, in order to more accurately reflect future housing needs, a 'plan, monitor and manage' system, taking into account affordable housing needs; the growth in single person households; likely variations in density; the re-use of brownfield land has come into effect, monitored and reviewed on a regular basis, at least every five years. ~~The city council's Urban Capacity Study (2001) provides a greater level of detail about how the Authority intends to accommodate new residential development.~~ The Authority will ensure that the number of dwelling completions, planning permissions and housing delivery rates are monitored on an annual basis to assess the growth rates within the city and their comparison with housing targets.

H 2 Previously Developed Land

(Part replaced by Core Strategy Policy CS 5)

The maximum use of derelict, vacant and underused land for residential development will be made provided that:

- ~~(i) the land does not make a valuable contribution to the character or amenity of the area;~~
- (ii) the land is not identified as being safeguarded for non-residential use;
- (iii) the location of any development would not have a significantly detrimental effect on the amenity of occupiers on adjoining land;

- (iv) the site is not unfit for development by reason of its location close to dust, fumes, hazards or nuisance created by nearby industrial or commercial activity;
- (v) the land has not been subject to tipping, and is therefore not capable of redevelopment in the short term.
- ~~(vi) Where the land lies within or adjacent to a flood risk area, a full assessment of any such risk is taken into account;~~
- (vii) The land does not support significant wildlife/ nature conservation interests. Significant wildlife/ nature conservation interests are defined as those sites which meet SINC criteria, as defined in Appendix 4, or sites supporting habitats or species identified in national or local biodiversity action plans.

7.14 One of the government's stated objectives ~~in PPG3~~ is to give priority to re-using previously developed land within urban areas, in preference to the development of greenfield sites. Through adopting this approach the city council hopes that residents will have the opportunity to live close to work, and to community, leisure and shopping facilities, a good public transport network, and become less reliant on the private car. The national target for the re-use of urban land is that at least 60% of additional housing should come from this source; ~~the council's Urban Capacity Study 2001 (which was updated in 2006) establishes that all additional housing can be accommodated on previously developed land within the city boundary, and takes into account levels of parking provision, types of layout and housing mix, and various levels of density.~~

7.15 If any land is known to have been subject to tipping and filling, once such activity has ceased, the city council will need to monitor the degree of settlement and gas emission. Should residential development be permitted, remedial work to the site would need to be carried out to a standard capable of accommodating such a scheme.

~~7.16 The Environment Agency will be consulted on all matters relating to the assessment of flood risk. Where development is proposed the city council will take into account the risks of flooding, how often it might occur, the standard of any existing defences, and the ability of any development to take this into account.~~

H 3 Special Housing Need

Residential development will be expected to be capable of being adapted to conform with 'Lifetime Homes' principles wherever practicable. Where necessary this will be achieved through the use of planning conditions or seeking to secure an appropriate planning obligation.

- 7.17 It is estimated that up to a third of households contain somebody who has a special need. The building regulations (document M) state that provisions are expected to enable occupants with disabilities to cope better with reducing mobility and to remain for a longer period within their own homes. The city council wishes to improve the ratio of properties which are capable of accommodating adaptations easily, meeting the varying needs of occupiers under the 'Lifetime Homes' principle, as stated above. 'Lifetime Homes' are built to a set of design standards, which meet the varying needs of occupiers, and are capable of accommodating adaptations easily. It is estimated also that between 1996 and 2011, there could be a 21% increase in persons over the age of 80. Older people are looking increasingly for a wider choice of housing and residential support. A steady increase in homeless people, 570 in April 1998; 758 in April 2000; 779 (2001/02) is putting further pressure on the market. Youth homelessness is a particularly serious problem within the city. During the period August 1999 to September 2000, 1,862 referrals were made by young homeless people (under the age of 25) to five voluntary housing organisations in the city.

H 4 Houses in Multiple Occupation

Proposals for the conversion of dwellings or other buildings into shared houses will be assessed on the balance between the contribution the development could make to meeting housing demand, against the harm to the character and amenity of the area which might occur.

Planning permission will only be granted for conversions to houses in multiple occupation where:

- (i) it would not be detrimental to the amenities of the residents of adjacent or nearby properties;**
- (ii) would not be detrimental to the overall character and amenity of the surrounding area;**
- (iii) adequate amenity space is provided which:
 - a) provides safe and convenient access from all units;**
 - b) is not overshadowed or overlooked especially from public areas; and**
 - c) enables sitting out, waste storage and clothes drying.****

- 7.18 The city council aims to meet housing need without undue adverse environmental and social effects, but is well aware that in some areas, a concentration of houses which are shared has led to social and environmental problems, as balanced residential communities have been eroded. In determining any planning applications for a shared property, the council will have regard to its set standards for shared accommodation, which relate to

room and space standards, range of facilities provided, fire escape provision, security and health and safety requirements.

- 7.19 The city council has introduced a city wide shared housing registration scheme with special control provisions. Priority is given to complying with the new statutory duty to inspect shared houses of three or more storeys, which is where the greatest risk exists, and to the registration of shared houses in the SRB2 area, where the poorest quality housing and greatest social pressure exists. It remains the case however, that where a property is shared by a total of six people or less, who do not form a single household, planning consent is not required, so that the city council remains constrained by existing legislation. Planning permission is likely to be required in most cases for the change of use of a dwelling house occupied in accordance with Class C3 in the Town and Country Planning (Use Classes) Order 2005 to use for a different form of residential occupation, including houses in multiple occupation. Provision should be made to ensure fire safety, security and adequate provision for rubbish disposal. Houses in multiple occupation not requiring planning permission may still require registration under the city wide registration scheme. There is a clear requirement for such accommodation in the city and the depletion of such homes should be avoided wherever possible.

H 5 Conversion to Residential Use

The council will grant permission for the conversion of non-residential premises for housing purposes, providing that:

- (i) parking is to the city council's prevailing maximum standard, in accordance with SDP 5 and Appendix 1;**
 - (ii) access to public transport, local amenities and suitable pedestrian facilities are available;**
 - (iii) surrounding land uses are compatible with the creation of a satisfactory residential environment;**
 - (iv) the standards and principles of Policy H7 are incorporated where appropriate.**
- 7.20 Empty property and unused space above shops and businesses is a wasted resource. The potential for additional accommodation to be provided is considerable, and the council is already operating a successful empty property strategy, which is releasing about 110 homes a year. Any such conversion makes a valuable contribution to housing supply, brings additional life and security to an area, and such units are often suitable for those people seeking one and two bedroom accommodation. There is likely to be greatly increased demand for this size of property in the future, and potential for further supply has been coming increasingly from the conversion or replacement of redundant office premises. This type of accommodation is especially suitable for those unable to compete

in the private housing market so that any increased provision in this area is particularly welcome.

H 6 Housing Retention

Planning permission which would result in the loss of dwellings will not be granted unless:

- (i) surrounding uses make their retention for residential use unacceptable;**
- (ii) the residential unit(s) forms a subsidiary part of a non-residential property and a separate access cannot continue to be practically provided;**
- (iii) the form of redevelopment will make a positive contribution to urban regeneration initiatives;**
- (iv) the use provides a necessary or desirable community facility designed to meet an identified need in the neighbourhood;**
- (v) the overall development results in a net gain in residential units;**
- (vi) a proposal provides 'home-working' facilities as part of the overall scheme;**
- (vii) the property lies within the defined university development area (UDA);**
- (viii) the property lies within the identified area for hospital development of the General (HC1) and Royal South Hants (HC2) .**

7.21 In order to at least meet the Structure Plan requirement for the provision of dwellings within the city, pressures to redevelop or convert residential property for commercial purposes will be strongly resisted. Where the impact of existing commercial uses, or the use of the rest of the building, render the residential environment insecure or unsatisfactory, conversion may be acceptable. Any change of use which then follows will be required to make a contribution to urban regeneration in design terms where appropriate, which will be of benefit to local residents.

7.22 Where property in residential use remains within an area designated for university expansion or for the development of health care, the loss of such property for use by the University and Southampton University Hospitals NHS trust will be acceptable, in accordance with policies L7, L8, HC1 and HC2.

H 7 The Residential Environment

(Part replaced by Core Strategy Policy CS 13)

Planning permission will only be granted for residential development provided that the highest standards of quality and design are applied, in particular:

- ~~(i) that the design and layout should create a distinctive environment, achieving a coherent appearance, and enhancement of urban form and local character, while incorporating the principles of crime reduction;~~
- ~~(ii) that neighbourhoods or smaller groups of dwellings of identifiable character should be created through a design led approach, creating areas of high environmental quality;~~

- ~~(iii) that any scheme of new development should take account of local character and amenity, in terms of its building form, landscape treatment, retention of urban wildlife habitats, materials, roofscapes and detailing;~~
- (iv) that, where development abuts, or is closely related to a conservation area, statutorily, or locally listed buildings, new build should complement or enhance their character, and respect their surroundings;
- (v) ensuring that there are views from homes across public areas in the interests of security; that public and private defensible space is clearly defined, and that rear gardens abut one another where possible;
- (vi) ensuring that both hard and soft landscaped areas do not provide an opportunity for concealment, especially near dwellings and footpaths, thereby maintaining clear sight lines for pedestrians of all ages;
- (vii) minimising the number of through routes in new forms of development, whilst ensuring that all walkways remain visually uncluttered, visible, overlooked, and clearly defined as part of a public area;
- (viii) ensuring that safety and security is of prime importance in the siting and layout of play areas and amenity open space;
- (ix) that where appropriate, open space and recreational facilities are accessible from new residential schemes.

7.23 As part of its commitment to urban renewal and quality, the city council will encourage design of the highest calibre, ensuring that sustainable development, sensitive design, and use of high quality materials are at the forefront of planning decision making. The city council wishes to see attractive living environments which are sensitive to their surroundings, and may in appropriate cases instigate a development brief, setting out criteria against which planning applications should be considered, in a bid to raise overall design standards. Recent development schemes, particularly where housing associations and consortiums have been responsible for design and construction, have made a considerable contribution to an overall upgrading and improvement

of the urban environment. In appropriate cases the city council, will consider the use of pre-assembled, cost efficient, innovative, modular building techniques, as a means of securing an attractive urban environment, at a realistic cost (Egan principles of design and construction).

- 7.24 The policy takes into account detailed advice on crime prevention contained in Circular 5/94, and Section 17 of the Crime and Disorder Act 1998. It recognises that housing areas require a greater degree of security to attract and retain people. The city council has a duty to do all it reasonably can to prevent crime and disorder in its area. Therefore housing layouts and designs, highways, footpaths and spaces should provide for public safety and deter vandalism and crime. The adoption of "home zone" principles whereby traffic speed is reduced to little more than walking pace, which will allow residents priority in the street, will enable further social and environmental gains to be made. (See also SDP11)

~~**H 8 Housing Density**~~

~~**(Replaced by Core Strategy Policy CS 5)**~~

~~**New residential development will be expected to maximise density in accordance with the site's accessibility to public transport, walking and cycling and subject to design and environmental considerations. Proposals should seek to achieve the following minimum net residential densities:**~~

- ~~**(i) 100 dwellings per hectare on sites within or close to the city, town and district centres;**~~
- ~~**(ii) 50 dwellings per hectare on sites other than the above that are within areas of high or medium accessibility;**~~
- ~~**(iii) 35 dwellings per hectare on sites within areas of low accessibility.**~~

- ~~7.25 The city council intends that the city, town and district centres should be the focus upon which significant new residential development can take place. These areas offer a range of amenities, services and employment opportunities, and good access to public transport. The ability to walk or cycle to such areas is also important, so that the council's policy will be to consider the potential of areas within a ten minute or so walking distance, to provide an increased density of development. With a higher priority given to accommodating residential development in this way, the city will have a greater prospect of reaching its target for housing provision set out in the Structure Plan, in a sustainable way. The figure of 100 dwellings per hectare (dph) approximates to 160 habitable rooms per acre (hrpa). In the outer suburbs no major development should fall below 35 dph; 60 hrpa. While the council wishes to ensure the provision of sustainable forms of development, hence the minimum density requirement, there is no imposition of a maximum density requirement.~~

~~7.26 Areas shown on the Accessibility Map as being of high to medium accessibility, but excluding the city, town and district centres, should aim to achieve net residential densities of at least 50 dwellings per hectare. In other areas which are shown to suffer from poor accessibility, development should not fall below 35 dwellings per hectare.~~

~~**H 9 Affordable Housing Requirements**
(Replaced by Core Strategy Policy CS 15)~~

~~On housing sites where 15 or more dwellings are proposed or which exceed 0.5 hectares in size (irrespective of the number of dwellings), the city council will seek, through negotiation, up to 25% of affordable housing as defined in the supporting text.~~

~~The specific proportion of affordable housing to be provided by a particular site will take account of the following factors:~~

- ~~(i) the particular costs relating to the development of the site and the viability of the development;~~
- ~~(ii) the proximity of local services and the accessibility of the site to public transport;~~
- ~~(iii) any constraints imposed by other planning objectives that need to be given priority in the development of the site;~~
- ~~(iv) the need to achieve a successful housing development in terms of the location and mix of affordable homes.~~

~~7.27 Affordable housing is defined as: both low cost, market and subsidised housing, irrespective of tenure, ownership or financial arrangements that will be available to people who are unable to resolve their housing needs in the local private sector market, because of the relationship between housing costs and income. Subsidy in this context includes public and private (developer) subsidy. This policy applies to both new build and residential conversions.~~

~~7.28 Government guidance requires planning authorities to assess housing need in their area. A Housing Strategy based upon an up to date assessment of aggregate housing requirement in the city underpins all policy relating to its provision. The policies in this chapter should therefore be read in conjunction with the regularly updated Housing Strategy and the Housing Needs Assessment (see paragraph 7.6).~~

~~7.29 The threshold at which an element of affordable housing should be included within a residential scheme must be judged to ensure that the maximum amount of property is made available to those unable to afford house prices in the locality, without prejudicing the overall supply of property, and inhibiting development.~~

~~7.30 The Citywide Housing Needs and Housing Market survey which included an analysis of the interactions between tenures, was~~

~~updated in 2002, from its original base of 1999. The updated survey has confirmed that the cost of residential property in the city is continuing to rise at levels in excess of the rest of the south-east.~~

- ~~• Since 1995 house prices in Southampton have risen by 104%, and are continuing to rise.~~
- ~~• House price inflation in Southampton (first quarter 2002) was 21.2%; 9.2% for the same period in Hampshire.~~
- ~~• Minimum income required to purchase a flat - £20,000; terraced house - £28,000.~~
- ~~• Minimum income required to rent a flat (1 bed) - £16,600; terraced house (3 bed) - £25,750.~~
- ~~• Average income in the City - below £23,765.~~

~~7.31 The updated Housing Needs and Housing Market Survey has assessed that taking into account those requiring affordable housing, together with those people on waiting lists, and the number of projected homeless households that are likely to exist, there is an annual affordable housing requirement of 2,995 units.~~

~~7.32 Taking into account re-lets of existing social housing and the provision of new affordable housing, only 1,748 units are made available each year leaving an annual shortfall of 1,457.~~

~~7.33 Numbers on the city council's own Housing Register have increased steadily from approximately 3,800 in 1992 to 5,800 (April 2002). Demand for accommodation is highest from single people. It is taking a longer period of time to house single people and the larger family. Homeless families are also putting increasing pressure on the city council; 779 people were accepted as being statutorily homeless (2001/2002), and as a consequence it is estimated that up to 70 additional units are likely to be needed each year to cope with homeless 16 to 17 year olds, of a settled permanent nature; with an additional 120 requiring emergency accommodation.~~

~~7.34 Although the city has a large number of small sites, the majority of new dwellings will be provided on sites yielding 15 or more units. This will provide the starting point for assessing the affordable housing provision in relation to individual sites.~~

~~H-10~~

~~(Replaced by Core Strategy Policy CS 15)~~

~~**Where a Registered Social Landlord is not involved in the provision of affordable housing, the city council will seek to ensure that the affordable housing remains affordable to successive as well as initial occupiers so long as the need exists, through the use of appropriate planning conditions and/ or a planning obligation.**~~

~~7.35 The city council wishes to ensure that affordable housing provision remains affordable in perpetuity. In this respect, the development of affordable homes using a Registered Social Landlord should better serve the needs of the city's residents. The council will expect such a landlord to be a signatory to the city's Social Housing Partnership. The affordable housing threshold will apply to the total number of housing units which are being proposed on site. This will be interpreted as the gross figure, so that the number of units that may be lost if redevelopment takes place, will not be taken into account.~~

~~7.36 There is a recognition by the council that high quality affordable accommodation should be available to meet the needs of key workers who are essential to the maintenance of the city's economy and services. Key workers may be defined as "those people employed in occupations that provide services which are essential to the well being of the nation or the local economy and community, and whose income does not allow them to compete effectively in the local housing market". Difficulty in recruitment and relocation for those who need to live relatively close to their place of work, who provide high profile public services, and whose wages are relatively constrained, are issues which need to be increasingly more effectively addressed. So, the city council will monitor the type, as well as the number of homes being built, and on appropriate sites may also require a proportion of family housing to be provided. All development should properly reflect the requirements of the council's housing needs and housing market surveys, and cater particularly for those requirements linked to local regeneration initiatives. As the cost of property continues to rise in the city, there is a need to link housing initiatives to employment prospects, to ensure that there is an adequate supply of housing for key workers. Current examples of local key workers include nurses, police officers, fire and rescue personnel and teachers. The definition is designed to be flexible, to respond to changing needs.~~

~~**H 11 Location of Affordable Housing Provision**
(Replaced by Core Strategy Policy CS 15)~~

~~**Where affordable housing is to be provided in accordance with Policy H 9, the city council will expect it to be provided as part of the development and dispersed amongst the private element of the scheme. Provision may only be made on another site by means of a financial or other contribution if it would secure a better social mix and wider housing choice.**~~

~~7.37 In most cases, the city council will require the affordable housing element of a scheme to be provided on-site, where it should, where appropriate, be evenly distributed throughout the scheme, to avoid social exclusion and to encourage the development of more balanced communities. It is important in helping to build communities that affordable housing should be integrated into any development, and not readily distinguishable from it.~~

~~7.38 The precise sum sought by way of commuted payments will depend upon the particular circumstances of the case, in particular the specific costs associated with development of the site and its residual land value.~~

~~**H 12 Housing Type and Design**~~

~~**(Replaced by Core Strategy Policy CS 16)**~~

~~**Residential developments of 15 units or more should contain an appropriate mix of dwelling types and sizes to reflect the current needs of the city's population. This should include a proportion of one and two bedroom units as well as family housing on suitable sites.**~~

~~7.39 Over recent years there has been a high level of new residential development, especially in the city centre. The majority of this development has been flats, with very limited development of family accommodation. Over the period 1999-2002, nearly 80% of completions throughout the City have been flatted developments. As a result, family accommodation is being sought beyond the city boundaries in the surrounding 'travel to work' area. This impacts upon the future wealth and make up of the city, and puts additional pressure on local transportation networks. Government guidance refers to the need for a mix of housing types in order to create balanced and sustainable communities, and to reflect local need.~~

~~7.40 In response to this, the city council is promoting a more proactive relationship with house-builders and developers.~~

~~7.41 Nevertheless, the 2002 update of the 1999 Housing Needs and Housing Market Survey confirms the need for smaller units of accommodation. Demographic changes suggest that with increases in the number of people aged 45-65 between the period 2001-2011; a trend confirmed by separate research carried out by a survey for the Citizens Panel, the smaller unit must also be catered for. Housing needs assessments have been carried out on a regular basis, and will continue to be. The updating will be used as a basis for applying the policy provisions.~~

~~7.42 The city council is however anxious to avoid a rapid loss in family homes both through the sub-division of relatively small houses, and their replacement with flat developments. A balance needs to be struck between making the best use of residential land by developing at a higher density, and retaining the family dwelling unit within the City.~~

~~7.43 Where a site accommodating family housing lies outside of the city, town or district centres in particular, the city council will wish to assess if any harm to the overall character of the area will occur if a family property is replaced by flats.~~

~~7.44 The city council wishes to ensure that such designs are promoted, and are able to contribute to meeting housing need which the city's Housing Strategy has demonstrated.~~

H 13 New Student Accommodation

Development by private sector providers and higher education institutions, which would result in an increase in student numbers, will only be permitted where suitably located and where residential accommodation is provided at a level to be agreed with the council. Permission will be subject to:

- i) an assessment of the number of additional full time undergraduate and postgraduate students requiring full time accommodation, in order to ensure that a demonstrable need for such provision is satisfied;**
- ii) the phasing of any residential development to accord with that of any academic expansion;**
- iii) the accommodation being easily accessible by foot, cycle or by public transport from the relevant educational establishment;**
- iv) an agreement to control and manage the level of student car parking being made with the appropriate developer; and**
- v) the occupancy of the development being controlled through the imposition of planning conditions or an appropriate legal agreement.**

7.45 The city council supports the expansion of the city's educational establishments, but recognises that increases in student numbers have traditionally put pressure on the city's existing areas of conventional housing. The council is aware that in recent years the full time student population of both Solent University and the University of Southampton has grown to approximately 31,000. This represents a doubling in size of the overall student population during the ten years from 1991.

