Introduction

1. Southampton City Council has a duty to prepare and adopt planning policies that shape the future of our city. These need to change and evolve over time to allow the city to continue to be economically successful.

2. The new Local Plan will set out the planning framework for Southampton up to 2036. It will show how the city will grow and how the new homes, shops, businesses and infrastructure needed will be delivered. It will guide decisions and be used to assess planning applications. The new Local Plan is based on evidence and there are opportunities for people to input into the plan and comment on draft policies. This will help inform the draft plan. We expect to consult on the draft plan next autumn (2016) and finish the final plan in 2018.

3. This paper contains initial suggestions to get people thinking about the key issues and key sites. On each topic / site, the council is keen to receive feedback and suggestions:
   - Do you agree or disagree with the initial suggested approach? What aspects do you disagree with?
   - Are there other options we should consider?

4. Please fill in the response form online at www.southampton.gov.uk/newlocalplan. Alternatively you can email your comments to city.plan@southampton.gov.uk or send them to Planning Policy, Lower Ground Floor West Wing, Civic Centre, Southampton, SO14 7LY.

Vision / Objectives / Spatial Strategy

5. Southampton is a successful city; it is the city of opportunity and the powerhouse for the wider South Hampshire economy. In 2013 Southampton benefitted from the greatest increase in economic output (gross value added) in England\(^1\). Over the next 20 years the city will need to continue to grow to remain competitive and sustain its success.

6. Sustainable development in the city will be promoted: development which meets economic, social and environmental needs. The city will contribute to stronger economic growth across South Hampshire, delivering major development, particularly in the city centre and central area. This will enhance Southampton as a dynamic focus for businesses, promote regeneration and opportunities for residents; focus

---

\(^1\) ONS, December 2014
development in locations well served by public transport, jobs and facilities; and help prevent the development of the countryside around the city.

7. The city will continue to be an increasingly attractive place to live, with a strong economy providing jobs for local people, a vibrant city centre, effective transport system and a high quality and well designed built environment. It also requires strong protection for much valued parks and open spaces, conservation areas and attractive residential environments that may restrain the overall scale of new development in some areas of the city but contribute to a wider vision of the quality of the city as a great place to live and do business.

8. Over the next 20 years, Southampton will:

- Attract more economic investment, including continued growth of the Port, the broader marine economy, a new city centre business district centred on the Royal Pier Waterfront and Station Quarter, and investment in industrial areas, for example in the Itchen Riverside Quarter;

- Plan for further growth and enhancement of the city centre as a major retail, leisure and cultural destination;

- Support the education and training of the city’s residents;

- Provide many new homes, and the right type of homes, to meet people’s needs, with major growth in the city centre, along the Itchen Riverside and on other major sites;

- Continue to regenerate the council’s housing estates to provide more homes and improve the environment and protect attractive residential areas;

- Support an efficient transport network which minimises congestion and pollution and improves air quality by encouraging more walking, cycling and use of public transport whilst retaining appropriate provision for cars;

- Protect and enhance the city’s rich heritage, Old Town and its network of green spaces, waterfront access and links, including the Central Parks, Southampton Common and many other valued spaces around the city;

- Manage and respond to climate change and air quality;

- Protect and enhance biodiversity and ecology.
Issues

9. This section sets out the suggested approach for each development sector. For each sector:
- Do you agree or disagree with the suggested approach?
- Are there other options we should consider?

10. These sectors can be combined together in five key areas of focus:

- **A strong economy and vibrant city** (paragraphs 11 - 29)
  City Centre retail / leisure; offices; industrial; training measures; the Port
- **Revitalising and strengthening our town and district centres** (paragraphs 30 - 38)
  Town / district / local centres
- **Meeting the housing, education and health needs of a growing population**
  (paragraphs 39 - 60)
  New homes; education; health; open spaces
- **Providing for an efficient transport and infrastructure network** (paragraphs 61 - 69)
  Transport
- **Protecting and enhancing our city’s unique environment** (paragraphs 70 - 96)
  Heritage; design; standards; sustainable development: environmental health; biodiversity; flood risk
A strong economy and vibrant city
City Centre Retail / Leisure

11. Southampton City Centre is a successful regional centre and the top retail centre on the south coast. The aim is to maintain and enhance Southampton’s role as a regional destination and a great place for shopping and leisure. It is important to continue to enhance the city centre’s ‘quality of place’, so it can compete against the internet and other shopping options. This means promoting good design, links to the waterfront, and respecting heritage and green spaces. The existing shopping area is currently split into primary areas with the most protection for shops and secondary areas where a wider mix of uses is acceptable. The government has recently introduced the flexibility for retail and service uses (including shops, banks, estates agents) to change between these uses without needing planning permission. The council will need to decide how to maintain the character of these areas as shopping streets with this greater flexibility.