7.46 As an absolute minimum, the University of Southampton guarantees its full time students a year in residence; many of them choose to live in the privately rented sector.

7.47 Although the rate of increase in numbers of students is slowing, the city council will nevertheless require a development proposal to be accompanied by a thorough assessment of the estimated number of additional students who are likely to result from any new academic expansion. The level of any such provision should be directly related to the number of additional students who might require residential accommodation within the city.

7.48 Any assessment should take into account existing accommodation under the control of the higher education institution concerned, and existing and proposed accommodation by private developers available for students.

7.49 The city council is aware of the rapidly changing profile of the provision of student accommodation which can also, within the same development, help to provide for the needs of key workers. The council is also aware that there are an increasing proportion of additional students, postgraduates and undergraduates who since the introduction of student loans and fees choose to live at home. These factors will need to be taken into account when academic proposals are assessed. If a need is demonstrated, the council will wish to assess the relative phasing of any residential and academic developments.

H 14 Retention of Student Accommodation

Permission will not be granted for the change of use or redevelopment for other purposes of existing student halls of residence unless;

- i) the Higher Education Institution can demonstrate that the accommodation is not needed in the light of the demand for its own purpose built student accommodation, and that available to its students from private purpose built accommodation, which may also provide key worker accommodation; or**
- ii) the Higher Education Institution can demonstrate the unsuitability of the student residence in terms of its location, accessibility, and type of accommodation provided; or**
- iii) its equivalent or more suitable form of replacement can be provided at an appropriate location elsewhere.**

7.50 Many students in the city look to the privately rented sector for accommodation; University of Southampton students predominantly in the Highfield, Bassett and Portswood areas, those attending Solent University full time in the Polygon, Banister Park and Freemantle areas. The city council does not, therefore, wish to see any loss of purpose built student accommodation other than in the circumstances stated in the above policy, in order to avoid increasing pressure in the low cost private housing sector. The council accepts that in some instances a residential building may be regularly underused, owing to its poor location or condition. In these circumstances consideration will be given to a more suitable form of accommodation being located elsewhere, which may involve less space being provided. However, it is important that no net loss of student accommodation occurs as a consequence of criterion iii) being implemented in isolation.

Table 7.2: Existing Student Accommodation

University of Southampton	Southampton Solent University
• Glen Eyre Complex	• Kimber Hall

<ul style="list-style-type: none"> • Wessex Lane Complex • The Small Halls • Gateley Hall • Traditional Halls 	<ul style="list-style-type: none"> • Deanery Hall • Chantry Hall • Emily Davies Hall • Lucia Foster Welch Hall • Hamwic Hall • David Moxon Hall
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~~H 15 Gypsies and Travellers~~

~~(Replaced by Core Strategy Policy CS 17)~~

~~Planning permission will be granted for Gypsy accommodation on temporary transit sites, provided:~~

- ~~(i) the location is such that there is no adverse impact on the amenities of existing nearby residential or business uses;~~
- ~~(ii) the site has a satisfactory means of access, and adequate parking provision and turning space, in order to accommodate the occupants in a satisfactory manner;~~
- ~~(iii) the site will not generate traffic of a scale or type inappropriate to the locality, and which is likely to cause a hazard to road safety;~~
- ~~(iv) the site is capable of accessing utilities;~~
- ~~(v) the site is located within a reasonable distance of local facilities, such as schools and welfare services;~~
- ~~(vi) the site is capable of being landscaped and screened from surrounding uses;~~
- ~~(vii) the site is occupied for no more than four weeks in any calendar year by the same group;~~
- ~~(viii) the use of the site does not damage nature conservation interests.~~

~~7.51 Gypsies are statutorily defined as 'persons of nomadic habit of life, whatever their race or origin' and are recognised by the courts as a separate ethnic group.~~

~~7.52 Circular 1/94 (Gypsy Sites and Planning) and Revised PPG 12 (1999), requires that Local Plans should, where possible, identify locations suitable for Gypsy sites, and to set out clear and realistic criteria by which suitable locations may be judged.~~

~~7.53 The city council also needs to take into account Article 8 of the Human Rights Act 1998, which stipulates that everyone has the right to respect for private and family life. The council therefore recognises the rights of Gypsies to live a nomadic way of life as a racial group. The purpose of the above policy is to~~

~~define the criteria against which all applications for gypsy sites will be assessed.~~

~~7.54 There is a distinction between travelling and settled Gypsies and Travellers. The city council is looking to provide authorised encampment facilities for nomadic groups.~~

~~7.55 The City Council has now adopted a Strategy for Meeting the Needs of Nomadic Gypsies and Travellers. The city possesses one settled site for Gypsies and Travellers capable of accommodating thirty six caravans. The Strategy illustrates that the trend in the number of unauthorised encampments has risen from only 3 involving 45 people in 2000, to 10 with 274 people in 2003 and up to 20 with 482 people involved in 2004. Unauthorised encampments attract rapid responses to move occupants but in order to comply with the Human Rights Act this will only be possible if an established Transit Site is available. The City Council using criteria set out in its strategy is assessing sites which would prove suitable to accommodate nomadic groups.~~

~~7.56 Following government guidance, the current Housing Needs Survey is assessing the level of provision required for nomadic Gypsies and Travellers. This will be the key source of relevant information.~~

CHAPTER 8

RETAILING, ENTERPRISE AND INNOVATION

RETAILING

- 8.1 Retailing in Southampton is based on a well-defined hierarchy comprising the city centre, Shirley town centre, four district centres, numerous local centres, small parades and individual shops. The city centre is the main shopping destination in central southern England. Shirley performs a valuable function as a focus for shopping, public transport and other town centre uses in the western part of the city. The district centres provide principally for convenience needs, but they also contain shops selling comparison goods. The local centres, parades and shops provide for day-to-day needs. The strategy of the Local Plan is to focus major new shopping provision in the city centre, strengthen Shirley town centre and the district centres and support local shopping areas so as to reduce the need to travel and to provide for the needs of all sections of society.
- 8.2 Southampton has long been at the forefront of promoting new retail development in existing retail centres. This strategy has been endorsed by the construction of a major shopping centre in the heart of the city - WestQuay. With major retail investment in the city centre, Southampton has significantly enhanced its position in the UK's shopping centre hierarchy, becoming ranked 7th position in 2002 (Experian RRI) and more truly reflecting the city's status as a regional population and employment centre within the South East. This plan continues with the approach of locating major new shopping in the city centre, but recognises that attention now needs to be focussed on making the town and district centres vital and viable alternatives to out of town shopping in places such as Hedge End, Chandlers Ford and Bursledon.

RETAIL ASSESSMENT

- 8.3 In May 2002 White Young Green Planning, on behalf of Southampton City Council undertook a Retail Study of the city. The purpose of the study was to provide:
- a baseline analysis of retailing within the city;
 - an assessment of the quantitative and qualitative need for additional retail floor space over the period 2001-2011; and
 - to provide a detailed picture of retail growth in Southampton during the plan period.

The Retail Study concluded that:

Convenience (food) shopping

- In the central and western parts of the city there is a high level of self-sufficiency in respect of main food shopping;

- In the eastern part of the city there is a substantial leakage of main food expenditure to food stores located in Hedge End;
- To the north of the city there is noticeable leakage of main food expenditure to Chandlers Ford.

Following an assessment of need for new convenience floor space;

- there is a small quantitative capacity for new convenience floor space in the city to 2011, which will be absorbed by the new store at Woolston.

Comparison shopping (non-bulky and bulky goods)

- The influence of the city centre spreads well beyond the city's administrative boundaries and there is evidence that for adjoining districts to the north and west of Southampton, residents look primarily to Southampton city centre to meet their needs for clothes and footwear. WestQuay is attracting expenditure on these goods, which would otherwise be spent in Bournemouth, Central London and Portsmouth.
- The influence of Southampton city centre on other non-bulky goods is similar to clothes and footwear shopping but there is more evidence of this kind of shopping undertaken in the district centres.
- There is evidence of significant expenditure leakage from Southampton to Hedge End for bulky comparison shopping;
- most of the bulky comparison shopping is undertaken in stores located out-of-centre (except for electrical goods, where Southampton city centre is the most important provider).

Following an assessment of the need for new bulky comparison floor space:

- There is only a marginal quantitative capacity for further non-bulky goods floorspace in the city to 2006. There is no qualitative need for new non-bulky comparison floor space in the city to 2006. Thereafter (and subject to further review and monitoring) there is expenditure capacity to support around 27,000 sq m (net) of new floor space between 2006 - 2011.
- There is floor space capacity for some 3,700 sq m (net) of bulky comparison goods floor space to 2006 and some 9,900 sq m (net) to 2011. There is a qualitative shortfall in retail provision (for bulky goods) in the eastern part of the city.

PPS6: Planning for Town Centres states that local need assessments carried out by local planning authorities should take account of the strategy for the region's centres set out in the Regional

Spatial Strategy (known as the South East Plan) as well as the catchment area for each centre.

The council will review the floorspace projections within the White Young Green Retail Study at an early date having regard to the sub-regional assessment of shopping needs to be undertaken in conjunction with the South East Plan. The need assessment will provide the basis for identifying future need for any additional retail development and the appropriate scale of such development in the centres taking into account their role and function.

~~REI 1 Assessment of New Retail Proposals outside Existing Shopping Areas~~

~~(Replaced by Core Strategy Policy CS 3)~~

~~The city's shopping areas consist of the designated primary and secondary retail frontages in the city centre and Shirley town centre, together with the designated district centres.~~

~~Proposals for Class A1 retail development over 750 square metres gross floorspace will only be permitted outside the existing shopping areas where:~~

- ~~(i) a need can be demonstrated;~~
- ~~(ii) a sequential analysis has been undertaken within the appropriate city, town or district centre of the catchment which the proposal seeks to serve;~~
- ~~(iii) there would be no unacceptable impact on the vitality and viability of existing centres when assessed either in isolation or cumulatively with other committed or allocated retail proposals;~~
- ~~(iv) site accessibility by walking, cycling and public transport is maximised;~~

~~Proposals to extend existing retail premises, or amend the range of goods to be sold within existing retail premises, on sites which are outside a designated shopping centre will also be required to comply with criteria outlined above.~~

~~8.4 Primary retail frontages along with the secondary retail frontages comprise the primary shopping area (PSA) in the city centre for PPS 6 purposes. This is shown on the Proposals Map. This will be the area of highest priority in terms of the search for new retail sites in accordance with the sequential test.~~

~~8.5 For all retail developments over 750 sq m gfa proposed on sites which are either on the edge of, or outside existing shopping areas, it will be a requirement for the applicant to demonstrate the need for the proposed development. Need can be expressed in both quantitative (i.e. in terms of expenditure capacity) and qualitative terms. However, greater weight will be placed on the demonstration of quantitative need. Neither regeneration nor~~

~~employment benefits associated with the proposed retail development will be accepted as indicators of retail need; however these factors may be taken into account as material considerations in determining applications.~~

~~8.6 Proposals for retail development will be expected to demonstrate that the sequential test has been rigorously applied. In general, this will give first preference to city centre sites, followed by edge-of-city centre sites, then town centre and edge-of-town centre sites, followed by district centre sites. However, the relevant centres in which to search will depend on the nature and scale of the development and the catchment that it seeks to serve. Edge-of-centre will be defined as being within easy walking distance of the shopping areas as detailed in Policy REI 1 and shown on the Proposals Map. This will be up to about 300 metres from the primary shopping area but the distance will depend on the attractiveness, safety and convenience of the route for pedestrians. In the case of the city centre, the primary shopping area is defined under Policy REI 1.~~

~~8.7 If no such sites can be identified, next preference will be given to sites which are located adjacent to existing concentrations of out-of-centre retailing that are well served by a choice of means of transport. In applying the sequential approach, applicants are required to be flexible in terms of format, design, scale and car parking provision, tailoring these to fit local circumstances. Applicants proposing retail or leisure schemes comprising of a number of components, will be required to consider the degree to which the constituent parts of the development could be accommodated on more central sites. Proposals to extend existing retail premises or amend conditions restricting the range of goods to be sold within existing retail premises, on sites which are outside a designated shopping centre will also be required to comply with the above policy.~~

~~REI 2 Warehouse Clubs~~

~~(Replaced by Core Strategy Policies CS 3 & CS 6)~~

~~Warehouse clubs that share many of the characteristics of large retail outlets will only be permitted outside the existing shopping areas if they comply with the requirements of Policy REI 1.~~

~~Warehouse clubs that provide a service mainly to trade organisations and do not share many of the characteristics of large retail outlets will be permitted on sites safeguarded for B1(c), B2 and B8 uses under Policy REI 10.~~

~~Warehouse clubs will be subject to planning conditions or a planning obligation will be sought in order to control the nature of the operation.~~

~~8.8 The development of warehouse clubs is a relatively recent phenomenon and outlets tend to share characteristics of both retail and cash and carry operations. However, they are often~~

~~located in out-of-centre locations which frequently have restricted access for customers other than the car-owning population. They will be regarded as retailing if they share many of the characteristics of very large retail outlets, in terms of the types of goods sold, and will be assessed for potential impact to existing centres. Such warehouse club development will be encouraged to locate within centres where they would contribute to the range and quality of service which the centres provide.~~

~~8.9 Those that operate a local cash and carry operation to industrial and business uses and would generate a range of skilled and non-skilled jobs with levels similar to industrial uses will be encouraged to locate in existing industrial estates identified in Policy REI 10.~~

~~8.10 The development of facilities outside existing centres will be considered against their probable impact on the vitality and viability of existing centres and their ability to provide an accessible service.~~

REI 3 Primary Retail Frontages

(City Centre Action Plan Policy AP 5 replaces this policy for development in the city centre only)

Within the primary retail frontages, a proposal for changes of use from retail (Class A1) will only be permitted if:

- (i) the use falls within Class A2, A3, A4 or A5;**
- (ii) it would not result in three or more adjoining units in non-A1 use;**
- (iii) it would not be detrimental to those living or working nearby, for example by causing undue noise and disturbance.**

8.11 In order to support the shopping function of the city centre and Shirley town centre primary retail frontages are defined. The policy protects shopping frontages to ensure an imbalance of uses does not arise within a particular length of frontage. This imbalance will be assessed with regard to the type of use proposed, where it is proposed and whether a resulting concentration would undermine the dominant retail function of the particular retail frontage. Within the primary retail frontage, non-A1 uses will only be permitted where they offer a direct service to the public. Only Use Classes A2, A3, A4 and A5 are allowed for on the basis that they offer a direct service to the public. Policies CLT 14 and CLT 15 also apply to A3, A4 and A5 uses.

8.12 With the opening of WestQuay it is important to recognise changes which are taking place in the city centre. Consequently, this plan redefines some of the primary frontages. It is important to continue to operate some restrictions on uses to ensure that Above Bar remains primarily a shopping street with the opening of

WestQuay. The primary frontage is based mainly on zone A rents and retailer representation. However, it is also important to retain areas as primary shopping locations to enable consolidation of the city centre. Retailers currently in peripheral secondary areas, such as lower High Street and northern Above Bar will seek to locate closer to WestQuay.

- 8.13 It is important that in central locations all units provide an active frontage appropriate to the area. In all primary and secondary areas, frontages should provide for interaction between the street scene and the internal ground floor area of premises (unless the building is listed and this would detract from the character of the building). While the city council recognises that some uses other than those within the retail use class (A1) are appropriate, it is concerned that the level of non-retail uses does not adversely affect the attraction of particular lengths of the primary retail frontage. Therefore sui generis uses such as taxi/ vehicle hire and amusement arcades are unlikely to be considered acceptable uses in the primary retail frontage.

REI 4 Secondary Retail Frontages

(City Centre Action Plan Policy AP 5 replaces this policy for development in the city centre only)

Within the secondary retail frontages, development at ground floor level will only be permitted:

- (i) for Use Classes A1, A2, A3, A4, A5 and uses offering a direct service to the public; and**
- (ii) provided it includes an active frontage appropriate to a shopping area.**

Residential (except on upper floors), business development, industry and warehousing will not be permitted.

- 8.14 Beyond the primary retail frontage there is no restriction on the grounds of balance between shopping and other uses. However, the concentration of uses may impact on amenity justifying refusal of planning permission; in relation to A3, A4 and A5 uses, Policy REI 7 applies. Secondary frontages are important to the vitality and viability of the centre. Therefore, development should offer a direct service to the public and keep an active frontage. Some areas previously defined as primary frontages have been redefined as secondary frontages to reflect changes taking place in the city centre. Following the identification of Shirley as a town centre the secondary retail frontage of Shirley town centre has been identified on the Proposals Map. Paragraphs 8.20 to 8.23 relating to District Centre retailing issues apply equally to Shirley Town Centre.

- 8.15 The scope of the policy has been widened to allow for uses such as primary health care services, which offer a direct service to the public, to locate in highly accessible locations. In addition, other uses that offer a direct service to the public will be

permitted. These may include amusement centres, car showrooms, solariums, taxi-hire and nightclubs. The suitability of proposals for a nightclub will depend on whether the requirements of Policies CLT 14 or CLT 15 can be met.

- 8.16 A wide range of uses will be appropriate on upper floors. The use of upper floors for residential development will help to improve the mix of uses in the city centre. Policies CLT 14 and 15 also apply.

DISTRICT AND LOCAL CENTRES

- 8.17 The Retail Study assessed the vitality and viability of each of the District Centres within the city, looking at a range of indicators such as diversity of use and retailer representation, vacancy levels, accessibility and the state of the environment. As a result Shirley District Centre was redesignated as a town centre. It contains a range of national multiple retailers, a reasonable range and diversity of uses, a low level of vacancies and attracts a high pedestrian flow. Bitterne, Lordshill, Portswood and Woolston remain district centres and they are an important element in the shopping hierarchy which should be sustained and enhanced with improvements to the range of shopping provision. They provide local job opportunities and are highly accessible.
- 8.18 Bitterne District Centre was found to score well in terms of vitality and viability indicators with a particularly strong representation in terms of convenience retailing and a well presented and safe shopping centre. The centre also offers a range of other community uses which act as important attractors to the centre. Lordshill centre scored reasonably well, the centre relies heavily for its vitality and viability on one unit which is the J Sainsbury store. The outlet would benefit from refurbishment and enlargement. The centre also scored highly in terms of accessibility in respect of all modes of transport. Portswood has a moderate level of vitality and viability, the centre scores well in terms of convenience provision and the level of vacancies is below the national average. However the comparison sector provision is modest and the quality of the environment is relatively poor within the centre. Woolston District Centre scores poorly in respect of the indicators. However, clearly the centre is accessible to a large number of people on foot and there are reasonable pedestrian flows within the centre.
- 8.19 These district centres require investment in order to enable them to achieve their potential as focal points for the community. Particular attention needs to be paid to improving the quality of the environment and the design of the centres. A policy relating to Woolston District Centre, can be found in Chapter 11, Major Sites and Areas Policies MSA 15.