12. Future needs for major shops, cafes / bars / restaurants, leisure and cultural facilities should be focussed in an expansion of the city centre. Shops should be located in the existing shopping area first where sites are available. They should then be located in a well linked expansion of the shopping area west of the West Quay Shopping Centre, to ensure overall needs are met. Shops elsewhere in the city centre will be small scale (smaller than 750 sq. m), demonstrate they can’t locate in and won’t have an impact on the shopping area, or demonstrate that they have a strong regeneration benefit.

13. The latest assessment indicates that there is potentially a significant need for new shops to 2026². The council intends to update this assessment and ensure that it is commercially realistic, taking account of the growth of internet retailing and the potential to steer future growth away from out of centre locations. Needs will be set out in the Plan for different time periods (probably to 2036), and will be monitored.

14. In order to maintain Southampton’s role as a regional destination, complementary food and drink, leisure and cultural facilities are required. A cultural quarter is being developed with new arts and performance facilities. The new plan will consider the need for more facilities and where they should be located. This will include the night time economy and how to manage its impacts.

City Centre Offices

15. Forecasts suggest that office developments are likely to form a key element of economic growth in South Hampshire. They suggest that as growth returns, changing working practices are moderating but not eliminating the need for significant growth. The potential for this growth will be monitored to establish whether it is commercially realistic. Offices are ‘people intensive’ uses and where possible they are best located

² Southampton City Centre Retail Check, Strategic Perspectives, 2014
in city centres served by good public transport connections and where they will promote economic and physical regeneration.

16. In Southampton city centre the current approach is to identify new office development sites, to capitalise on the economic potential for a new business district achieving a ‘critical mass’, incorporating the Station Quarter, Royal Pier Waterfront and in the longer term parts of the Western Gateway. In these areas a significant proportion of offices is required as part of a mixed use scheme, unless there is a justification for a lower level of offices (based on medium term viability / strong regeneration benefits). In existing office areas, the aim is to retain all offices in prime areas unless there are clear reasons not to, and some offices in secondary areas (subject to Government decisions on permitted development rights). This is part of a wider strategy to promote economic growth with improvements in transport, public realm, skills, etc.

This section set out the issues and options for city centre retail, leisure and offices:

1. Do you agree or disagree with the suggested approaches?
2. With changing shopping habits and working practices, do we need a different approach to retail and offices?
3. Are there other options we should consider?

Industrial

17. The Partnership for Urban South Hampshire (PUSH) South Hampshire Strategy promotes sustainable economic growth and urban regeneration through the cities first approach. This includes a major provision of new industrial / warehouse employment within the city. The revision of the South Hampshire Strategy and co-operation on the wider employment needs with adjoining authorities in the sub-region through a PUSH Employment Land Review will help to inform new employment floorspace targets in the Local Plan. The council will prioritise much of the delivery of this new employment floorspace on previously developed land.

18. The council will prepare a commercial appraisal of existing industrial sites as well as using the PUSH and Solent Local Enterprise Partnerships (LEP) employment evidence to inform decisions on employment land provision in the city. These include the continued protection and intensification of existing sites where opportunities are identified, the allocation of new sites and the release of sites for alternative uses where there is no reasonable prospect of them being occupied for employment use.

19. The council will protect sites for a variety of uses including general industry, logistics and open storage (particularly for the Port), marine employment and other uses compatible with industrial estates. Most employment sites with a high occupancy rate
in suitable locations and sites with strong links to the functioning of the Port will continue to be protected.

20. The council will also consider whether there are strong and overriding regeneration benefits which outweigh the loss of employment land when making decisions upon their release. Losses of employment land to other uses will need to be considered cumulatively due to the knock on impact this could have upon an increased provision of employment floorspace within the wider sub-region which could be at odds with the cities first approach.

21. The potential for significant brownfield regeneration and intensification of existing employment uses including for marine based employment is currently being explored within the Itchen Riverside area which will form part of a wider substantial mixed-use redevelopment opportunity. The vacant Ford site is considered to be highly suitable for employment-led regeneration due to its close proximity to the motorway network, airport and railway station. A planning application has been received for employment proposals at Test Lane South and this is due to be determined by the council shortly.

22. The City Centre Action Plan (CCAP) identifies a number of industrial areas which can be redeveloped to support city centre regeneration and this approach is expected to continue. In addition, the council considers that the following sites may be surplus to requirements and could be potentially be released for alternative uses:

- Trinity Industrial Estate, Millbrook
- Corner site - Park Road and 53-75 Millbrook Road East
- Northbrook Industrial Estate, Bassett
- Pitt Road Industrial Estate, Freemantle
- Mountbatten Industrial Estate, Millbrook
- Sites located within the Itchen Riverside area (more information on these sites is included later in the paper)

23. The council will consider through the preparation of the Local Plan whether the cumulative effect of these losses is appropriate or whether some should be retained.
**Training Measures**

24. The council will continue to negotiate training and employment plans for major economic development and residential construction. It is also considering seeking contributions towards training or new business units where employment land is redeveloped.

**Port**

25. The Port is a transport hub of (inter)national and local economic importance, handling cruise passengers, containers, vehicle and a range of other trades. The Government’s national ports policy strongly supports growth, subject to resolving environmental impacts appropriately. A major growth of trade is continuing to occur within the existing Port, which should be safeguarded for operational or other closely related port uses.

26. Good access from the Port to the rest of the U.K. is very important. This should be by sea or rail wherever possible; and the growing Port will also continue to depend on significant road movements. The Port’s strategic and secondary road access pass through the city. Improvements to coastal shipping, rail and road access have been completed or are planned. The Port uses its estate flexibly and intensively on a 24 hours basis, which could impact on new residential development.

27. At the same time the city and city centre need to accommodate further major commercial and residential development, generating more trips, and be enhanced with the creation of pedestrian / cycle friendly ‘city streets’. The growth of the nationally important Port and regionally important city will be managed so there is either no impact on the Port or any impact is outweighed by benefits to the city.

28. The potential to provide landscaping along the Millbrook / Redbridge Road corridor will be investigated. This will help screen parts of the Port, mitigate air pollution and provide a green corridor into the city.

29. Outside of the city, the Marchwood Military Port is likely to be brought into wider port use. In the longer term, the continued growth and competitiveness of the Port of Southampton would need expansion at Dibden Bay. This raises major economic and environmental issues to be considered with New Forest District Council and others.

These sections have set out the issues and options for economic development issues (employment sites, training measures, Port):

4. Do you agree or disagree with the suggested approaches including considering the loss of some employment land if there are strong and overriding regeneration benefits?

5. Are there other options we should consider?

6. What do you think are the priorities for improvement of employment sites within the city?
Revitalising and strengthening our town and district centres

Town / District / Local Centres

30. The district centres of Portswood, Bitterne, Woolston and Lordshill and Shirley town centre have an important role supporting local areas. They meet the weekly shopping needs of residents and are the focus for community services.

31. There is a need to protect the role of these centres. New shops will continue to be directed to the city, town and district centres. Recent changes to permitted development allow the change of use of small shops to new homes unless there is an impact on the sustainability of a key shopping area or the adequate provision of services (if there is a reasonable prospect of the building being used for these services). It is proposed to limit new housing at the ground floor in the core of these centres to ensure their sustainability. However the centres could change considerably during the next 20 years to deliver the homes needed in the city in accessible locations and to support their role. There is scope to increase the density and height of buildings. New flats could be built over shops and cafes / bars / restaurants. Community services could also be brought together in new purpose built facilities. There could also be some flexibility to redevelop community buildings where there is no longer demand for their services.

32. Successful centres need a diverse mix of uses. The Government has recently changed the planning system and planning permission is now required to change a shop to a betting shop or payday loan shop. The council is considering how to address the impact of over concentrations of betting shops and payday loan shops. The council
will also consider whether it should control any over concentrations of food and drink uses; restaurants and cafes; pubs and bars; and takeaways in district / local centres. Recent changes have strengthened the protection for pubs which have been identified as ‘assets of community value’ and the council will be introducing measures to protect the city’s pubs.

33. Southampton’s centres will face major challenges. All of the centres will have to respond to changes in shopping habits and an increase in internet retailing and the growth of the city centre. Shirley is designated a town centre as it is the second largest centre in the city after the city centre. It has a good diversity of uses, including a strong offer of convenience goods such as supermarkets, butchers, grocers and newsagents; financial and business services: and it has historically had low vacancy rates. It is on a major road into the city centre and there are issues of congestion, highway safety and the quality of the street environment. Recent and planned developments will increase the density of the area. As the centre is spread out, the success of the centre may be threatened if units are redeveloped for non-retail uses and gaps appear in the retail frontage.