REI 5 District Centres

The District Centres of Bitterne, Lord's Hill, Portswood and Woolston are defined on the Proposals Map. Development proposals

should be in scale with the District Centre and should maintain, and where possible enhance, its vitality and viability. Such proposals will be permitted if:

- (i) on the ground floor the use falls within Classes A1, A2, A3, A4, A5, D2 or other use offering a direct service to the public;**
- (ii) on the upper floors the use falls within residential or office use.**

8.20 The city's District Centres should be strengthened and enhanced through the provision of facilities. They provide local shopping and service opportunities, and are important employment locations. Development here can build upon their strengths of employment opportunity, leisure and community provision, and excellent public transport access.

8.21 Expansion and modernisation is more likely to focus on redevelopment opportunities within or immediately adjoining the centres. They should form a part of the sequential test for retail provision, whereby District Centres are the preferred location for convenience and food shopping predominantly, instead of an out-of-centre site.

8.22 Although the city council takes the view that the primary role of the District Centre is to offer a range of retailing facilities, their role extends beyond the purely shopping function. Diversity of use is required in order to sustain and enhance the District Centres. Their location at the heart of the city's residential areas, enable them to be easily reached on foot or by cycle and public transport, thereby reducing the need to rely on the private car.

8.23 There is also a need to improve design and environmental quality of the District Centres. Development should enhance the design quality of District Centres. In addition, contributions will be sought toward environmental improvement schemes.

REI 6 Local Centres

(City Centre Action Plan Policies AP 5 and AP 36 now apply to development in St Mary Street)

The Local Centres are defined on the Proposals Map and comprise:

**Bevois Valley
Bitterne Park Triangle
Burgess Road
Cumbrian Way
Harefield
Maybush
Merryoak
Midanbury - The Castle
Portswood Road
St. James Road
~~St. Mary Street~~**

**St. Marys Road
Swaythling
Thornhill Park Road
Weston
Winchester Road**

In order to maintain and, where possible, enhance their role of serving the daily needs of the local population, development proposals will be permitted in Local Centres if:

- (i) the use falls within Classes A1, A2, A3, A4 or A5;**
- (ii) the use provides appropriate leisure, social or community uses;**
- (iii) the use provides employment opportunities;**
- (iv) the use is for residential purposes, but not at ground floor level.**

Development for all but residential uses will only be permitted if it is less than 500m² net floorspace.

8.24 The smaller local shopping centres play an important role in catering for day to day needs of local residents, and form part of the overall shopping hierarchy of the city. Since they are associated with a catchment area which generally lies within walking or cycling distance, they tend to be relied upon particularly by those without access to a car, and people with disabilities. The emphasis of the Plan will be to consolidate and enhance the existing retail provision, and ensure that any expansion can be integrated into the centre. Retail development less than 500 sq. m. net is considered an appropriate scale for a local centre.

8.25 Similarly, the large number of shopping parades, groups of shops and individual retail outlets, help to provide an accessible local service, which it is important to retain. These areas can also provide other local service needs such as community or health facilities. The loss of shops and services will therefore be resisted, and such proposals will be judged against the harm to the level of shopping service which might occur. These local centres vary greatly in composition and character. As part of the Retail Study undertaken, the vitality and viability of the local centres has been assessed. The local centres vary considerably in terms of both number of units and floorspace. A number of the smaller centres are performing poorly in terms of the indicators assessed and in particular they appear to have the highest proportion of vacant units. These centres play an important local role but require monitoring over the plan period.

8.26 These centres require investment. Key to improving their vitality and viability is the quality of the environment and design. Where appropriate, proposals will be encouraged to include measures that upgrade and enhance the public realm. Close attention will be paid to these matters when considering development proposals.

REI 7 Food and Drink Uses (Classes A3, A4 and A5)

Proposals involving classes A3, A4 and A5 Food & Drink uses will be permitted in city, town, district, local centres and sites identified for mixed use areas in accordance with CLT 14 and 15 provided that;

- (i) appropriate planning conditions are imposed where necessary to prevent the generation of any undue noise or other forms of nuisance directly arising from the proposed use;**
- (ii) any adverse impact on the amenities of neighbouring residential premises by reason of noise and disturbance within the premises can be prevented by the installation of sound attenuation measures by appropriate conditions;**
- (iii) any adverse impact caused by cooking smells can be prevented by the installation of fume filtration and extraction equipment which in itself is not visually intrusive or otherwise unneighbourly by appropriate conditions;**
- (iv) any adverse impact on the amenities of the area through the discarding of litter is prevented by the provision of litter bins on the premises.**

8.27 Classes A3, A4 and A5 of the Town and Country Planning (Use Classes) Order 2005 covers all Food and Drink uses including restaurants, public houses, snack bars, cafes, wine bars and shops for the sale of hot food to take away. These have their place in the community and can add to vitality of shopping centres. However there is the potential for significant nuisance that warrants the refusal of permission. The potential for noise from within the premises, from customers entering and leaving the premises and from cooking smells is common throughout this class and the potential for litter is particularly related to shops for the sale of hot food to take away.

8.28 Quite often the potential nuisance can be prevented by the imposition of planning conditions controlling for example hours of operation and fume extraction equipment. Where the fundamental nature of the use can be demonstrated to be likely to cause a nuisance permission should be refused. In determining planning applications, the Local Planning Authority will have particular regard to evidence about any adverse effect from existing uses in the locality.

REI 8 Shopfronts

Shop fronts which harm the character or appearance of an area through inappropriate design or use of unsympathetic security measures will not be permitted. Proposals should:

- (i) respect the proportions of the building and surrounding shop fronts and not dominate the street in terms of materials and scale of illumination;
- (ii) respect traditional features and aspects of local character;
- (iii) ensure the signs and advertisements, including projecting signs are only installed at fascia/ sub-fascia level;
- (iv) ensure that in the city, town and district centres, security measures are visually unobtrusive.

Permission will only be granted for solid shutters if there is evidence of a high level of vandalism or break-ins affecting the area, or if the stock held is of particularly high value.

8.29 Shopfronts are an essential element of the commercial activity of the city. They have an important impact on the streetscape in the city, town, district centre and local centres and can influence the quality of environment in Conservation Areas. Pressures to change shopfronts arise due to changes in retailing methods and the pressure to attract customers into the shop. Shop frontages should always be designed to take into account the age and style of the buildings in which they are located. Where shopfronts are of architectural or historic merit these should be retained and adapted to meet modern needs with sensitive design. In considering proposals in Conservation Areas;

- high level signs, neon and box signs and plastic fascias will not be permitted;
- traditional shopfronts should be retained;
- original/ traditional canvas blinds and blind boxes should be retained. New external blinds should be of the traditional canvas retractable flat roller or fan type. Plastic or fixed blinds will not be permitted.

8.30 Security measures can also have a significant impact on the character and appearance of an area. The use of solid galvanised steel shutters for additional shop security detract from the appearance of the shopping street and create a dead frontage which gives the appearance of shops being 'boarded up' outside of working hours. In addition, such measures are not always conducive to security as they reduce observation of premises from the outside. The use of measures such as mesh grilles, laminated glass and/ or internally mounted lattice shutters are preferred. Exceptionally, solid shutters will be permitted where there is evidence of crime or the value of stock is high, for example sale of alcohol or jewellery.

ENTERPRISE AND INNOVATION

8.31 Southampton is the regional centre for the growing Solent metropolitan area. Around 120,000 people work in the city and 330,000 in the city region. Current economic strengths in the city region include:

- The Port
 - Research and development, applied innovation and technology transfer
 - Business services
 - Manufacturing
 - Health and medical sciences and applied research
 - Computer and communication technologies
 - Media
- 8.32 The city is also a regional transport interchange for air (Southampton International Airport), sea, rail, road and public transport.
- 8.33 Through identifying and safeguarding sites for employment, the Local Plan can help encourage and promote the global competitiveness of the city and its region; and ensure the benefits of sustained prosperity are shared by all. An adequate supply of sites for industrial and other commercial development, particularly for technology and innovative business will:
- ensure those economic activities in which the city / city region has, or could have a competitive edge in global terms can be promoted;
 - encourage companies and research bodies in related fields to locate within the city / city region;
 - encourage the development of local innovation-based clusters of economic activity; and
 - enable the expansion of existing companies.
- 8.34 Sites that have been identified are predominantly those already in industrial or commercial use. Their protection will ensure land uses between the cross section of the employment sector remain provided for and the City retains a broad employment base. This protection will also ensure there remains a balance between the provision of employment land and housing sites during the Local Plan period.
- 8.35 The city council in collaboration with Hampshire County Council has been monitoring the supply and take up of new office accommodation in the city. The total availability of office premises in Southampton has now been falling steadily since the early 1990s, due to increased stock take up rates and conversion of the older office stock to housing. At June 2001 there was approximately 45-50% less available office accommodation than at August 1993. Much that remains is poorly located, of low quality and not compatible with modern office needs. There is a shortage of new office opportunities. The total office floorspace potential on sites over 200 sq. m. in the city within the short to medium term is around 31,334 sq. m. The severe shortage of office sites within the city is demonstrated by a years supply figure of office sites in the city. On past analysis of annual demand for office

accommodation in the city (11,200 sq. m. per annum) and the estimated office floorspace potential (31,334 sq. m.) it results in a 2.79 years supply of office sites in the city.

- 8.36 In line with Government Guidance PPS6 on the location of major office development, the focus of new office developments will continue to be within the city centre boundary where accessibility to public transport is high. A full assessment has not been undertaken in terms of the sequential approach. It has not been possible to allocate sites in the Primary Retail Frontage, particularly on the ground floor, as this is safeguarded for retail uses providing active frontages. Policy REI 4 does not restrict new office development on upper floors within the Primary Shopping Area and further office development has been identified as part of mixed use more central MSA allocations. Available development areas for office use allocations have been identified in edge-of-centre locations within 500 metres of a public transport interchange and walking distance of the city centre facilities and services.
- 8.37 The emergence of concentrations of major offices in three areas of the city centre is evident - North of the Parks, Commercial Road and Ocean Village. The "quarters" at North of the Parks and Commercial Road will be consolidated as locations for new office development. Further office development at Ocean Village will depend on improvements to public transport accessibility and in particular the development of a passenger rail link.
- 8.38 Monitoring of industrial land and premises in the city over the past four years shows a similarly acute shortage of land available for development. In 1997 there were 12.25 ha of industrial sites greater than 200 sq. m. gross floorspace available in the city; this had fallen to 7.84 hectares in 2000. Southampton now accounts for only 1% of the industrial land supply generally available in the whole of Hampshire. However demand remains high, not just from the more traditional industrial and warehousing occupiers but also from new high tech industries for sites to become available. There is also significant demand for move-on accommodation as local businesses expand.
- 8.39 Given the constraints on land availability in the city, safeguarding existing employment sites and encouraging the redevelopment of under-utilised land or out-dated accommodation will reduce the pressure on industrial land and premises for housing as well as retail or leisure uses.
- 8.40 Major employment sites, home to international companies, have been identified on the Proposal Map for protection. This is due to the vital contribution these employment sites make to the city economy and local employment.
- 8.41 A successful economy needs a supply of land for new offices, industrial and commercial uses to generate jobs and wealth. Key sites in the city centre, waterfront and inner city have been identified for mixed use development in Part 3 of the Local Plan. These sites have an important role to play in meeting occupier demand and lifting the quality and image of Southampton.

REI 9 Major Employment Sites

The major employment sites are defined on the Proposals Map and will be safeguarded for employment use. Development proposals will be permitted as follows:

- (i) The British American Tobacco site, Regents Park Road for light industrial (Class B1c), research and development (Class B1b) and ancillary office use.
- (ii) Ford's, Wide Lane for light or general industrial (Classes B1c and B2), research and development (Class B1b), storage or distribution (Class B8) and ancillary office use.
- (iii) Philips Business Park for light industrial (Class B1c), research and development (Class B1b), general industrial (Class B2) and storage or distribution (Class B8) and ancillary office use.
- (iv) Ordnance Survey, Romsey Road for light industrial (Class B1c) research and development (Class B1b) and ancillary office use.

8.42 These sites are home to international companies and provide significant employment opportunities. It is therefore important to retain these sites as areas of employment and encourage these companies to expand and build on their success. Any proposals for the total or partial redevelopment of the major employment sites will be considered having regard to their importance in terms of local employment and the city economy.

REI 10 Industry and Warehousing

(City Centre Action Plan Policy AP 3 replaces this policy for sites in the city centre only)

The following sites are safeguarded for light industrial, general industrial and storage and distribution uses within Classes B1(c), B2 and B8 of the Town and Country Planning (Use Classes) Order 2005:

- (i) Ashley Crescent - off Portsmouth Road
- (ii) First, Second and Third Avenue, Millbrook Trading Estate
- ~~(iii) City Industrial Park~~
- ~~(iv) Central Trading Estate*~~
- (v) Centurion Industrial Park*
- (vi) Empress Road Industrial Estate*
- (vii) Belgrave Industrial Estate*
- (viii) Site north of Orion Industrial Centre

- (ix) Orion Industrial Centre, Wide Lane
- (x) Airways Distribution Centre, Wide Lane
- (xi) Northam Industrial Estate*
- ~~(xii) City Commerce Centre*~~
- ~~(xiii) West Quay Road site, north of the Post House Hotel~~
- (xiv) Mount Pleasant Industrial Park*
- ~~(xv) Gasholder site, Britannia Road*~~
- ~~(xvi) Floating Bridge Road and Crosshouse Road site*~~
- (xvii) Millbank Industrial area*
- (xviii) the northern end of Hazel Road*
- (xix) Spitfire Quay*
- (xx) Site on the corner of Oakley Road and Tebourba Way
- (xxi) Site on the corner of Auckland road and Tebourba Way
- (xxii) 231-271 Winchester Road

~~Site REI 10 (xv), the Gasholder Site, Britannia Road is also safeguarded for uses complementary to Southampton Football Club should the opportunity arise to enhance the facilities associated with the adjoining stadium.~~

Redevelopment proposals for other similar employment uses may be acceptable providing they are not harmful to existing industrial or warehousing users on the safeguarded site

8.43 In order that the city retains a broad employment base and a supply of sites and premises that provide a variety of opportunities for industrial and warehouse development this Policy safeguards areas of existing industrial and warehouse use. This is particularly pertinent given that industrial land and premises are coming increasingly under pressure for housing, retail or leisure uses. There are however a number of employment uses often found on industrial estates that could suitably be located within these safeguarded areas. Examples may include a bus garage, an MOT testing station, a builder's merchant and warehouse club or cash and carry operation that serves industrial or business users but does not share many of the characteristics of a large retail outlet.

8.44 Two of the sites identified currently include uses of a non-industrial nature; site number REI10 (xxi) retail warehousing (A1) and leisure uses (D2) and REI10 (xxii) retail warehousing. These sites were identified in the late 1980s for these purposes when

planning policies for retail development were more relaxed. It is no longer considered appropriate for retail development which generates large volumes of predominantly car-borne traffic to be located outside the city or district centres. Therefore should these sites come forward for redevelopment, proposals other than for B1c, B2, B8 or similar employment uses will not be permitted.

- 8.45 Sites REI10 (xvii), (xviii) and (xix) have historically been linked to water related uses and these uses are positively encouraged along the River Itchen. However in these locations these uses have been progressively replaced with industrial uses not reliant on the waterside. This has particularly been the case for sites with limited or no access to the water. Locations which will be safeguarded for water-related uses are identified under Policy REI 12. Site REI10(xv), the Gasholder Site, Britannia Road is currently still in use but may be decommissioned in the lifetime of this plan and be suitable for redevelopment for industrial or commercial purposes. The site is immediately adjacent to the new, relocated ground of Southampton Football Club, which has helped in the regeneration of the St. Mary's area and has been a source of additional employment. The Gasholder site would also be suitable to provide additional complementary facilities for the football ground, should there be an opportunity for expansion.
- 8.46 Sites marked with an asterisk * are sites wholly/ partly within an area identified on the Environment Agency's indicative flood risk map as at risk from tidal flooding. With any development/ redevelopment further investigation is required as to the extent, nature and risk of flooding and any development will need to be of appropriate design and with an appropriate minimum level of protection which can be maintained during the lifetime of the development (refer to Policy SDP 20).

REI 11 Light Industry

(City Centre Action Plan Policy AP 3 replaces this policy for sites in the city centre only)

The following sites are safeguarded as areas of light industry and research and development uses within class B1(b) and B1(c) of the Town and Country Planning (Use Classes) Order 2005:

- (i) Quayside Road*
- (ii) Radcliffe Court
- (iii) 183-215 Radcliffe Road
- (iv) Site bounded to the east by Paget Road and to the west by Albert Road north
- ~~(v) Brunswick Square industrial area~~
- ~~(vi) College Street Site*~~
- (vii) Mountbatten Industrial Estate

- (viii) **The Corner of Redbridge Causeway and Gover Road**
- (ix) **Test Lane north**
- (x) **Northbrook Industrial Estate**
- (xi) **Trinity Industrial Estate**
- (xii) **Marine Technology Centre***
- (xiii) **Pitt Road Industrial Estate**
- (xiv) **Corner site - Park Road and 53-75 Millbrook Road East**
- (xv) **Land rear of 174 Empress Road***
- (xvi) **Sites adjacent to Empress Road Industrial Park***
- (xvii) **The Solent Business Centre***
- (xviii) **The T.A.V.R site***

In any redevelopment proposals, General Industrial and storage and distribution uses and offices (Class B1(a), B2 and B8 of the Town and Country Planning (Use Classes) Order 2005 will not be permitted in these locations.

8.47 These are predominantly small industrial estates which provide a valuable resource to the city of industrial units/ workshops for light industrial use. Light industrial uses include the research and development of products/ processes and any industrial use that can be carried out adjacent to a residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust/ grit. These light industrial sites provide a vital contribution to the local economy by offering local employment opportunities and their protection will ensure that accommodation suitable for local and start-up business is retained.

8.48 The Local Plan, through employment site allocation, has sought to provide for a range of employment uses. Office uses tend to be traffic-generators and are best located in areas highly accessible by all modes of transport. Therefore within the city centre, areas have been identified as the focus of major office development and uses (Policies REI 15, REI 16 and as part of mixed use development within certain Major Sites and Areas (Part 3). The sites identified in Policy REI 11 in terms of size, location and constrained vehicular access through residential areas means that the development and change of use to offices (Class B1(a)) will be resisted in these locations. It is acknowledged that most research and development and light industrial premises are likely to have ancillary office accommodation and elements of B1(a), B1(b) and B1(c) are likely to take place in the same building.

- 8.49 Some of the industrial premises have lawful uses for a broad range of industrial and commercial activities; the policy does not restrict the continued use of these activities. Should individual or groups of premises come forward for comprehensive redevelopment then the Council will seek to restrict industrial uses to B1(b) and B1(c) only.
- 8.50 The council will resist over-intensification of all uses unless the development proposals can demonstrate that they will not adversely affect the amenity of the surrounding land uses.
- 8.51 Sites marked with an asterisk * are sites wholly/ partly within an area identified on the Environment Agency's indicative flood risk map as at risk from tidal flooding. With any development/ redevelopment further investigation is required as to the extent, nature and risk of flooding and any development will need to be of an appropriate design and with an appropriate minimum level of protection which can be maintained during the lifetime of the development (refer to Policy SDP 20).

**REI 12 Industry Reliant Upon Wharfage and Port-related Uses
(City Centre Action Plan and Minerals Plan policies replace this policy for sites in the city centre only)**

Development which is not reliant upon wharfage or access to the water will not be permitted at the following wharves and quays:

- (i) site encompassing Saxon Wharf, Oil Spill Response, Bakers Wharf and Millbank Wharf;**
 - (ii) wharf sites between James' to Sunderland Wharf;**
 - (iii) southern end of Hazel Road.**
- 8.52 The waterfront of both the River Test and River Itchen is important to many industries reliant upon the navigable waters of both rivers such as small boat builders, ship builders and ship repairing, marine services and industries which require access to the water. The wharfage facilities are of strategic use for the import and processing of aggregates - mainly sand and gravel and the import of grain. These water related industries are unique features of the city's economy and the continued operation of industries on the River is an important characteristic of the working port, creating activity and working boat movements. Therefore the council will safeguard the provision of the identified wharves and quays on the River Itchen for the import and processing of sea won aggregates, boat building, boat repair and maintenance and other uses reliant upon the waterside. The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan provides the planning framework for identification and safeguarding of aggregates wharves along the River Itchen.

REI 13 Shamrock Quay

At Shamrock Quay planning permission will only be granted for the following:

- (i) Northern Shamrock Quay - Water-related industries, associated specialist ancillary B1 and B2 uses and A1, A2, A3, A4 and A5 uses within the northern part of the site;**
- (ii) Southern Shamrock Quay - Water-related industries, associated specialist ancillary B1 and B2 uses.**

8.53 Shamrock Quay has developed as a successful marina with supporting small scale retail, leisure and business uses. Land at Shamrock Quay is safeguarded for industries such as small boat builders, ship builders and ship repairing, marine services and industries which require access to the water. The council will allow ancillary B1 and B2 uses which support the water-related industries and permit improvements to the quality of the environment and access as redevelopment opportunities arise. Some of the units within Shamrock Quay within the area shown on the Proposals Map have lawful consents for a broad range of commercial activities. The Policy does not restrict the continued use of these activities or changes of use within Part A of the Town and Country Planning (Use Classes) Order 2005.

~~REI 14 The Port of Southampton
(Replaced by Core Strategy Policy CS 9)~~

~~Planning permission for non-port-related development will not be granted on operational Port Land.~~

~~8.54 The Port is a vital part of Southampton's economy, the regional economy and is a port of national importance. The council will support the continuing prosperity of the Port to ensure that its future is not constrained by the lack of land for associated and ancillary development.~~

~~8.55 Not all Associated British Port's (ABP) land ownership is delineated on the Proposals Map. Certain land within the ownership of ABP is exempted from planning control in relation to port operational activities under the General Permitted Development Order 1995, Part 17, Class B. Permitted development is for the purposes of:~~

- ~~a) shipping, or~~
- ~~b) in connection with the embarking, disembarking, loading, discharging transport of passengers, livestock or goods at a dock, pier or harbour or the movement of traffic by canal or inland navigation or by any railway forming part of the undertaking.~~

~~8.56 Operational Port uses in Southampton include: containers and new vehicle handling, cruise liner trade, grain and agribulks, fruit and fresh produce, liquid bulks and ship repair.~~

~~8.57 If major land releases of 10 hectares or more come forward during the life-time of this Plan, this will trigger a review of the Plan.~~

(City Centre Action Plan Policies AP 1 and 2 replaces these policies)

~~**REI 15 Office Development Areas**~~

~~**Major B1 office development (in excess of 500 sq.m. gross) will only be permitted:**~~

~~(i) North of the Parks Cumberland Place, Bedford Place, London Road, Brunswick Place area;~~

~~(ii) Commercial Road Central Station area;~~

~~(iii) on major sites where office development is identified as an element of a mixed use scheme.~~

~~Redevelopment within (i) and (ii) will only be permitted if there is no net loss of office floorspace.~~

~~**REI 16 Identified Office Sites**~~

~~**The following sites have been identified for new office development:**~~

~~• North of the Parks Cumberland Place, Bedford Place, London Road, Brunswick Place area~~

~~(i) Diamond Point, Dorset Street~~

~~• Commercial Road Central Station area~~

~~(ii) Nelson Gate car park~~

~~8.58 Two distinct office quarters will be encouraged within the city centre, their characteristics are already evident through established office concentrations and Policy REI 15 seeks to safeguard these areas, to prevent the loss of any current office stock in these locations and given the shortage of office space in the city (para 8.35) focus further office redevelopment. Policy REI 16 identifies office development sites. These different office environments meet the varied locational requirements of office users. The council will also encourage improvements to the public realm in these areas.~~

~~8.59 The Commercial Road area around the Central Station has seen a large amount of office development in recent years including a~~

~~number of speculative offices attracting large commercial and financial employers as well as government and city council offices. These are large volume office users who benefit from the proximity to the central station for public transport. Redevelopment opportunities exist within this quarter with higher density office accommodation with ancillary retail/ A3, A4, A5 uses permitted at ground floor level. Southampton Central Station has been identified as a major site, with the potential for a landmark redevelopment with office space and ancillary retail uses built over the station lines, the development of a public transport interchange and a more welcoming environment for passengers. Refer to Policy MSA 2.~~

~~8.60 The area to the north of the Parks — Cumberland Place, Bedford Place/ London Road, Brunswick Place area has developed as an area for professional, insurance and legal services connected to the Court with a number of bespoke office developments.~~

~~8.61 The Major Sites and Areas Chapter sets out more detailed policies for the Central Station and Environs site and the Ocean Village Site and also policies for Northern Above Bar, West Quay Phase 3, Royal Pier, land adjacent to Dock Gate 10 and the Norman Offer site and Drivers Wharf where office development will also be permitted as part of mixed use developments.~~

CHAPTER 9

HEALTH AND CARING

9.1 Southampton is served by a number of health and social service providers. These operate from premises of varying size across the city. In order to be a leading city, the City Strategy seeks:

- a caring inclusive city where people are free from harm, abuse and neglect and have access to services and amenities;
- to maximise the benefits of urban living in promoting health and to offer all sections of the community access to good health.

9.2 The health and care services are major employers within the city, which have significant land use implications. The Local Plan seeks to maximise the benefits to the city of these activities, but at the same time recognises there are fundamental issues, such as travel, which need to be addressed.

HC 1 Southampton General and Princess Anne Hospitals (Part replaced by Core Strategy Policy CS 10. Sites shown on Proposals Map)

~~Land at Southampton General and the Princess Anne Hospital is identified for the development of:~~

- ~~(i) healthcare facilities and support services;~~
- ~~(ii) health-related research and development and teaching; and~~
- ~~(iii) residential accommodation for key workers within the healthcare sector.~~

9.3 Southampton University Hospitals Trust (SUHT) is one of the statutory bodies responsible for the delivery of health care. SUHT plays a significant role in the local economy, directly employing 6,500 people and earning in excess of £250 million a year, the majority of which is spent in the local community. Southampton General Hospital (SGH) and Princess Anne are nationally important health facilities offering world class health care. The city council therefore wishes to support the continued development of the facilities at the SGH. The success of SGH and its regional catchment means the site is a major generator of travel. Although SUHT has made considerable progress in implementing a green travel plan, car traffic remains a major issue.

9.4 Further development at SGH is required in order to meet the requirements of the NHS Plan and particularly to provide improved coronary and cancer care facilities. Provision is made for the hospital to continue to expand and develop, subject to measures being taken to address the problems associated with staff travel.

- 9.5 In order to accommodate this expansion, the boundary of the area in which development will be permitted has been drawn along Laundry Road. Some of these houses are currently in private residential use. The SUHT will need to acquire these properties to develop fully the potential of the site.
- 9.6 The site is also a centre for health-related teaching, and research and development. Consequently, the policy allows for development within the hospital site for health-related research and development, and teaching.
- 9.7 The SGH also includes residential accommodation for health professionals. This accommodation is in need of modernisation. The policy therefore allows for the development of key worker accommodation on the site.

HC 2 Royal South Hants

(Part replaced by Core Strategy Policy CS 10. Site shown on Proposals Map)

~~Land at the Royal South Hants Hospital is identified for health care development. Planning permission for non-health care uses will only be permitted where it can be demonstrated that land is no longer required for health care.~~

- 9.8 The Royal South Hants (RSH) is located in an inner city area where significant health problems exist. The site is also highly accessible. Consequently, the majority of the site is identified to remain in healthcare use. However, SUHT are in the process of relocating Cancer Care from the RSH to SGH, which may release land currently in healthcare use. If parts of the site are no longer required by SUHT, the site will be available for other healthcare providers, such as the Primary Care Groups or other health trusts. Where it can be demonstrated that the site is no longer needed for health care use other forms of development will be permitted.

HC 3 Primary Care

(Part replaced by Core Strategy Policy CS 10)

~~Proposals for primary care facilities will only be permitted:~~

~~(i) in the city, town and district centres;~~

~~(ii) on the edges of these centres;~~

~~(iii) in locations easily accessible by a range of modes of transport;~~

~~(iv) where it is for the expansion of an existing facility;~~

~~(v) in residential areas.~~

- 9.9 The Primary Care sector covers GP surgeries, dentists and health centres. Health services should be delivered in easily accessible locations and these are set out in the policy. A greater range of services can be delivered locally by primary care providers, including minor injuries clinics and out-patient operations. Consequently, policies for shopping areas have been revised to allow for such facilities which offer a direct service to the public. Proposals will need to satisfy the sustainable development principles of the plan, particularly so in residential areas to ensure there is no adverse impact on residential amenity. Southampton City Primary Care Trust (SCPCT) is the city's lead NHS organisation. It provides community and hospital services for the city and works in partnership with the Southampton general practitioners to provide primary care facilities from approximately 40 city practices. SCPCT is working with health and social care providers to establish a city network of primary care delivery centres. Whilst the main acute hospital campuses are at the General and Princess Anne Hospitals, the SCPCT propose to expand and revitalise community hospital roles for the Royal South Hants and the Western Community Hospital sites.

Social Services

- 9.10 Social services are provided by the private, public and voluntary sector. The city council is a major provider of such services. The range of uses covered is great, including homes for the elderly and day care centres. No specific policies are proposed for either the development of new facilities or for the redevelopment of existing social services buildings. Any such proposals will be judged on their merits against the sustainable development principles of the Plan.

Statutory and Non-statutory Services

- 9.11 Statutory and non-statutory services include electricity, fire services, police and Courts. There are no specific proposals identified for the development of such facilities. Where proposals arise they will be judged on their merits against the sustainable development principles of the Plan.

HC 4 Cemetery Extension

The following sites have been allocated for the future extension of the city's cemeteries:

- (i) Hollybrook;**
- (ii) St Mary Extra, Sholing;**
- (iii) South Stoneham.**

- 9.12 There is a continuing need to ensure sufficient land is available for the city's cemeteries. The sites are owned by the city council but are currently used on a temporary basis for allotments, grazing and other purposes.

CHAPTER 10

TRANSPORT AND INFRASTRUCTURE

10.1 The development and use of land has major implications for travel and transport. The City Strategy seeks for Southampton:

- the transport infrastructure needed to sustain its prosperity;
- the transport facilities and services to enable people to travel to, from and within the city, safely, easily and affordably;
- to meet the movement needs of its citizens and businesses, now and in the future.

10.2 The Local Transport Plan (LTP) sets out the council's strategy for achieving an integrated, high quality modern transport system. Based on the LTP strategy, the Local Plan includes policies for use in determining planning applications. This section of the plan focuses on transport and infrastructure proposals. General policies for travel and car parking can be found in the sustainable development principles section of the plan.

Transport Strategy

10.3 The LTP sets out a balanced transport strategy bringing together:

- support for improvements to inter-regional transport corridors and city region transport systems;
- selective demand management - implemented through a combination of pricing, road space allocations, progressive traffic management and parking management measures;
- ensuring mobility for disabled people is always given first consideration;
- promoting the use of walking and cycling modes wherever practicable;
- securing or facilitating the provision of affordable and accessible public transport services to increasing quality standards;
- promoting threshold changes in the quality of transport interchange facilities at key locations in the city;
- using traffic management to reduce road accidents, to promote use of sustainable modes of transport and to reduce environmental impacts on residential communities;
- expanding use of intelligent transport initiatives including traffic control and SMARTcard payment and access systems;

- maintaining infrastructure in a safe condition, consistent with community aspirations; and
- working in partnership with passenger and freight transport operators, business and industry and Southampton's communities and neighbourhoods to promote positive and practicable improvements to transport systems.

10.4 The Local Plan includes specific proposals to help achieve this broad transport strategy. These are detailed below.

Park and Ride

10.5 A fundamental element of the Southampton Local Transport Plan and the Structure Plan is the provision of park and ride to serve Southampton. The Structure Plan identifies the need to safeguard land at Nursling, Windhover and Stoneham for bus-based park and ride. The development of park and ride to serve the city has been recommended by MVA as part of their study of public transport within the city. The principal aim of providing park and ride is to reduce car commuter journeys. However, it can also serve city centre shops especially at weekends. Funding for park and ride is being sought through the LTP.

10.6 The Strategic Park and Ride Opportunities for the Southampton Area study identifies sites around the city which would be suitable locations for park and ride facilities. Land at Stoneham Lane offers the potential for park and ride in the Southampton-Eastleigh transport corridor to provide for such a facility. Lying on the Southampton side of the M27, Stoneham however, has not been identified in the study, as the preferred site for park and ride to the north of the city. The study concludes that there are other more suitable sites which are located outside the city's administrative area and therefore, outside the control of the city council.

~~TI 1 Safeguarding for Transport Improvements
(Replaced by City Centre Action Plan Policy AP 18)~~

~~(Part replaced by Core Strategy Policy CS 18. Sites shown on
Proposals Map)~~

~~Land is safeguarded for improvements to:~~

- ~~(i) Town Quay Road;~~
- ~~(ii) Platform Road;~~
- ~~(iii) Terminus Terrace / Marsh Lane.~~

~~10.7 The purpose of this scheme is to form the southern section of the inner ring road allowing desired improvements to pedestrian, cycle and bus priority over a wide area inside the ring road. The scheme will improve access to the eastern docks and Itchen Bridge, serve~~

~~developments along the waterfront and in the Lower Town and improve the environment in Queen's Terrace.~~

~~10.8 As part of the Local Plan Review and detailed work on the development brief for Royal Pier, the design and alignment of this scheme has been re-evaluated. The alignment shown on the previous local plan for Town Quay and Platform Road, which has planning permission, is no longer considered to be the most appropriate. Detailed design of a revised scheme is still to be finalised. Consequently, this Plan safeguards land for improvements to Town Quay to ensure the required improvements are not jeopardised. Any scheme here will need careful design to ensure there is no adverse impact on the Old Town conservation areas and scheduled ancient monuments. The road should be designed as a boulevard and to calm traffic speeds to 20 mph.~~

~~10.9 The connections from the old town and city centre to the waterfront for pedestrians, cyclists and by public transport will be improved as part of this scheme.~~

~~10.10 The land safeguarded at Terminus Terrace / Marsh Lane as part of this scheme remains appropriate.~~

TI 2 Vehicular Access

Vehicular access to new development or redevelopment sites from classified roads will not be permitted unless the city council is satisfied that road safety would not be adversely affected.

10.11 To aid safety and avoid congestion by preventing the interruption of free flow of traffic through the proliferation of accesses onto the principal routes within the city, the council will not usually allow access onto classified roads from new or redevelopment proposals. Where development is acceptable the layout would normally be required to allow vehicles to enter and leave in a forward gear, with on site turning available in a form that does not require anything more onerous than a three-point turn.

TI 3 Waterfront Rail Station

Land at Canute Road is safeguarded for the provision of a rail station

10.12 Land at Canute Road is identified for the provision of a new rail halt to serve Ocean Village and the waterfront. This section of rail line is currently used only to provide rail freight access to the docks. There is an opportunity to re-open this section of track to provide passenger services. To enable this to provide rail services to the office and leisure areas around Ocean Village, land is safeguarded for a new station at Canute Road. The station would also be a short walk from the new football ground for Southampton FC.

TI 4 Rail Freight and Siding Sites

Land currently used for the provision of rail freight facilities and sidings will be safeguarded for these purposes. Planning permission will not be granted for development that would result in the loss of rail freight facilities and sidings unless it can be adequately demonstrated they are surplus to operational requirements and will not be needed in the future for purposes related to the movement of freight by rail.

10.13 As a Port City, freight transport is a major component of Southampton's transport arrangements and the city council will encourage and support proposals to maintain and expand the provision of rail freight facilities and sidings sites. The rail freight facilities and sidings in Southampton include:

- Millbrook Container Terminal;
- Mulford Sidings;
- Bevois Park;
- Southampton Maritime (within ABP Port Operational Land).

Rail freight transport reduces the impact of lorries on the environment. The sidings at Mulford and Bevois Park are not ideally located in terms of road access; however as part of the Northam Road / Britannia Road improvement scheme, better access to Mulford sidings will be facilitated through replacement land.

TI 5 Telecommunications

Proposals for telecommunications equipment and public utility infrastructure will be permitted, subject to the following provisions:

- (i) **that the design of the installation, including its height, materials, colour and use of screening respects the character and appearance of the locality;**
- (ii) **that wherever practicable existing masts and sites or suitable buildings or other structures are utilised;**
- (iii) **that technical requirements or constraints are demonstrated to outweigh any adverse environmental impact.**

10.14 The growth of the modern telecommunication industry with a variety and number of technologies and associated equipment is an important planning issue. Telecommunications are a vital part of a modern economy and particularly important to Southampton-based companies such as BBC. This is a fast changing and innovative industry. There will be continuing growth and modernisation of public utility infrastructure to meet changing technologies, needs

of the city such as new developments and the need for replacements. In particular the UK mobile communications sector has seen rapid growth over the last fifteen years. A balance has to be met between facilitating the needs of the telecommunication industry and service infrastructure with protecting the environment and public health.

- 10.15 Public utility infrastructure such as the laying of underground pipes and cables, erection of overhead telephone and electricity lines and the erection of telephone kiosks and small transformer stations do not require planning permission. However the city council will consult with utility operators and encourage them to take appropriate steps in the siting and design of equipment and facilities to reduce impact to a minimum, particularly with regard to Conservation Areas and Listed Buildings. In particularly sensitive areas, such as conservation areas, the council may remove permitted development rights.
- 10.16 Telecommunication equipment, such as satellite dishes, antennae and masts, can have a significant visual impact on an area. Careful consideration must be given to the impact of new technology on the character of the city, in particular the skyline and public views. Care will be taken to ensure that there is no adverse effect on the character of a listed building or Conservation Area. Some forms of small telecommunication systems do not require planning permission. However, it is recommended that the council be consulted before installing any such equipment. However the public service operators are required to consult the local planning authority when siting services - for some forms of telecommunication apparatus prior approval for siting and design matters may be required. Most large forms of telecommunication equipment such as large ground-based masts require planning permission.
- 10.17 Consideration will be given to the siting and design of telecommunication equipment (including height), ancillary development and the scope for landscaping and screening. Minimising visual damage and obtrusiveness, the effects of proliferation will be material considerations. Innovative design solutions have been developed such as masts which look like trees or the restoration of existing properties to incorporate telecommunications apparatus and these will be encouraged by the council.
- 10.18 The council will also have regard to existing masts and sites within the city and will encourage the sharing of masts or existing telecommunication sites for new telecommunication equipment. The cumulative impact on the environment of additional antennas sharing a mast or masts sharing a site will also be considered.
- 10.19 The council will encourage prospective developers of new housing, office and industrial areas in the city to consider how telecommunications needs will be met. It is recognised that homeworking is an important factor in reducing the need to travel. This implies that adequate provision for telecommunications to

meet future demands will need to be made by developers of new housing in conjunction with telecommunications operators.

- 10.20 With respect to telecommunication apparatus, all applicants should include with their applications, a statement to the effect that the apparatus, when operational, will meet the International Commission on Non-Ionizing Radiation Protection (ICNIRP) guidelines on the limitation of exposure of the general public to electromagnetic fields. Providing these guidelines are satisfactorily met, the council will not normally need to further consider health aspects and concerns about them. The operator should also provide the local authority with a statement for each site indicating its location, the height of the antenna, the frequency and modulation characteristics, and details of power output.