34. The four district centres are all quite different. Portswood is currently in good health with a range of shops anchored by two supermarkets, a strong leisure offer above the national average and low vacancy levels. The challenge will be to integrate new developments into the centre, improving the quality of the street and its facilities, and retaining its character. Bitterne is split between a retail centre, including two medium sized supermarkets (one non-food) and a weekly market, on one side of the Bitterne Road and community, health and leisure buildings on the other. It has a compact retail centre focused around a traditional precinct. There may be opportunities to bring facilities together to reduce the impact of the road.
35. Lordshill is dominated by a large superstore next to a small retail parade with community and leisure facilities to the south. Apart from the superstore, Lordshill’s retail offer is very limited, due to its car dominated environment and isolation from nearby residential development; the design is outdated and the units in the centre are in need of modernisation. The plan will consider opportunities for comprehensive redevelopment of the centre and reducing the impact of Lord’s Hill Way.

36. Woolston has experienced significant change in the last 10 years with the closure of the Vosper Thornycroft shipbuilders on the edge of the centre and the Centenary Quay development under construction on the site. This is a significant new development with new homes, employment and supporting facilities such as a new supermarket, restaurants, crèche and library. Woolston has small traditional retail units and the vacancy rates are higher than the national average, however there are some positive signs that this is now improving. The increase in people living and working in Woolston can help support the district centre and attract new businesses to the centre.

37. In addition to the town and district centres, local centres fulfil a vital role in providing shops and services close to people’s homes to meet their day to day needs. A number of local centres have been redeveloped as part of the regeneration of the city’s estates. However, local centres vary significantly in their size and their health and some parts of the city do not have local centres. The plan will reassess all the centres and their boundaries to check that the right areas are protected and prevent an overconcentration of particular uses such as takeaways. In some centres, more flexibility may be required to deliver viable uses for buildings, particularly if this is part of a wider regeneration scheme. More local centres and facilities may be needed to serve the increased population in parts of the city and near to its boundary.

38. Out of centre retail / leisure development will be controlled in line with national policy (i.e. the ‘sequential’ and ‘impact’ tests).

These sections have set out the issues and options for town, district and local centres:

7. Do you agree or disagree with the suggested approaches?
8. Are there other options we should consider?
9. What are the priorities for local centres you use? Should the council allow more housing in these areas?
Meeting the housing, education and health needs of a growing population

New homes

39. One of the key challenges of this plan will be to deliver the right number and type of new homes needed in Southampton whilst ensuring the city is a good place to live. New homes are needed to address the city’s increasing population and to deliver economic growth as people move to access new jobs. The numbers of new homes needed are assessed by the councils working together at a South Hampshire level. The policies in the new Local Plan will show how Southampton city council will deliver these homes.

40. This plan will help determine where new homes will be located and identify sites for developments of 5 or more homes. As an urban area with very little undeveloped land within the city, these sites will generally be ‘brownfield sites’ which are already developed. Larger housing developments will be focused on the city centre, central areas and other major sites such as Centenary Quay and the council’s Estate Regeneration programme. Outside the city centre, the plan may identify town and district centres and major transport corridors where the council would support intensification and medium density redevelopments. This would increase the amount of housing in these centres above ground floor levels. A small level of development is expected on sites outside these areas. The plan will consider how new homes will affect the character of areas throughout the city including the impact of city centre growth on the neighbouring central areas.
41. The council is pursuing a regeneration of its council housing estates. The aim is to provide more homes to meet needs, improve the quality of both homes and the overall design of the built and green environment, and maintain an appropriate level of open spaces. There may be the development of small areas of poor quality open space with investment to improve open spaces nearby.

42. Potential housing sites include vacant and derelict land and buildings in other uses such as industrial or public sector use which is suitable for housing. They may come forward if, for example, the current use is no longer viable. Development sites can also include existing housing areas and properties which can be redeveloped to deliver more housing.

43. Within the city a high number of homes are built on small sites with less than 5 dwellings. Small sites are expected to continue to deliver housing in the city. The overall target will include a proportion of new homes constructed on small sites. As part of this consultation, the council is inviting people to suggest sites for 5 or more new homes to be assessed and considered for housing development.

44. As well as the right numbers of homes, it is important to get the right type and size of new homes. The plan will consider specific needs such as housing for an increasing elderly population, those on low incomes, families and students.

45. Research has identified a need for small properties (1 or 2 bedroom) to meet the affordable housing need and larger properties (2 or 3 bedroom) to meet the open market housing need. There is also a need to retain, and where possible increase the supply of larger, higher value properties in the city. As well as providing family housing, 2 or 3 bedroom properties are also attractive for older households downsizing. Although most older people will choose to remain in their own home, an increasing older person population will lead to an increase in households with specialist housing needs and some older people will require sheltered or extra care provision.