CHAPTER 11

MAJOR SITES AND AREAS

~~CITY CENTRE~~

~~11.1 The city centre is the economic heart of the Southampton region. It offers a range of jobs, shops, leisure and cultural facilities, and housing. The city centre attracts large numbers of people every day. Over the last five years the character of the city centre has changed, with environmental improvements having been implemented, more pubs, restaurants and clubs opening, the opening of Leisure World and the Quays Swimming & Diving Complex. Improvements to the Central Parks have taken place and the pedestrian precinct is being refurbished. The city centre has undergone a major transformation with the opening of the West Quay shopping centre in September 2000.~~

~~11.2 The City Strategy aspires to a vibrant, well designed and competitively successful city centre, offering a wide variety of opportunities for working, shopping, leisure, culture and housing to its citizens and visitors.~~

~~11.3 The city centre is fast changing. However, there are still major opportunities for development in the city centre. To guide and improve the quality of new developments the council has produced a City Centre Urban Design Strategy. This has been adopted as Supplementary Planning Guidance. The policies for the key sites are set out below.~~

~~MSA 1 City Centre Design~~

~~(Replaced by City Centre Action Plan Policy AP 16)~~

~~(Part replaced by Core Strategy Policies CS 1 & CS 13. The city centre boundary has also been amended)~~

~~Development within the city centre will only be permitted where the design enhances the character and appearance of the city centre. Proposals should, where appropriate, contribute towards the key themes of:~~

~~(i) enhancing the arrival and movement through the city;~~

~~(ii) reconnecting the waterfront;~~

~~(iii) enriching the public realm;~~

~~(iv) creating landmarks;~~

~~(v) reinforcing individual character areas.~~

~~11.4 There is a need to improve the perception, image and visual quality of the city centre. The design of buildings and spaces plays a vital role in achieving this. Therefore, development within the city centre should always contribute towards enhancing~~

~~the character and appearance of the centre. The City Centre Urban Design Strategy provides detailed guidance on:~~

- ~~• the key themes for city centre development;~~
- ~~• character area guidelines; and~~
- ~~• keynote projects.~~

~~11.5 The strategy not only supplements policy MSA1, but also the sustainable development principles. The strategy provides a framework consisting of five key urban design themes for the city centre:~~

- ~~• enhancing the arrival and movement through the city~~
- ~~• reconnecting the waterfront~~
- ~~• enriching the public realm~~
- ~~• creating landmarks~~
- ~~• reinforcing individual character areas~~

~~11.6 The city centre comprises a number of distinct areas which reflect historical, land use and physical characteristics. Reinforcing the character of these areas helps to secure their distinctiveness. The objective is to ensure a clear identity for individual areas of the city centre. Seven character areas have been identified:~~

- ~~• Northern focussed around Central Station~~
- ~~• Central based on the retail core and The Bargate~~
- ~~• Old Town based on the historic core within the town walls~~
- ~~• Waterfront from Mayflower Park to Town Depot and American Wharf~~
- ~~• Eastern predominantly residential neighbourhoods close to the retail core~~
- ~~• Central Parks the Civic Centre, Southampton Solent University and the Parks~~
- ~~• Western an industrial and retail area created from land reclaimed during the construction of the Western Docks.~~

~~11.7 Character area guidelines for these areas are set out in the Urban Design Strategy.~~

~~11.8 Site specific policies for the city centre key note projects are set out below. Further detailed guidance on these sites is also provided in the Urban Design Strategy. The council has also prepared further detailed design guidance in the Southampton City Centre Development Design Guide, the Old Town Development Strategy, The North / South Spine Strategy and the Southampton City Centre Streetscape Manual. These documents have been adopted as Supplementary Planning Guidance. Where appropriate development~~

~~briefs will be prepared for the Major Sites and Areas outlined below.~~

~~MSA 2 Southampton Central Station~~
~~(Replaced by City Centre Action Plan Policy AP 21)~~

~~Southampton Central Station is allocated for comprehensive redevelopment for a transport interchange and for major B1(a) office and/or C1 hotel development. Planning permission will be granted for proposals which:~~

- ~~(i) provide a multi modal public transport interchange;~~
- ~~(ii) strengthen public transport and pedestrian links between the Central Station to and around the city, town and district centres and public transport corridors;~~
- ~~(iii) provide high density redevelopment of the station buildings;~~
- ~~(iv) provide ancillary retail and A3 uses;~~
- ~~(v) provide an attractive gateway to the city.~~

~~11.9 Southampton Central Station is a gateway to the city centre. Transport interchanges promote the use of public transport and enable passengers to transfer within and between different types of transport. At Southampton Central Station there is the opportunity to provide a more attractive and convenient environment for commuters with improved facilities (including car parking), information and security. However, any proposal to increase car parking at the station would have to be part of an integrated surface access strategy. This strategy should enhance the provision of public transport, cycling and walking and ensure that the station does not become a parking destination unrelated to rail travel. In the short term measures will be taken to widen pedestrian footways, provide new bus bays, secure cycling parking, shelters and publicity, initiate new pedestrian signs and introduce altered road layouts and pedestrian crossings. A partnership approach with Network Rail and Train Operating Companies will be progressed to promote the development of a new multi modal public transport interchange within the station complex. Public transport facilities including taxis, city shuttle to the waterfront and bus routes to the city and water side should be co-ordinated to ensure passenger comfort and ease of use. Pedestrian routes to the Civic Centre and West Quay shopping centre will be improved.~~

~~11.10 Commercial Road, adjacent to the station, has been identified within the Retail, Enterprise and Innovation Chapter as an office quarter, an area that attracts large volume office users, in an area which is highly accessible by public transport. The area around the railway lines, the existing station buildings and Overline House, the station concourses and sidings together present the opportunity for a higher density redevelopment. A landmark office and or hotel building, matching the height of the surrounding offices and of high architectural quality would help to reinforce the role of Southampton Central Station as the principal railway station in the city region for commuter and inter city services.~~

~~11.11 Ancillary retail (A1) and A3 uses will be permitted as part of a comprehensive redevelopment scheme. Detailed design opportunities associated with the redevelopment of the Central Station and its environs can be found in the City Centre Urban Design Strategy.~~

~~=====~~
~~MSA 3 Charlotte Place~~

~~(Replaced by City Centre Action Plan Policies AP 32 and 33)~~

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~~Charlotte Place the Charlotte Place Island site, St Mary's Road site, East Park Terrace site and Compton Walk site is identified for a mixed use development comprising office (B1(a)), hotel, residential, community, and educational uses, a Healthy Living Centre, and sports facilities. Planning permission will be granted for proposals which include:~~

- ~~(i) a landmark development on the Charlotte Place Island site;~~
- ~~(ii) a Healthy Living Centre and sports facilities;~~
- ~~(iii) development on East Park Terrace fronting onto East Park;~~
- ~~(iv) community uses;~~
- ~~(v) at grade crossings to replace the existing subway pedestrian links connecting St. Mary's with the Central Parks;~~
- ~~(vi) open space and environmental improvements to enhance the highways and pedestrian routes between the city centre and St Mary's via Charlotte Place;~~
- ~~(vii) educational uses to provide for the expansion of Southampton Solent University in accordance with Policy L6.~~

~~11.12 Charlotte Place is an underused site at a key gateway site which marks the north eastern approach to the city centre. It also has an important relationship with the adjacent residential area which has been the focus of a major regeneration project. There is the potential to improve accessibility and functional links between the St. Mary's area and the city centre through the comprehensive redevelopment of the Charlotte Place Island site and the adjoining redevelopment opportunities as defined on the Proposals Map.~~

~~11.13 As part of the SRB 2 development programme, Southampton City Council is progressing a Healthy Living Centre to provide health services, advice and information for the local population together with opportunities to improve social well being through access to leisure, sports and exercise, arts, recreation, education and cultural development facilities.~~

~~11.14 The Charlotte Place Island site provides the opportunity for a landmark building, which relates in scale to the buildings on Brunswick Place and Dorset Street. On the other sites innovative architecture will be encouraged. The City Centre Urban Design Strategy sets out further detail of the design opportunities for~~

~~this major site. Through comprehensive redevelopment the environmental quality of the area will be enhanced and pedestrian access improved with clear routes through the site from the city centre, through the Parks to St. Mary's.~~

~~**MSA 4 Royal Pier and Town Quay**~~
~~**(Replaced by City Centre Action Plan Policy AP 23)**~~

~~Land at Royal Pier and Town Quay is identified for a major mixed-use development to provide:~~

- ~~(i) Residential, local needs convenience retail, business use, leisure, tourism and cultural development;~~
- ~~(ii) A public waterfront destination of international quality;~~
- ~~(iii) The provision of a water basin or basins that provide a visual and physical link between the Old Town and the waterfront;~~
- ~~(iv) Reclamation subject to policies NE1 and NE2;~~
- ~~(v) Landmark buildings that define the site as an international gateway;~~
- ~~(vi) Relocation and integration of all the existing passenger and vehicle ferries within the site;~~
- ~~(vii) A public transport interchange between ferries and buses;~~
- ~~(viii) Improved pedestrian and cycle links to the city centre via Western Esplanade, Bugle Street and High Street.~~

~~11.15 The City Strategy identifies the waterfront quarter as being somewhat remote from the rest of the city centre. To redress this, a major flagship scheme at Royal Pier and Town Quay is proposed, providing the opportunity to create a waterfront of international stature with high quality landmark buildings. The site is a key gateway to the city and the world. Development, if permissible, will involve reclamation of land to provide an extension to Mayflower Park enabling the improvement of the site of the annual Southampton International Boat Show. It will also ensure that through landscaping improvements an outstanding waterfront space is created which will continue to function as an important local park. Additional reclamation to include the whole area below high water mark within the site allocation could be considered (with the exception of a basin between the original lines of Royal Pier and the Town Quay) although this will be dependent on the final scale of mixed use development. An Environmental Impact Assessment will be required which, amongst other matters, should consider: reclamation; the impact upon the Old Town walls (a Scheduled Ancient Monument) and the Conservation Area, and whether measures might be required to mitigate for any impacts on nature conservation. An appropriate assessment under the Habitats Regulations 1994 will also be required.~~

~~11.16 The Red Funnel Isle of Wight Car Ferry is an important operation within the Port. This occupies a prominent position on Town Quay. To maximise the potential of the site, this must be relocated to an alternative site within the Port. The development will need to fund this relocation.~~

~~11.17 A key element of the proposal is to improve links between the waterfront and Old Town and the rest of the city centre. The development should promote easy access by foot, cycle and public transport. The waterfront area will be a 15 minute walk from the city centre and the development will include open space and a 10 metre wide public walkway along the waterfront. Pedestrian and cycle links must be provided to the site from Western Esplanade, High Street and Bugle Street. The foot passenger ferries to the Isle of Wight and Hythe are important means of public transport. These must be retained and integrated into the main commercial development as an interchange between buses and ferries. A full Transport Impact Assessment will need to be undertaken.~~

~~11.18 The site is capable of accommodating a range of uses including, residential, local needs convenience retail, business use, leisure tourism and cultural development. Retail development will only be permitted to meet the day to day convenience needs of those people living in the housing development on the MSA 4 site.~~

~~11.19 The development area is adjacent to the Old Town Conservation Area and significant elements of the city's historical environment including Scheduled Ancient Monuments, the site is also an Archaeological Priority Area. Detailed consultation will be required with English Heritage to ensure the archaeological and conservation issues are fully addressed. Key design principles for this development area include: to protect the key view corridors, to establish waterfront pedestrian routes, to define main crossing points on Town Quay Road, to create new public spaces, to build up architectural mass and scale towards the waterfront, the creation of active street frontages and additional long term alternatives for reducing the traffic impact of Town Quay Road. The Royal Pier Waterfront Development Brief will be reviewed to support the Policy, and to provide further guidance to prospective developers.~~

~~————~~ **MSA 5 Civic Centre and Guildhall Square**
(Replaced by City Centre Action Plan Policy AP 31)

~~————~~ **The Civic Centre and Guildhall Square will be developed as a mixed use cultural quarter to complement existing retail activity in the city centre and, to include:**

- ~~(i) educational and cultural facilities~~
- ~~(ii) leisure uses — restaurants, cafes and bars~~
- ~~(iii) residential at first floor level and above~~
- ~~(iv) student accommodation~~

~~(v) offices (Use Class A2 and/or B1)~~

~~Development will only be permitted where it conforms to the following design principles:~~

- ~~a) at ground floor level active frontages are provided to all public areas,~~
- ~~b) the frontage to East Park is treated in visual terms as a public frontage of equal importance to that of the frontage to Above Bar Street,~~
- ~~c) East Park is connected to Guildhall Square through the creation of a gap through the site of the former Tyrrell & Green Department store,~~
- ~~d) development is of a scale compatible with the Guildhall,~~
- ~~e) high quality public space is provided incorporating public art,~~
- ~~f) appropriate pedestrian linkages are provided to the city centre core area.~~

~~11.20 The City Strategy identifies the Civic Centre as an area for a mixed use cultural quarter; see policy CLT 14. The relocation of John Lewis to West Quay offers the opportunity for a new landmark development and reconfiguration of the public space around the Civic Centre.~~

~~11.21 Guildhall Square should be reconfigured as a key public space on the city centre's central spine to provide event space and major public art.~~

~~11.22 The redevelopment of the former Tyrrell & Green department store provides the opportunity to physically and visually unite the Civic Centre with East Park. This will also enable a key east-west pedestrian route to be improved.~~

~~11.23 A range of uses within the area would be acceptable. It is intended that cultural activities might comprise a small art gallery, museum related development, small conference facilities, activities associated with Southampton Solent University, and possibly linked to the Mayflower Theatre. It is important that this "night time zone" which will include a relatively high proportion of residential development, should not be permitted to accommodate late night and noisy activities, which could cause interference with neighbouring flats. Such activities will be more appropriately located within the 'principal night time hubs' elsewhere in the city. However, the focus will be on civic, educational and cultural activities. Development which, in part is linked to activities associated with Southampton Solent University, would be acceptable. Being a key public area, all buildings should include active ground floor frontages providing for interaction between the street scene and internal ground floor of the premises. The frontage to East Park should be treated as~~

~~being of equal importance to the frontage to Above Bar Street. Buildings of between four and six storeys should project over East Park. Buildings around Guildhall Square must respect the scale of the listed Guildhall and be no more than four storeys.~~

~~MSA 6 West Quay Phase 3~~

~~(Replaced by City Centre Action Plan Policy AP 25)~~

~~West Quay Phase 3 is allocated for mixed use development comprising retail, food and drink, offices and residential with leisure, including a multi purpose sports and leisure facility with an ice rink on the land to the west of Harbour Parade. Development will be permitted provided:~~

- ~~(i) major urban spaces are created at City Plaza and on top of the Town walls;~~
- ~~(ii) any buildings fronting onto the City Plaza urban space have active frontages;~~
- ~~(iii) development at the junction of Harbour Parade and West Quay Road provides a landmark building, designed to provide a high quality visual frontage to both West Quay Road and Harbour Parade;~~
- ~~(iv) development fronting High Street provides active frontages at ground floor level and is predominantly for Use Class A1;~~
- ~~(v) pedestrian and cycle routes are provided to and through the site;~~
- ~~(vi) improvements are made to Portland Terrace as a key public transport interchange;~~
- ~~(vii) enhancements are made to the Western Esplanade between new buildings and the town walls in order to reinforce its sense of place and encourage attractive pedestrian linkages to the Old Town and Waterfront.~~

~~11.24 A major element of Phase 3 of the West Quay development is the creation of a new urban space - City Plaza. The space will be a destination in its own right and an attractive and high quality space to pass through. It will be primarily a hard paved plaza. Some funding for this has already been secured through the development of the West Quay Shopping Centre. City Plaza will include improved public space on top of the Town Walls in Portland Terrace and along Western Esplanade to Mayflower Park. This will improve the setting of the Town Walls as well as creating accessible public space. The space will be defined by new high quality development. A mixture of uses will be acceptable including retail, leisure, business, hotel and residential. Development should be high quality modern design and include active frontages onto the plaza. Further guidance can be found in the City Centre Urban Design Strategy. A Development Brief has~~

~~been published which sets out in detail what is proposed for the site.~~

~~11.25 The junction of West Quay Road and Harbour Parade will be the entrance to the city centre for many people. Development should reflect this with a key landmark building at this junction. Development should treat the frontage onto the new plaza and to West Quay Road as being of equal importance.~~

~~11.26 Portland Terrace is a major public transport interchange. The redesign of the public space in this area will need to make continued provision for bus interchange.~~

~~11.27 Land between Portland Terrace and High Street is suitable for redevelopment. This frontage is identified as primary shopping frontage. Any redevelopment will need to provide retail on the ground floor and should be designed to provide active frontages to Portland Terrace, High Street and Bargate Street. The environment around the Bargate should also be improved.~~

~~MSA 7 144 - 164 High Street~~

~~(Replaced by City Centre Action Plan Policy AP 30)~~

~~Land fronted by 144 - 164 High Street is allocated for a mixed use development including retail (A1), food & drink (A3), offices (B1) and (A2) and residential. Development at ground floor level should provide active frontages and residential confined to the upper floors. The medieval vaults should be opened up for use.~~

~~11.28 This block typifies much of the post war building. It has the potential for mixed use redevelopment. At the ground floor uses should provide an active frontage. It will be important to provide activity at ground floor level to attract visitors down the High Street to the waterfront. The frontage is identified as secondary frontage and therefore a range of uses would be acceptable at ground floor level. Residential should be confined to the upper floors. Below ground the medieval vaults should be opened up for use. These could provide café, restaurant or wine bar. The Royal Bank of Scotland building should be retained. The site could accommodate live work units. Any form of re development should make reference to the City Centre Urban Design Strategy, Old Town Development Strategy and the North South Spine Strategy SPC's.~~

~~MSA 8 Habitat Block~~

~~(Policy not saved by Secretary of State from March 2009)~~

~~Land bounded by Castle Way, High Street and St Michael's Street is allocated for a mixed-use development including retail (A1), food & drink (A3), health care facilities and residential. Development at ground floor level should provide active frontages and residential be confined to the upper floors.~~

~~11.29 The Habitat block, built after World War 2, has the potential for mixed-use redevelopment. At the ground floor uses should provide an active frontage. It will be important to provide activity at ground floor level to draw visitors down the High Street to the waterfront. The frontage is identified as secondary frontage and therefore a range of uses would be acceptable at ground floor level. Residential use should be confined to the upper floors. The city's Urban Design Strategy, Old Town Development Strategy and North / South Spine Strategy should be referred to, where redevelopment proposals are being considered.~~

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~~**MSA 9 Lower High Street**~~

~~**Land at Lower High Street is allocated for a mixed use development which:**~~

~~**(i) incorporates a heritage based visitor attraction;**~~

~~**(ii) makes provision for St. John's School to remain on site or be re-provided on an alternative site within the city centre.**~~

~~11.30 Land at Lower High Street, within the Old Town has considerable potential for development as a major tourism destination. The council has aspirations to develop the site as a tourist attraction telling the story of Southampton. The current site includes the St. John's School. This provides schooling for city centre children. This will need to be incorporated within the development, or relocated to an alternative site within the city centre. With increasing residential development in the city centre, there may be a need to make additional provision and extend the age range of the school from Infant to Primary. Reference should be made to the North / South Spine Strategy when considering planning applications.~~

~~=====~~
~~**MSA 10 Mayflower Plaza**~~

~~**Mayflower Plaza is allocated for a mixed use development incorporating residential, offices (B1), leisure (D2) and food & drink (Class A3).**~~

~~11.31 This site lies close to Southampton Central station and is therefore well located to accommodate travel intensive development and offers one of the few opportunities in the city to accommodate a substantial provision of office accommodation. The development should therefore provide a substantial level of office space. It also offers the opportunity to improve the access to the Mayflower Theatre and provide cafés and restaurants close to the Theatre.~~

~~**MSA 11 Land at Ocean Way, Maritime Walk and fronting Alexandra Docks**~~

~~**(Replaced by City Centre Action Plan Policy AP 35)**~~

~~The site in Ocean Village will be developed for a mix of uses including office, a Marine Innovation Centre, water based leisure and A3 uses, hotel, marina related events and residential. A Masterplan will be prepared to address the comprehensive development of this area and its integration with existing uses and the wider Ocean Village area. Proposals will be expected to be accompanied by improvements to accessibility by public transport and provision made for pedestrian and cycle links to and through the site.~~

~~11.32 Land at Ocean Way, Maritime Walk and fronting Alexandra Docks has been allocated as a mixed use site. Uses fronting the docks will be primarily leisure, hotel and marina related facilities such as events and exhibition space, in recognition of the role this site currently offers for world yachting events and special events. Remaining land within the site provides an opportunity for office development and a limited amount of residential development, in the form of up to 125 units, as part of a mixed use scheme, including opportunity for hi tech live work units.~~

~~11.33 The role of the Masterplan will be to ensure a comprehensive urban design approach that addresses existing uses as well as the integration of the site within its wider environment. This approach will also facilitate dual use car parking for residential development and other uses within the site.~~

~~11.34 A successful scheme will require substantial improvements to public transport. Phasing is likely to be favoured, to ensure sustainable development in conjunction with public transport improvements such as the provision of a passenger service on the Eastern Docks line and a new station at Canute Road.~~

EDGE OF CITY CENTRE

~~MSA 12 St. Mary's Area~~

~~(Area now within the city centre, policy replaced by City Centre Action Plan Policy AP 36)~~

~~Development proposals will be expected to sustain and enhance the existing close knit urban character of the St Mary's area by:~~

- ~~(i) protecting existing commercial frontages within the defined Old Northam Road shopping area and the St Mary's Street local centre;~~
- ~~(ii) allowing only shops (A1) and offices (A2 and B1) at ground floor within Old Northam Road shopping area;~~
- ~~(iii) permitting mixed use development for shops (A1), offices (B1 and A2), food & drink (A3), housing (C3) and community uses (D1) on land bounded by Ascupart Street, Golden Grove, Clifford Street and St. Marys Street;~~

~~(iv) permitting mixed use development for shops (A1), offices (B1 and A2) and housing (C3) on land bounded by Kingsland Square, St. Mary's Place, St. Mary's Street and 53 St. Mary's Street;~~

~~(v) seeking improvements to the local environment and improved linkages to the city centre and surrounding areas through any development proposals.~~

~~11.35 The City Council's policy for the St. Mary's area, recipient of major SRB funding, is to promote the growth of a balanced and mixed use neighbourhood. The Square at Kingsland should form the focal point of shopping activity, with the north west sector having been redeveloped for residential purposes.~~

~~11.36 The revival of St. Mary Street economically will dictate the need for business and commercial development to be accommodated as part of mixed use development. It will also mean that Northam Road should continue to develop its identity commercially, as a centre for the antiques trade. Kingsland Market is an important local facility, and should be retained.~~

~~11.37 Within the area as a whole an integrated community with improved linkages to the city centre, is essential to sustain the livelihood of the district. This extends to the student community, where the college is modernising, and the residential accommodation in the southern part of the area which has become well established.~~

MSA 13 New College Site, The Avenue

The New College site is identified for a mixed-use development to include:

- (i) Hampshire Police Constabulary operational/ support and custody facilities along The Avenue frontage of the site;
- (ii) Residential (C3) to include a range of housing types;
- (iii) A new science block accommodation for St Anne's Convent School.

Development should:

- a) retain the mature landscaped boundary along The Avenue; and
- b) respect the setting of the Conservation Areas and Listed Buildings immediately adjacent and partially within the site.

In the event that the Hampshire Police Constabulary's requirement ceases, or they have not secured funding for their full development by the end of 2005, offices (B1) will be permitted on The Avenue frontage as shown on the Proposals Map.

- 11.38 The New College site is located just outside the city centre close to the Magistrates Court and near to the North of the Parks office area. Following the proposed removal of the New College educational facilities to the Highfield Campus of the University of Southampton this site has been re-allocated from educational uses to a mixed-use site. Land is to be retained to enable the adjacent St Anne's school to develop a science block accommodation.
- 11.39 Hampshire Police Constabulary have identified a need to accommodate their operational/ support and custody facilities on a single site within the city with good access to police each of the Districts within the city. The University require to dispose of the site by the end of 2005. Should the police requirement not be realised or them not having secured funding for the full cost of constructing their proposed facility by that date, then favourable consideration will be given to offices (B1) on The Avenue frontage identified on the Proposals Map and amounting to about 0.8 hectares. Any residential development should include a mix of dwelling types and should include key-worker and family housing.
- 11.40 Mature landscaping along the boundary of the site and a substantial area of open space should be retained on the site as part of any redevelopment priorities. Part of the site is within The Avenue Conservation Area and Carlton Crescent Conservation Area is also adjacent to the site. Any proposals for redevelopment should be sympathetic to the character of the Conservation Area in terms of materials, design and scale. Further planning guidance will be prepared for this site.

MSA 14 Land Adjacent to Dock Gate 10 ~~and the Norman Offer site~~ (bounded by Southern Road, West Quay Road and Mountbatten Way) (Part of this site is now within the city centre, this part of the policy is replaced by City Centre Action Plan Policy AP 21)

Land Adjacent to Dock Gate 10 ~~and the Norman Offer site~~ is identified for an employment-led mixed-use scheme including offices, business, general industrial, storage and distribution uses within Classes B1 (a,b,c) B2 and B8 of the Town and Country Planning (Use Classes) Order 2005. A small amount of retail development less than 750 sq. m. floorspace as part of mixed employment-led development will be permitted.

Provision should be made for suitable attenuation measures within the southern part of the site to protect the future operation of the Solent Flour Mill and established businesses within the Western Docks Area.

~~Any proposal must include a landmark office building on the Norman Offer site.~~

- 11.41 Land adjacent to Dock Gate 10 ~~and the Norman Offer site~~ has been identified as being suitable for employment-led mixed-use

development. There is a need to retain employment sites across the city to provide for a variety of users, as employment sites have previously come under pressure for other uses including housing and leisure development. Identifying the sites for business, general industrial, and storage and distribution uses enables a flexible approach to be taken on any redevelopment proposals. Small scale retail development to meet the needs of employees of the development will be accepted as part of a mixed-use scheme.

- 11.42 ~~The Norman Offer site bounded by Southern Road, West Quay Road and Mountbatten Way is a gateway site, on the edge of the city centre, which has the potential to define the Western approach to the city with a landmark office development.~~ An improved network of public spaces and routes along West Quay Road will provide greater connectivity with the main station and the central core of the city and better links with the waterfront. The MSA 14 site will be subject to the preparation of a Development Brief.

DISTRICT CENTRES

MSA 15 Woolston Library

Land at the junction of Inkerman Road and Johns Road has been safeguarded for a replacement branch library at Woolston.

- 11.43 The branch library at Woolston on the corner of Oak Road is housed in old, very cramped accommodation which needs replacing. Land has been identified for a number of years at Inkerman Road/ Johns Road to provide a new facility. Whether this is the most appropriate location for this facility is under review. Until the outcome of this review is known the site remains identified for library provision.

REST OF URBAN AREA

MSA 16 Drivers Wharf

The Drivers Wharf Development Area including the Meridian Broadcasting Studios, Drivers Wharf and the European Metals Recycling yard is identified for an employment-led mixed-use scheme including offices, light industry, and residential uses. Ancillary retail and leisure uses will also be permitted.

Any proposal for the partial development of the Drivers Wharf Development Area must;

- (i) include provision to secure improvements in the infrastructure;**
- (ii) ensure the development would not preclude or prejudice the comprehensive development of the area; and**

(iii) provide the inclusion of a significant element of employment generating uses in each part or phase of the development.

- 11.44 This is one of the few large sites in the city where there is the potential for large scale mixed-use development including office, light industrial, and residential uses. This is an important resource given the shortage of land for light industrial development in Southampton and the capacity to create a range of employment on this inner city site.
- 11.45 The Meridian site and those parts of Drivers Wharf closest to Northam Bridge are particularly suitable for development that would prove attractive to media and creative industries.
- 11.46 Regeneration of this area will require improved highway (including pedestrian and cycle links) access to the development areas from Northam Road. Pedestrian and cycle links should be provided between the sites under Northam Bridge and there should be improved public access to the waterfront. Any form of development which takes place at Drivers Wharf must have regard to the existing established industrial and commercial uses, particularly the emerging regeneration of Saxon Wharf. Increased traffic within the existing highway infrastructure could prove detrimental to current uses, and a full transport assessment will be needed to support new development proposals.
- 11.47 The redevelopment of the Drivers Wharf Development Area is seen as an excellent opportunity to develop water sports and rowing provision through the retention and improvement of the existing rowing club with the potential for relocation of the public hard.
- 11.48 The affordable housing element to be provided within the scheme should meet the council's standard of 25%.
- 11.49 Any development on these sites will need to take account of the potential impact of any development proposals on the nature conservation interest of the intertidal habitat of the River Itchen.
- 11.50 Given the nature of the site, and the complexities associated with securing a comprehensive redevelopment as described, there is a need to prepare a detailed Development Brief for the site which will enable comments to be made, particularly by those directly affected by the proposals.

MSA 17 Antelope House, Bursledon Road

Land at Antelope House is identified for a mixed-use development to include:

- (i) industrial development within Use Classes B1, B2 and B8;**
- (ii) health care development;**
- (iii) community facilities.**

- 11.51 Antelope House is one of only a very few major development opportunities in east Southampton. The site lies in the Thornhill New Deal for Communities area which recognises the area's social, economic and environmental problems. There are few local employment opportunities in this part of the city.
- 11.52 To improve local employment opportunities, industrial units should be provided on site. Where units may be close to residential areas conditions will be imposed to ensure there is no unacceptable impact on residential amenity.
- 11.53 The site also offers the potential to improve health care provision in one of the more deprived parts of the city. This will help to deliver health services locally and reduce travel.

MSA 18 Woolston Riverside, Victoria Road

The former Vosper Thornycroft site in Woolston is identified for a mixed-use development to include:

- (i) employment uses B1 and B2, to include maritime-based research and development and light industrial uses which require access to the waterfront adjacent to and in the vicinity of the existing deep water quay;**
 - (ii) residential to include a range of housing types;**
 - (iii) local leisure and community uses;**
 - (iv) a high quality, publicly accessible waterfront including areas of green open space.**
- 11.54 Following the relocation of the former Vosper Thornycroft operations to Portsmouth the site (now known as Woolston Riverside) has been allocated for mixed-use redevelopment. To ensure the successful regeneration potential of this brownfield site, redevelopment will be of a high quality and high-density sustainable mixed-use. This is one of the few sites in the city outside the Port area which is capable of meeting the demand from employment uses which require access to deep water. Therefore, land adjacent to and in the vicinity of Centenary Quay will be expected to be used for employment generation uses, which require access to the waterfront.
- 11.55 Much of the site is appropriate for residential use, although the council will encourage a mix of housing types. The redevelopment of this site provides an opportunity to connect the residential and public areas of Woolston to the River Itchen through the provision of a riverside walkway and open space.
- 11.56 Appropriately located leisure and community uses will also be considered, to meet the needs of local residents.

- 11.57 A Transportation Assessment will be required which should demonstrate that the development of the site will address and enhance the traffic and transportation issues in the area.
- 11.58 Any development of this site will have to take into account the nature conservation interests of the adjoining Special Protection Area / Ramsar Site (Policy NE1) and SSSI (Policy NE2) and the need to provide appropriate flood defences for the site.

MSA 19 Test Lane South

Test Lane South is safeguarded for B1, and B8 uses. Development will be permitted which:

- (i) provides a buffer of landscaped and planted open space on the southern boundary of the site; refer to CLT 7;
- (ii) would not adversely affect the residential amenity of the occupiers of nearby properties on Gover Road and Coniston Road.

Built development will not be permitted on the southern part of the site.

- 11.59 In order to meet the city's need for land for light industrial, and warehouse and distribution uses land at Test Lane south has been re-allocated for use classes B1, and B8. Within an identified regeneration area (SRB 6 - outer Shirley) this site has the potential to offer local employment opportunities. To the south of the site is a residential area. The amenity of these properties needs to be protected. A substantial landscaped area will be required, which will be in the form of a linear park. A master plan will be prepared and this will address the issue of providing safe and convenient connections between the site and the residential area to the east of the M271 motorway for cyclists and pedestrians.
- 11.60 Major office developments (B1(a)) are to be located within the city centre, in areas identified in Policy REI 15 and 16. Office uses will only be permitted if they are ancillary to the industrial uses on the site.
- 11.61 An Environmental Impact Appraisal and Transport Assessment would be required as part of any development. Access to the site will be from the north and not through residential roads to protect residential amenity. It will also be expected that full consultation is undertaken with adjacent residents before submission of a planning application.

MSA 20 Combined Heat and Power Generation at Redbridge Lane

The city council will permit the development of a Combined Heat and Power Generating Station (CHP) on land adjacent to Redbridge Lane, subject to the following criteria:-

- (i) **The location of the buildings and control of operations should be designed to minimise any environmental effects;**
- (ii) **All statutory environmental quality standards must be complied with;**
- (iii) **Any conflict with surrounding land uses should be minimised. In particular, the development must not prejudice the implementation of a proposed balancing pond or alternative drainage system, and also a Park and Ride facility on adjacent land;**
- (iv) **An Environmental Impact Assessment must be undertaken and agreed by the city council prior to development; - any such assessment should take into account:**
 - **emission levels, both gas and water discharges;**
 - **noise and lighting levels;**
 - **effects on groundwater and surface water;**
 - **safety issues arising from plant operation and fuel storage, and land contamination;**
 - **the effect which such development might have on balancing pond proposals to be located adjacent to the site;**
 - **the effect which such development might have upon the Test Valley Heritage Area, Solent and Southampton Water, SPA/ Ramsar site, SSSI and the River Test ESA; adjoining residential property and schools; adjacent motorway and local highway network.**
- (v) **Any form of development must accord with those principles established in Policies SDP 1, 7, 9, 13, 14 (Renewable Energy), 15 (Air Quality), 16, 17, 20, 21, 22.**

11.62 The Local Plan has rescinded the Strategic Gap allocation in accordance with the recently reviewed Structure Plan. The relevant planning policy statements and guidance, PPS's 22 and 23 and PPG 24, support the need to develop renewable energy resources, and reduce greenhouse gas emissions.

11.63 To ensure that the city is able to make a contribution to energy needs, consistent with protection of the environment, this site should be allocated for the generation of heat and power, which will serve the energy requirements of the regeneration of the Millbrook and Nursling area (SRB 6). Policy SDP 13 is particularly relevant in this respect. Test Valley Borough Council and the adjoining Parish Council will be consulted about proposals on site.

11.64 Any proposal for development must not prejudice the implementation of a proposed balancing pond or alternative drainage system, and also a Park and Ride facility on adjacent land.

CHAPTER 12

~~IMPLEMENTATION AND MONITORING~~

~~12.1 Once this Plan is adopted it will be necessary to ensure its objectives are being achieved. Implementation of its proposals and policies are required if the Plan is to be successful. Monitoring is required to ensure the policies are effective.~~

~~12.2 Development of the proposals set out in this Plan will require considerable public and private resources. The Local Plan will not be implemented by the city council alone. Other public agencies will be responsible for implementing specific proposals. However, the majority of the proposals will be brought forward by the private sector.~~

~~IMP 1 Provision of Infrastructure~~ ~~(Replaced by Core Strategy Policy CS 25)~~

~~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. Permission may be granted subject to the development being phased in step with such provision. Contributions may be sought from developers towards the cost of such provision where it does not exist or the need for it increases as a result of the development.~~

~~12.3 The provision of infrastructure arising from new development will be taken into account when considering planning applications. Planning permission may be refused, or development may be phased over the plan period, if adequate infrastructure provision has not been made. This would apply to basic utilities such as roads, land drainage, water supply, sewerage and power supplies. In addition, many developments will have an effect on the level of public services such as public transport, health, education, waste collection and the fire service. All new developments will normally be expected to provide for their own basic infrastructure. However, in some cases the developer may be asked to meet additional costs or contribute towards improvement to the infrastructure and service provision where it is not adequate. Therefore, where planning permission is granted, conditions may be imposed or agreements sought to ensure that adequate infrastructure is in place before development commences. Supplementary Planning Guidance on planning obligations has been prepared. This gives further advice on the nature and content of planning obligations.~~

~~12.4 Planning legislation allows the council to impose conditions on development or enter into legal agreements to ensure that development is acceptable and can proceed. As a preference the council will seek to use conditions. However, in certain instances this may not be possible and the Council will use its powers under Section 106 of the Town and Country Planning Act 1990 and Section 278 of the Highways Act 1980 to secure the provision~~

~~of any necessary measures. These measures must relate to the development and must be reasonable in scale.~~

~~12.5 The measures required will vary from development to development. Certain policies in the plan specify that contributions will be sought towards the provision of affordable housing, children's play space and play equipment, open space and public art. In addition some of the proposals for major sites and areas require contributions towards the improvement of specific infrastructure and service provision related to that development. Other measures to be covered could include:~~

- ~~• transport related improvements (cycle ways and parking, foot paths, bus subsidies, dropped kerbs)~~
- ~~• highway safety measures~~
- ~~• city centre management~~
- ~~• control on the mix of uses~~
- ~~• archaeological works~~
- ~~• works to protect nature conservation interests~~
- ~~• street furniture~~
- ~~• travel plans~~
- ~~• community facilities~~
- ~~• provision of CCTV~~
- ~~• street lighting~~
- ~~• recycling facilities~~

~~12.6 Irrespective of any legal agreement, permission will not be granted where the development would otherwise be unacceptable.~~

Monitoring

~~12.7 Monitoring is an integral part of the plan. It is important to check that:~~

- ~~• The assumptions on which the plan are based still hold good~~
- ~~• The plan is up to date and soundly based~~
- ~~• The proposals are being implemented~~
- ~~• The policies are being successful in guiding development~~
- ~~• Whether any additional policies are required in any future review of the plan.~~

~~12.8 In order to monitor the plan, a series of performance indicators are set out below. Monitoring will make use of information that is readily available and easily collectable, such as housing and industrial land surveys.~~

~~**Table 12.1 : Performance Indicators**~~

Plan section	Indicator
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Sustainable Development Principles	Number of departures advertised
Natural Environment	Loss of protected habitat
Historic Environment	Loss of listed buildings Number of listed buildings at risk
Culture, Leisure & Tourism	Loss of open space Number of new open spaces allocated by the Plan which are implemented Amount of new publicly accessible waterfront
Learning	Net gain in educational space
Homes & Housing	Net gain in new houses % of new housing on previously developed sites Number of dwellings provided on windfall sites Number of affordable housing units completed compared with the annual target to be built Mix of new house types Density of new development Loss of student halls of residence Car parking provision
Retailing, Enterprise and primary innovation	Loss of retail units in frontage New industrial floorspace New office floorspace
Health & Caring	Development of cancer and coronary care at SCH Retention of health services at RSH Increase in primary care facilities in centres
Transport & Infrastructure	Provision of new rail station
Major Sites and Areas	Implementation of key note projects

GLOSSARY

- A1 - use as a shop for the sale, display or provision of goods and services (except hot food) to visiting members of the public.
- A2 - use for the provision of financial or professional services (other than health or medical services) or any other service (including use as a betting office) appropriate to provide in a shopping area where the services are provided principally to visiting members of the public.
- A3 - use for the sale of food or drink for consumption on the premises.
- A4 - Use as a public house, wine-bar or other drinking establishment.
- A5 - Use for the sale of hot food for consumption off the premises.
- Accessibility - the ease and convenience of access by a choice of means of travel.
- Affordable Housing - both low cost, market and subsidised housing, irrespective of tenure, ownership or financial arrangements, that will be available to people who are unable to resolve their housing needs in the local private sector market, because of the relationship between housing costs and income.
- Aggregates - sand, gravel crushed rock and other bulk materials used in the construction industry for purposes such as the making of concrete, mortar, asphalt for roadstone, drainage or bulk filling materials.
- Allocation - site identified in a Local Plan as appropriate for a specific land use(s) in advance of any planning permission for that use.
- Alternative Energy - alternative sources of energy are more efficient than conventional non-renewable forms. Examples include the anaerobic digestion of waste and combined heat and power generation.
- Archaeological Resource - historical remains, structures, sites and artefacts which are a finite and non-renewable resource.
- Aquifer - porous and permeable rock.
- B1 - use as an office (other than within class A2), for research and development of products or processes, or for light industrial use where the use can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.
- B2 - use for any industrial process other than Class B1.
- B8 - use for storage or as a distribution centre.

Biodiversity - nature conservation term used to refer to the diversity of richness of species and habitats.

Brownfield Land - see previously developed land.

Building Regulations - a set of national standards set by government to ensure that buildings are constructed in a safe manner. New building work and most refurbishment requires Building Regulations consent from the local authority.

CCTV - see close circuit television.

Circular - document issued by Government giving interpretation of Acts of Parliament.

Close Circuit Television - the use of cameras as a measure of surveillance on streets, building entrances and car parks. CCTV can, in certain circumstances, make a useful contribution to crime control and act as a deterrent of crime.

Combined Heat and Power - form of energy generation where the waste heat from electricity generation is passed through a second cycle to extract the energy from the heat.

Commuted Payments - instead of providing for an essential part of a development, such as car parking spaces, the developer makes a payment so the council can provide the facility off-site.

Comparison Shopping - high value, non-food products, such as clothing, furniture, electrical goods, for which the consumer generally expects to invest time and effort into visiting a range of shops before making a choice.

Conservation Area - area of special architectural or historical interest where it is desirable to preserve or enhance its character or appearance.

Conservation Area Character Appraisal - a study of the current state and desired condition of a Conservation Area, defining what is special in the particular Area.

Conservation Area Consent - is required if anyone is seeking to demolish buildings in a Conservation Area. Separate consent is needed if the building is Listed, an ancient monument or an ecclesiastical building.

Contaminated Land - land which may be contaminated with noxious substances due to the way in which it has been used in the past.

Convenience Shopping - goods such as food, newspaper and drinks, which tend to be purchased regularly.

Decibels (dBa) - measure of sound level.

DEFRA - Department of Environment, Food and Rural Affairs is responsible for administering policy for agriculture, horticulture and fisheries. DEFRA also gives grant aid and advice on conservation.

Derelict Land - land so damaged by industrial or other development that it is incapable of beneficial use without treatment.

Developer Contributions - payments by developer for infrastructure and services, the need for which arise from the development itself.

District Centres - the city's main shopping areas outside the city centre, usually containing at least one food supermarket or superstore and a range of comparison shopping and non-retail services such as banks, building societies and restaurants.

District Chilling - use of cooled water from electricity generation to provide chilled water for air conditioning plants.

District Heating - use of waste heat from electricity generation to directly heat homes or industrial buildings.

Dwelling - any type of living accommodation including house, bungalow, flat, maisonette, annexe etc. however provided (new build, conversion, sub-division or change of use) apart from institutional use.

Edge-of-Centre - location within easy walking distance of the city or district centres (200-300m for shopping; 500m for leisure or offices).

Egan Principles - standards on improving the quality and efficiency of UK construction following the report of the Construction Taskforce Rethinking Construction for the Department of the Environment, Transport and the Regions.

Employment Land - land for office, industrial and warehousing uses (Use Classes B1, B2 and B8).

English Heritage - Government's advisor on listed buildings, conservation areas and scheduled ancient monuments.

Environment Agency - statutory consultee on development plans and individual development control consultations. A Government Agency responsible for: conserving and managing water resources; river pollution control; flood defences; protection of freshwater fisheries; water conservation and recreation as well as pollution control and other activities.

Environmental Assessment - process of collecting information of the effects of individual development projects on various aspects of the environment.

Environmentally Sensitive Area - this is an area in which incentives are given to encourage farmers to adopt agricultural practices which would safeguard and enhance parts of the country of particularly high landscape, wildlife or historic value.

Environmental Statement - formal document produced as a result of an environmental assessment.

Flood Defence - the drainage of land and the provision of flood warning systems.

Flood Plain - all land adjacent to a watercourse or the coast over which water flows in time of flood or would flow but for the presence of flood defences where they exist.

Fossil Fuels - coal, oil and natural gas, formed from animal and plant material during the carboniferous era.

Full Planning Permission - application where all details are approved.

General Industry - See B2.

Geothermal - energy source from water naturally heated by the Earth's hot interior.

Global Warming - process by which the Earth is getting warmer due to more of the Sun's heat being trapped by the Earth's atmosphere as a result of increased concentration of greenhouse gases released by human activity.

Greenfield Land - undeveloped land such as countryside and open space.

Greenhouse Gas Emissions - gases from fuel combustion, industrial processes, agriculture, land use change and waste including carbon dioxide, methane and nitrous oxide which contribute to global warming.

Greenways - a linear network of open space based on the city's stream valleys.

Greywater - the use of recycled greywater - waste water discharged from washroom basins, baths and showers (but not WCs).

Habitat - the normal locality of wildlife.

Hazardous Uses - operations or land uses (including storage) where hazardous substances are used, or a potential risk is created for surrounding areas. Sites usually notified by the Health and Safety Executive. Consultation and advice sought for relevant applications.

Home Working - 'live/work' mixed-use housing developments or the provision of work space within homes which allow flexible working patterns, often the developments are integrated into the telecommunications network.

Home Zones - an attempt to strike a balance between vehicular traffic and pedestrians, cyclists, business people and residents. This can be achieved through the design of streets and roads in an area to reduce speeds to 10 miles per hour.

Houses in Multiple Occupation - house in which several people (usually unrelated) live together not as a single household and share facilities such as kitchen and bathroom. Where a property is

shared by six or fewer people, planning permission consent is not required. This definition does not include hostels.

Incubator Units - Shared and linked academic or research or commercial development space that enables a business interface between academic research and development/ innovation.

Infilling - the completion of an otherwise substantially built up frontage by the filling of a narrow gap taking only one or two dwellings.

In situ - in its (original) place.

Knowledge-based Industries - those industries that result from research and development or technology transfer from higher education establishments to businesses.

Land Availability - the amount of land which has permission or is allocated in the plan for development, but has yet to be constructed.

Learning Hubs - the promotion of lifelong learning by all citizens through working closely with the Southampton Learning Alliance, whose members include the University, and higher education institutions, business representatives, schools, trade unions and others committed to promote lifelong learning.

Life-time Homes - houses built to a set of design standards which meet the varying needs of occupiers as their lives change and are capable of being adapted easily.

Light Industry - see B1.

Light Spill - light that is not illuminating the intended object, and is therefore 'spilling' onto non-intended targets.

Listed Building - a building of architectural or historical importance, graded according to its importance (Grade I, II*, II). The list is kept by the Department of Culture, Media and Sport. Buildings on the list are subject to special control.

Listed Building Consent - required to demolish, extend or alter any aspect of a listed building, including any object or structure within its curtilage erected before July 1948.

Local Centres - small groups of shops and services in smaller towns providing a limited range of facilities and serving a local catchment area.

Local Development Framework (LDF) - A Local Development Framework is a collection of documents setting out the council's planning policies that will guide the future development of the city; the Council's policies for meeting the community's economic, environmental and social aims for the future, where this affects the development and use of land.

The LDF consists of the following parts: The Local Development Scheme (LDS), The Statement of Community Involvement (SCI), Local Development Documents (LDDs) and a Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA). Other documentation in the LDF include a Core Strategy, Site Specific Allocations of Land, Area Action Plans, a Proposals Map, General Development Control Policies and Supplementary Planning Documents.

Local List - produced by Southampton City Council to protect buildings and structures valued for their contribution to the local scene or for their historic associations from decay and damage.

Local Plan - part of the statutory development plan which sets out the council's detailed land use policies to be used in determining planning applications.

Local Transport Plan - local transport plans replace the previous annual Transport Policies and Programmes and represent a new mechanism for drawing up transport strategies which cover all modes of transport. They cover a five year period and include a bid for government resources.

Mineral and Waste Local Plan - part of the statutory development plan which sets out detailed policies for decision making on planning applications for minerals and waste developments. The Hampshire, Portsmouth & Southampton Minerals and Waste Local Plan was adopted in 1998.

Mixed Uses - Integration of uses into an area so that people can live in close proximity to all the facilities they need reducing the need to travel and making places more attractive through activity.

Modal Split - The proportion of trips by different types of transport, such as walking, cycling, bus, train and car; ferry.

New Deal for Communities (NDC) - government programme which aims to bridge the gap between some of the poorest members of society and the rest of Britain by focusing on the most deprived areas. Through local partnerships it will address unemployment, health, crime and educational achievement.

Outline Planning Permission - submitted to establish the general principle of development. The exact details are reserved for later approval.

Passive Solar Gain - design to optimise the amount of the sun's energy that heats and lights a building naturally.

Permitted Development Rights - development which is granted planning permission by virtue of the General Permitted Development Order 1995.

Photo-Voltaics - equipment used for generating electricity directly from the sun.

Planning Conditions - placed on a planning permission to enhance the quality of the development and/ or to ameliorate any adverse effects that might otherwise arise from the development.

Port Operational Land - use of land for the purpose of shipping, or in connection with the embarking, disembarking, loading, discharging or transport of passengers, livestock or goods within the port. This is granted planning permission by virtue of the General Permitted Development Order 1995. Outside the port, planning permission is needed.

Port-Related - development which is connected with the port, but not directly necessary for port activity.

PPG - Planning Policy Guidance notes set out Government policy on aspects of planning.

PPS - Planning Policy Statements set out the Government's national policy on different aspects of Planning in England.

Previously Developed Land - land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously-developed land may occur in both built-up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made through development control procedures.

Priority Area for Economic Regeneration (PAER) - areas of regional significant deprivation which require individually tailored regeneration strategies backed up by the appropriate resources.

Primary Care Facilities - covers General Practice surgeries, dentists and health centres.

Primary Shopping Frontage - the most important shopping area of the city centre, usually characterised by having the highest rents and pedestrian flow and national retailer representation.

Proposals Map - a map of the city showing the Plan's proposals and where policies apply.

Public Art - works of art such as street sculpture, murals and lighting as well as the design of street furniture and surfaces to improve the public realm and contribute to a place's character and identity.

Public Open Space - land, such as parks and playing fields to which the public has free, unrestricted access.

Public Safety Zone - areas of land at the end of airport runways within which development is restricted.

Public Transport Corridors - areas where public transport services (bus and/or train) are most frequent.

Ramsar Site - areas designated under the Ramsar Convention to protect wetlands of international importance particularly as water fowl habitats. All Ramsar sites are SSSIs.

Regional Planning Guidance (RPG) - guidance issued by Secretary of State which sets out broad strategic policies for land-use and development where there are issues which, though not of national scope, apply across regions or parts of regions and need to be considered on a scale wider than the area of a single authority.

Registered Social Landlords (RSLs) - are now the main providers of new social housing, they are independent social landlords - most are housing associations but there are also trusts, co-operatives and companies. RSLs run as businesses but they do not trade for profit.

Renewable Energy - energy flows which occur naturally and repeatedly in the environment, such as wind and solar.

Resource Conservation - reducing the overall use of energy, water and building materials in new developments through the reuse of buildings and materials, design and layout, use of natural heat and light, harnessing renewable energy sources and managing water uses.

Retail Impact Study - an investigation into the effect of a proposed development upon existing retailers in an area.

Retail Warehousing - large single-level stores specialising in sale of household goods and bulky DIY items, often in out-of-centre locations.

River Test Heritage Area - an environmental designation due to the River Test's ecological and scenic value. (Test Valley)

SAM - see Scheduled Ancient Monuments.

SAC - see Special Area of Conservation.

Safe Routes to School - an area based approach to be created in partnership with primary and secondary schools on a phased basis to cover both cycling and walking and linked wherever possible to the city's overall cycling and walking networks.

Scheduled Ancient Monuments - archaeological remains of national importance entered into a schedule compiled by Secretary of State for National Heritage under the Ancient Monuments and Archaeological Areas Act 1979.

School Safety Zones - in the vicinity of the school entrance the road environment will be improved to enhance road safety with measures such as parking controls and reduced speed limits.

Secondary Shopping Frontage - shopping areas of secondary importance where it is desirable to restrict the use of ground floors to retailing, financial and professional services and food and drink.

Section 106 Agreement - a voluntary legal agreement, under Section 106 of the Town & Country Planning Act 1990, between a local planning authority and a developer, intended to regulate the development or use of land in a way that cannot be controlled by planning conditions.

Sequential Approach - a locational approach, which is aimed to apply to all key city centre uses which attract a lot of people, including retail, commercial / public offices, entertainment, leisure and other such uses. Adopting a sequential approach means that first preference should be for city centre or district centre sites, where suitable sites or buildings suitable for conversion are available, followed by edge-of city or edge-of district centre sites and only then out-of-centre sites in locations that are accessible by a choice of means of transport.

Shared Housing - See Houses in Multiple Occupation

Single Regeneration Budget (SRB) - provides Government resources to support regeneration initiatives carried out by local regeneration partnerships. Its priority is to enhance the quality of life of local people in areas of need by reducing the gap between deprived areas and other areas and between different groups.

Site of Importance for Nature Conservation (SINC) - sites within Southampton that are of particular importance for nature conservation, containing habitats or features which are effectively irreplaceable (excluding statutorily designated sites).

Site of Special Scientific Interest (SSSI) - Areas notified under the Wildlife and Countryside Act 1981, by English Nature. They are biological or geological sites considered to be of national or international importance for nature conservation. Consultation and some form of agreement with the national statutory conservation agency is mandatory before any listed, potentially damaging development, change in land use etc, can be carried out.

South East England Development Agency (SEEDA) - SEEDA is the lead body at the regional level, promoting wealth creation and social inclusion whilst protecting and enhancing the region's environmental heritage. Responsible for developing and implementing the Regional Economic Strategy for South East England.

South East England Regional Assembly (SEERA) - South East England Regional Assembly (SEERA) is a regional planning body which has responsibilities in the three key areas of advocacy, accountability and regional planning. SEERA proposes strategic planning and transport policies to Government, prepares, monitors and reviews Regional Planning Guidance for South East England.

SPA - see Special Protection Area.

Special Area of Conservation (SPA) - Designated under the European Union Habitats Directive as part of a Community-wide network called

Natura 2000. They are areas of habitat of European importance including habitats of specific threatened species listed in Annexes of the Directive. SACs are automatically part of the Natura 2000 network.

Special Protection Area - the habitats of species of wild birds which are of international importance to ensure their survival and reproduction, designated under the Wild Birds Directive.

SPG - see Supplementary Planning Guidance.

SRB - see Single Regeneration Budget.

SSSI - see Site of Special Scientific Interest.

Strategic Gap - an area of countryside which immediately adjoins the built-up area of the city, designated to prevent the coalescence of the urban areas around the city's boundaries. Such areas can be a source of conflict between land use and environmental considerations, requiring a positive approach to planning and management.

Structure Plan - a development plan which sets out key, strategic policies and provide a framework for local plans. The Structure Plan is the joint responsibility of Southampton City, Portsmouth City and Hampshire County Council.

Supermarket - self-service store selling mainly food with a gross trading floorspace of between 500 and 2,500 square metres.

Superstore - self-service store selling mainly food with at least 2,500 square metres gross trading floorspace.

Supplementary Planning Guidance - guidance on specific or sensitive planning issues which adds detail to policies in the Plan.

Supplementary Planning Documents (SPD) - Supplementary Planning Documents (SPD) are non-statutory documents which are not subject to independent examination and do not have Development Plan status. They can be '[material considerations](#)' when making decisions about new development. SPD supplement policies and proposals in the Development Plan Documents and may take the form of site development briefs, or issue-based documents.

Sustainability Appraisal - process of testing the effects of the Plan's policies on the environment, the economy and reducing social exclusion.

Sustainable Development - concept, first defined by the Brundtland Commission, which requires that development must not deny future generations the best of today's world.

Tall Building - any building in a location identified as making a significant impact on the city's skyline or that is substantially higher than its neighbours.

Telecommunications - all forms of telecommunications by electrically, optical, wire and cable and radio signals (whether terrestrial or from satellite), both public and private.

Town and Country Planning Act 1990 - the major legislation governing land use planning.

Transport Assessment - should be submitted alongside applications for major developments and will help local planning authorities to assess the application. These assessments should illustrate the likely modal split of journeys to and from the site, together with details of proposed measures to improve access by public transport, walking and cycling and reduce the number and impacts of motorised journeys associated with the proposal.

Transport / Travel Plans - a method by which alternatives to the private motor car are encouraged. They can also contribute towards a reduction in traffic speeds and improved safety particularly for pedestrians and cyclists. In part or full they will be made legally binding through the use of planning conditions or section 106 agreements.

Twenty-Four Hour City - a concept for the city centre which extends the economic and leisure use of the city centre from the traditional nine-to-five hours.

University Development Area - the area in which expansion of the University of Southampton for predominantly academic purposes will be permitted.

Unstable Land - areas of land liable to sudden failure due to damage by industrial activities or are naturally unstable.

Urban Capacity Study - a method to establish how much additional housing can be accommodated within urban areas taking into account the density of development, levels of car parking, different residential layouts and mix of housing types.

Use Classes Order - statutory instrument which defines broad categories of use of land and buildings. The orders identify activities in a particular class within which planning permission is not required for any change of use. Activities changing from one class to another generally require permission.

Viability - viability is a measure of a city centre's or district centre's capacity to attract investment for maintenance, improvement and adaptation to the changing needs of the local population.

Vitality - a measure of how busy a city centre or district centre is.

Warehouse Clubs - Out-of-centre businesses specialising in bulk sales of reduced priced goods in unsophisticated buildings with large car parks. The operator may limit access to businesses, organisations or classes of individual, and may agree to limit the number of lines sold.

Windfall Sites - sites not identified in the Local Plan for any use which may become available for development during the plan period. They usually consist of infill sites, disused land or sites currently in another use which become available.

Zone A rents - the rental value for the first 6 metres depth of floorspace in retail units from the shop window.

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APPENDIX 1 Maximum Car Parking Standards

(Replaced by Table 8 in the City Centre Action Plan for sites in the city centre)

Appendix 1			
Accessibility Level	Low (HPSS Low)	Medium (HPSS High)	High
	Outer Areas rest of city	Public transport corridors	City Centre & Major Transport Corridors
<i>Use Class</i>			
A1 Shops- covered retail	1 per 20 sq m	75%	30%
Uncovered retail area	1 per 30 sq m	75%	30%
Food retail	1 per 14 sq m	75%	30%
A2 Financial / Professional Services	1 per 20 sq m	30%	15%
A3 Café & Restaurant	1 per 20 sq m	50%	10%
Uncovered	1 per 30 sq m	50%	10%
A4 Public House	1 per 20 sq m	50%	10%
Uncovered	1 per 30 sq m	50%	10%
A5 Take Away	1 per 20 sq m	50%	10%
Uncovered	1 per 30 sq m	50%	10%
B1 Business - offices	1 per 30 sq m	30%	15%
Business - industrial	1 per 45 sq m	30%	15%
B2 General Industry	1 per 45 sq m	30%	15%
B8 Storage & distribution	1 per 90 sq m	30%	15%
C1 Hotels, boarding and guesthouses	1 per bedroom	50%	30%
C2 Residential Schools	Level to be determined via transport assessment		
Hospitals	Level to be determined via transport assessment		
Nursing Home	1 per 4 beds	50%	40%
C3 Dwellings			
Bedsits/1 bed	1	50%	40%
2 - 3 Bed	1.5	50%	40%
4 plus bed	2	50%	40%
Sheltered	1	50%	40%
D1 Places of worship	1 per 5 fixed seats & 1 per 10 sq m of open hall	75%	50%
Health centres/ surgeries	3 per consulting room	75%	50%
Day nurseries/crèches	3 per 4 staff	75%	50%

Schools	1.5 spaces per classroom	50%	25%
D2 Cinemas	1 per 5 seats	50%	30%
Bowling	3 per lane	50%	30%
Sports Hall	1 per 10 sq m	50%	30%
Health Club	1 per 5 seats plus 1 space per 10 sq m playing area	50%	30%
Swimming pools	1 per 5 fixed seats & 1 per sq m pool area	50%	30%
Tennis	3 per court	50%	30%
Squash	2 per court	50%	30%
Playing pitches	12 per hectare of pitch	50%	30%
Marinas	1.5 per berth	50%	30%
Miscellaneous			
Theatres	1 per 5 seats	50%	30%
Car workshops – staff – customers	1 per 45 sq m & 3 per service bay	70% 3 per service bay	35% 3 per service bay
Car Sales – staff – customers	1 per 2 full time staff & 1 per 10 cars	70%	35%

Appendix 1 – Illustration of C3 Residential Parking Standards

C3 Residential Type	Low Accessibility Maximum Permitted	Medium (50%)	High (40%)
Bedsits/1 bed	1	0.5 (1 space per 2 one-bed units)	0.4 (2 spaces per 5 one bed units)
2 – 3 Bed	1.5	0.75 (3 spaces per 4 two-three bed dwellings)	0.6 (3 spaces per 5 two-three bed dwellings)
4 plus bed	2	1 (1 space per four-bed dwelling)	0.8 (4 spaces per 5 four bed dwellings)
Sheltered	1	0.5 (1 space per 2 units)	0.4 (2 spaces per 5 units)

Transport Assessments

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

Parking standards for disabled persons

	Threshold	Minimum number of spaces	Percentage of spaces to be provided as disabled persons parking
Places of employment (city wide)	Between 20 and 200 spaces	2	5%
	Over 200	2	5%
Places of employment (city centre)	Up to 50 spaces	1	5%
	Over 50 spaces	6	5%
Where public parking is provided	Between 20 and 200 spaces	3	5%
	Over 200	4	5%
Residential	Over 10 spaces	1	5%

APPENDIX 2

MINIMUM CYCLE PARKING STANDARDS

Type of Land Use (Use Class)	Minimum Cycle Parking Standard
Shops (A1) ¹	- long stay Greater of 1 space per 10 employees or 1 space per 200sq m GFA
Financial & Professional Services (A2)	- short stay 1 space per 100sq m GFA - long stay Greater of 1 space per 10 employees or 1 space per 200sq m GFA
Food & Drink (A3/A4/A5)	- short stay 1 space per 100sq m GFA - long stay Greater of 1 space per 10 employees or 1 space per 200sq m GFA
Business (B1)	- short stay 1 space per 100sq m GFA - long stay Greater of 1 space per 10 employees or 1 space per 100sq m GFA
General Industry (B2)	- short stay 1 space per 250sq m GFA - long stay Greater of 1 space per 10 employees or 1 space per 250sq m GFA
Storage & Distribution (B8)	- short stay 1 space per 500sq m GFA - long stay 1 space per 500sq m GFA
Hotels, Boarding & Guest Houses (C1)	- short stay 1 space per 1000sq m GFA - long stay Greater of 1 space per 10 employees - short stay 1 space per 10 beds
Residential Care & other care establishments (C2) ²	- long stay 1 space per 10 employees
Hospitals (C2) ³	1 space per 10 employees
Convalescent / Nursing Homes (C2) ²	- long stay 1 space per 10 employees
Dwelling Houses (C3) General ⁴	- long stay 1 secure space per unit
Flats (C3) ⁴	- long stay 1 secure space per unit - short stay 1 space per 10 units
Sheltered Homes (C3) ²	- 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

1. Where the stores are over 500sq m GFA the cycle parking provision shall be phased and the programme included in a Travel Plan
2. Minimum of 1 stand per establishment
3. 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.
4. 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.

APPENDIX 3 LORRY AND MOTORCYCLE PARKING STANDARDS

Motorcycle Parking

1 space to be provided per 25 car parking spaces citywide.

Lorry parking

For industrial/ warehouse uses (B1/B2/B8):

For the first 2,000 sq.m., one lorry space per 500 sq.m. rounded up;
after 2,000 sq.m. one lorry space per 1,000 sq.m

For retail uses: Applicant to prove deliveries can be made.

APPENDIX 4 SINC CRITERIA AND LIST OF SITES

Sites of Importance for Nature Conservation (SINCs)

SINCs are areas which are of critical importance for nature conservation within the city (i.e. they are effectively irreplaceable and deserve the strongest nature conservation measures), but which are not included in other nature conservation designations. They have been identified in accordance with criteria which have been adopted by The Strategic Planning Authority, English Nature and the Hampshire Wildlife Trust, as follows:

Criteria for selecting SINCs

1. Woodland
 - A. Ancient (1) semi-natural (2) woodlands.
 - B. Other ancient woodlands where there is a significant element of the original semi-natural woodland surviving.
 - C. Other semi-natural woodlands if;
 - (i) they support an assemblage of species of restricted distribution in the county;
 - (ii) they comprise important community types of restricted distribution in the country such as yew woods on the chalk and alder/ willow woods in the river valleys;
 - (iii) they support one or more notable species (3).
 - D. Pasture woodland and wooded commons, not included in any of the above, which are of considerable biological and historical interest.
2. Neutral/ acid/ calcareous grassland
 - A. Agriculturally unimproved grasslands (4) which support a characteristic flora and fauna.
 - B. Semi-improved grasslands which retain a significant element of unimproved grassland.
 - C. Grasslands which support a significant population or populations of one or more species.
 - D. Grasslands which have become impoverished through lack of management but which retain sufficient elements of relic unimproved grassland to enable recovery.
3. Heathland
 - A. Areas of heathland vegetation; including matrices of dwarf shrub, grassland, valley mires and scrub.

B. Areas of heathland which are heavily afforested or have succeeded to mature woodland if;

(i) they retain significant remnants of heathland vegetation which would enable their recovery.

(ii) they are contiguous with, or form an integral part of an open area of heathland.

(iii) they support one or more notable species.

4. Coastal habitats

A. Semi-natural coastal and estuarine habitats, including saltmarsh, intertidal mudflats, brackish ponds, grazing marshes and coastal grasslands.

5. Wetland habitats

A. Areas of open freshwater (e.g. lakes, ponds, canals, rivers, streams and ditches) which support an exceptionally rich assemblage of floating/ submerged/ emergent plant species, invertebrates, birds or amphibians, or one or more notable species (3).

B. Fens, flushes, seepages, springs, inundation grasslands etc. that support a flora and fauna characteristic of unimproved and waterlogged (seasonal or permanent) conditions.

6. Species

A. Sites which support one or more notable species (3).

B. Sites which regularly support a significant population of a species of restricted distribution in the country. This includes sites that may only be used seasonally or for one part of a species' life-cycle.

C. Sites which support a particularly rich assemblage of species (not necessarily notable).

7. Social value

A. Sites of nature conservation interest which;

(i) occur in areas otherwise deficient in such interest, and/ or

(ii) are known to be of particularly high value to local communities e.g. community wildlife sites.

(Note: sites selected under this criterion will be rigorously confined to those which, if lost, would result in a considerable and demonstrable loss to the local community which would be very difficult/ impossible to replace.

Because of the widespread distribution of sites of nature conservation interest in Hampshire, and the high threshold used to

define critical importance, only a limited number of sites are likely to meet this criterion.)

8. Geology and geomorphology

Sites which have been designated as Regionally Important Geological/ Geomorphological Sites (RIGS).

Note: Regionally Important Geological/ Geomorphological sites are sites of regional importance excluding SSSIs. RIGs are analogous to biological non-statutory sites. English Nature is promoting the identification of these sites through the establishment of local groups comprising representatives from geographical societies, local authority planning departments, museums services etc. A RIGs group has been established in Hampshire.

Notes to Criteria 1 to 8 above

1. Ancient – refers to woodlands which have developed particular ecological characteristics as a result of their long continuity. Those identified to date are included on the Hampshire Inventory of Ancient Woodlands (Provisional).
2. Semi-natural – modified types of vegetation in which the dominant and constant species are accepted natives to Britain, and that locality, and the structure of the community conforms to the range of natural vegetation types.
3. Notable species (higher/ lower plants, reptiles, birds, invertebrates etc.) – includes Red Data Book species, Nationally scarce species (species present in a hundred or fewer 10km squares in the UK), those species covered under Schedules 1, 5 and 8 of the Wildlife & Countryside Act, Annex 1 of the EC Bird Directive 79/409 and Annex IV of the EC Directive 92/43/EEC 'The Habitats Directive', and those covered by the Bern, Bonn and Ramsar Conventions. Notable species will also include species which are considered rare in Hampshire, where they occur in significant numbers.
4. Agriculturally unimproved grassland – grassland that is composed of a mixed assemblage of indigenous species in essentially semi-natural communities which has been allowed to develop without the major use of herbicides or inorganic fertilisers.

The current list of proposed SINCS in Southampton

<u>Site Name</u>	<u>Reasons</u>
Bassett Wood Greenway	1B, 7A
Broadlands Valley Greenway	7A, 1C
Lordsdale Greenway	7A, 1C, 2A, 6A
Lordswood Greenway	1A, 1B, 1C, 7A
Monks Brook Greenway	1C, 2D
Rollesbrook Valley Greenway	7A
Shoreburs Greenway	1B

Weston Greenway	1A, 1B
Land East of Tebourba Way	7A
Nursling Plantation	6B, 7A
Hollybrook Cemetery	2B, 2D
Hollybrook Bank and Allotments	2D, 7A
Sports Centre	2B, 6A, 7A
The Common	2B, 2D, 3A, 6A, 7A
The Old Cemetery	2B, 6A, 6B
Land off Church Lane	7A
Riverside Park	4A, 7A
Land South of Monks Path	5B, 6A
River Itchen Watermeadows	2B
Mansbridge Reservoir	6A, 7A
Marlhill Copse and Meadow	1A, 1B
Frogs Copse	1A, 1B
Bitterne Manor	7A
South West End of Exeter Close	7A
Montgomery Way	7A
Hum Hole	1C
River Itchen Mudland	4A
Sholing Common	2D
Southern Area of Thornhill Park Woods	7A
Bryanston Road/ Braeside Road	7A
Peartree Green	2B, 2D, 6B, 7A
St Mary's Churchyard off St Monica's	
Road Sholing	2D
Netley Common	2A
Weston Shore	4A, 7A
Cromarty Pond	2D, 6A, 7A

APPENDIX 5 PROTECTED OPEN SPACES IN SOUTHAMPTON

1. Open Space

(City centre open spaces replaced by City Centre Action Plan Policy AP 12 and Appendix 6)

1. Mansel Park
2. Green Park
3. Bakers Drove
4. Land South of Lordshill District Centre
5. Nursling Plantation
6. Shirley Recreation Ground
7. Cedar Lodge, Oakley Road
8. Millbrook Recreation Ground
9. Freshfield Road
10. Freemantle Park
- ~~11. Mayflower Park~~
- ~~12. Cuckoo Lane Area~~
- ~~13. Town Quay (East of French Street)~~
- ~~14. Town Quay (West of French Street)~~
- ~~15. Platform Road~~
- ~~16. Queens Park, Queens Terrace~~
- ~~17. Hoglands Park~~
- ~~18. Houndwell Park~~
- ~~19. Palmerston Park~~
- ~~20. East Park~~
- ~~21. West Park~~
22. The Common
23. Netley Common
24. Lawn Road
25. Priory Road / Janaway Gardens
26. Selborne Avenue
27. Portswood Recreation Ground
28. Rockstone Place
29. Mansbridge Recreation Ground
30. Frogs Copse
31. Sholing Pit, Elgar Road
32. Riverside Park
33. Deepdene
34. Hum Hole, Lances Hill
35. Somerset Avenue
36. Harefield Estate : r/o Cheriton Avenue
37. Land adjoining Byron Road
38. Sholing Common
39. Thornhill - Hinkler Road
40. Dumbleton's Copse
41. Chessel Bay
42. Freemantle Common
43. Veracity Recreation Ground
44. Peartree Green and land adjoining
45. Land adjoining Sullivan Road
46. Church Lane
47. St. James Cemetery, St. James Road
48. Weston Shore
49. Bitterne Manor
50. Monks Path
51. Part of former Millbrook Cemetery

52. Land North of Abbotts Way
53. Blechynden Terrace
54. Whitworth Crescent Foreshore
55. Land South of Abbotts Way
56. Redbridge Park
57. North of Aldermoor Road
58. Hardmoor Plantation
59. Rope Walk Community Garden
60. Shoreburs Greenway
61. Glebe Copse
62. Land adjacent to The Avenue between Winn Road and Westwood Road

2. Sports and Playing Fields

1. Harefield Infant School
2. Heathfield Infant School
3. Eastpoint
4. Fairisle Infant and Nursery School
5. Sinclair Infant and Nursery School
6. Newlands Infant School
7. St. Mary's College
8. Itchen College
9. Tanners Brook Infant School
10. Thornhill Infant School
11. Mason Moor Primary School
12. Moorlands Infant School
13. Wordsworth Infant School
14. Bellemoor Boys School
15. Bitterne Park Junior School
16. Millbrook Community School
17. Redbridge Community School
18. Weston Park Boys' School
19. Chamberlayne Park School
20. Taunton's College: Hill Lane
21. King Edward VI School
22. Weston Lane Playing Fields
23. Test Playing Fields
24. Studland Road Playing Fields
25. Wynter Road Playing Fields
26. Woodlands Community School
27. The Cantell School
28. Lordshill Recreation Centre
29. Mansel Infant School
30. Springhill Catholic Primary School
31. St. Monica Infant School
32. Oakwood Infant School
33. Cricket Ground Weston Lane
34. Civil Service Sports Ground - Malmesbury Road
35. Atherley Bowling Green - Hill Lane
36. Harland Crescent Bowling Greens
37. East of Stoneham Lane
38. West of Stoneham Lane
39. Cutbush Lane
40. Shirley Infant and Junior School
41. Southampton Sports Centre

42. Atherley Court, Hill Court

3. Allotments

1. Athelstan Road
2. Bangor Road
3. Bitterne East
4. Bitterne West
5. Coxford (Lordsdale Greenway)
6. Hollybrook
7. Lebanon Road
8. Langhorn Road
9. Mansel Road West
10. Muddy Bottom (South, West and East)
11. Oakley Road
12. Rownhams Road
13. Sandhurst Road (Rollesbrook Greenway)
14. Vinery (Lordsdale Greenway)
15. Studland Road
16. Springford Road (Lordsdale Greenway)
17. Sydney House
18. Wimpson Lane
19. Witts Hill
20. Weston
21. Aldermoor (Lordsdale Greenway)
22. Radcliffe Road

APPENDIX 6 HOUSING DEVELOPMENTS

1. Housing Allocations **Estimated**
(City centre allocations replaced by City Centre Action **Number**
Plan Policy AP 9 and Appendix 5)

Number	Estimated
City Centre	
Fruit and Veg Market, Briton Street / Bernard Street,	
PO Office Site 57-58 High Street	162
Portland Street / Scullards Lane	27
EMR Tourist Information Centre Canute Road	25
Deck House Canute Road	79
48-49 Oxford Street and 23-24 Queens Terrace	10
College Place Car Park	15
Albert Road South	15
Garage Premises Palmerston Road / South Front	20
Maritime Chambers Wight House	54
11-31 Bellevue Road	10
Union Castle House	13
Roebuck House 24-28 Bedford Place	24
Adj 39 Lower Canal Walk	10
Adj Monument Court Lower Canal Walk	15
20-22 Ordnance Road	19
Hall of Aviation Museum Albert Road South	50
10a-14 New Road	48
43-56 Orchard Place / Oxford Street	40
Rest of City	
75-117 Northam Road	35
Vicarage Site Augustine Road	10
101-119 St Mary Street	25
Between Milton Road and Wilton Road	10
Nazareth House, Hill Lane	75
Reservoir / Depot Site, Glen Eyre Road	80
Pointout Filling Station Winchester Road	11
199, 201-209 Bassett Avenue	22
East of Commercial Street, Bitterne Road, Bitterne	12
49 Cobden Avenue	24
Warren Avenue Coxford Road	15
Belmont House Bakers Drove	18
250-252 Coxford Road	16
Lower Brownhill Road	10
Solent Industrial Estate, Trafalgar Road, Foundry Lane	10
Shirley Road / Alexandra Road	10
84-86 Cracknore Road	10
Shirley Road / Malmesbury Road	20
Waterloo Road Hoarding Site	10
Millbrook Road Builders Yard	25
12-14 Park Street	25
Land at Dyer Road, Nightingale Grove	15
Mansion Road / Park Road	10
20-22 Kingston Road 53-57 Park Road	10
Factory Units Stanton Road Mill Road	30
Factory and Industrial Units South Mill Road	15

Builders Yard - Business Units King George's Avenue	15
1-9 Oakley Road	100
288-382 Wimpson Lane	12
Mason Moor School Helvellyn Road	33
Bryanston Road Ashburnham Close	14
46 Cobbett Road	11
Depot Site, Rampart Road Bitterne Manor	12
Clausementum Quay Hawkswood Road	39
30-32 Peartree Avenue	18
Quayside Road	69
71 Bitterne Road West	10
Land in Priory Avenue	24
18-20 Shaftesbury Avenue	10
2 Brookvale Road	20
Adj 6 Lodge Road	11
536-548 Portswood Road	12
316a Priory Road	15
12a Woodside Road	10
303-305 Richmond Gardens	18
Between 15-49 Brickfield Road	18
573-577 Portswood Road	10
Former Highfield Service Station Highfield Lane	10
442-464 Portswood Road	10
Adj 70-76 Brookwood Road	10
2-3 Rownhams Road	12
Land off Green Lane	30
Surety House Old Redbridge Road	20
Rear of 206-218 Warren Avenue	12
67 Anglesea Road	11
Shirley Warren 1st School Jessamine Road	18
30-40 Bellemoor Road	10
236 Winchester Road Shirley	20
Shirley Park Road Romsey Road	30
Winchester Road Grange Road	15
Land Between Warren Avenue Jessamine Road	25
United Dairies Stratton Road	60
81-97 Portswood Road	40
115-119 Lodge Road	12
Shirley School Annexe	10
St James Road Salem Street	10
139 St James Road Salem Street	10
Rear of 269 Spring Road	18
County Cricket Ground Northlands Road	147
78-79 The Avenue	18
The Dell, Archers Road	228
89 Alma Road	10
41-59 Onslow Road	22
Corner of Clausementum Road / Ancasta Road	10
Earls Road Car Park	15
70-78 Avenue Road	12
Lodge Road / Cambridge Road	35
17-22 Bevois Valley Road	10
1 Avenue Road	12
30-68 Bevois Valley Road	25
30-36 Onslow Road	12
104-132 Bevois Valley Road	20
42-44 Westwood Road	16

4-6 Rose Road	10
66 Northlands Road	27
17 Hulse Road	20
23 Hulse Road	20
47-65 Bevois Valley Road	15
Rear of 4 Obelisk Road and 2-6 Garnock Road	25
Sea Road Woolston	12
Former Allotments, The Grove Newtown	18
99-104 St Mary's Road	26

2. Major Sites: Housing as an element of mixed use

Royal Pier / Town Quay	250
West Quay Phase 3	100
144-164 High Street	70
Habitat, High Street / Castle Lane	70
Itchen Waterfront (Drivers Wharf)	380
Mayflower Plaza	200
Antelope House Bursledon Road	25
Land fronting Alexandra Docks and Maritime Walk, Ocean Village Area	125

~~The Urban Capacity Study Updates provide the latest information regarding housing allocations.~~

APPENDIX 7 HISTORIC PARKS AND GARDENS FOR SOUTHAMPTON

Aldermoor House;
Banister's Park (Bannister Ct);
Bassett Wood;
Bellevue;
Bevois Mount;
Bitterne Grove;
Bitterne Manor House;
Blighmont;
Chessel House;
The Common;
Freemantle Park;
The Grange;
Harefield House;
Heathfield House;
Highfield House;
Hollybrook House;
La Sainte Union (Archers Lodge);
Lordswood House;
Mayfield Park;
Merry Oak;
Midanbury Lodge;
Peartree House;
Peartree Lodge;
Portswood House;
Portswood Lodge;
Queen's Park;
Ridgeway House / Castle;
Shirley House;
South Stoneham;
Southampton Central Parks;
Southampton Old Cemetery;
Spear Hall;
Springhill Court;
Swaythling House;
Thornhill Park;
Townhill Park;
Tudor House Garden;
Westwood House;
Weston Grove;
Woodmill;
Woolston House.