46. There is a need for affordable housing provided at below market prices across the city and larger housing developments will include a proportion of affordable housing. The private rented sector will also play an important role in providing a variety of different housing options. It is the second largest tenure in Southampton with around a quarter of all properties in the city and 24,500 properties.

47. Recently Southampton has seen a number of student accommodation schemes, delivered by the universities and private developers. Around 40,000 students study in Southampton and it is expected that this could increase by at least 8,000 by 2021. The plan will continue to protect existing halls of residence and assess the needs for student accommodation. New purpose built student accommodation will be supported. They should be capable of being adapted if the city’s housing needs change in the future. It will also consider managing houses of multiple occupation (HMO)

---

3 South Hampshire Strategy Housing Market Assessment (GL Hearn for PUSH) published January 2014
which are occupied by a number of people who share facilities. This is in order to avoid a concentration in particular areas which will adversely impact the character of a community whilst recognising their role in meeting housing need.

48. The Government’s policy is to meet the needs for gypsies and travellers. An assessment suggests there may be a need for a small number of additional caravan pitches over 15 years to meet local needs. If monitoring of the actual site waiting list indicates that this need arises in practice, it is likely this can be met on land at the existing Kanes Hill site. This will not affect the woodland buffer with housing areas to the south. Existing facilities and infrastructure on the site need to be improved as any new pitches are added. The council will consult with existing residents of the site on the improvements needed as an integral part of the process of working up and costing more detailed plans and seeking external funding, prior to any implementation of pitches which may be needed. There is also a need for 2 plots for travelling show people in the area. The council will discuss potential sites with neighbouring councils.

These sections have set out the issues and options to address housing issues:

10. What sort of housing should be built and where?
11. Do you agree or disagree with the suggested approaches?
12. Are there other options we should consider?
13. How should we provide housing for students and an ageing population?
14. Do you want to propose potential housing sites (capable of accommodating 5 or more extra dwellings)?
Education

49. High quality education is needed to support the growth of the city and help to make it a better place to live. Southampton has a range of schools from academies to community schools and these will be protected. Over 2,200 new primary school places have been added since 2010. In the short term, further increases in pupil numbers from students living within and close to the city can be accommodated by extending existing schools. Around 1,500 new secondary school places are needed by 2019/20 and it is likely that there will be a need for another secondary school, or a satellite school from an existing secondary school, located in the centre of the city. The planning team will work with education to identify potential sites for a new secondary school and consider the need for the expansion of other schools and for new primary schools. This will include considering education uses in the city centre sites listed at the end of this document. The plan will set out the criteria for new schools and plan for the long term growth in pupil numbers.

50. As well as primary and secondary education, early years provision has grown and new facilities are required for nurseries and pre-schools. The council will support new provision of early years facilities.

51. The universities are key institutions in Southampton. The University of Southampton and Southampton Solent University employ 6,000 staff and there are currently around 40,000 students studying in Southampton out of an overall population of 240,000. Over the plan period, it is expected that there could be a significant increase in student numbers. The plan will help support the universities by protecting their sites.
including their halls of residence and any areas for expansion. Further guidance is also being developed on Houses of Multiple Occupation (HMOs) and the council will continue to work with the universities to address student housing growth in the city, supporting new purpose built accommodation.

Health

52. New growth can help support healthier lifestyles by locating development in locations accessible by walking and cycling, providing access to open space and opportunities for physical exercise. It can also impact on wider factors affecting health including having a decent quality house and job and by promoting healthy, safe and connected communities and the facilities communities need. Planning can control activities which may have a negative impact on health for example due to air pollution.

53. The infrastructure needed for new development includes health facilities from GP surgeries to hospitals. Southampton’s principal health centres are Southampton General Hospital, Princess Anne Hospital, Royal South Hants Hospital and the Western Community Hospital. The council will work together with health providers (and other public sector land holders) to make best use of their sites whilst addressing issues such as access and car parking. It will respond to the likely future health needs in the city in the short and long term including the challenges of an increasing population and particularly elderly people, and the need to better integrate health and social care services.

These sections set out the issues and options for local facilities (education and health):

15. Do you agree or disagree with the suggested approaches?
16. Where should the new education and health facilities be located?
17. Are there other options we should consider?

Open Spaces

54. Southampton benefits from an excellent network of common land, wooded areas, green corridors, district parks, local green spaces, playing fields, play areas, allotments and other open spaces. The most significant green and open spaces in Southampton include the Central Parks, Southampton Common, Mayflower Park, Weston Shore, the Outdoor Sports Centre and Southampton City Golf Course. Amenity green spaces which serve local communities also make an important contribution towards the overall mix of provision. The city is also well located within nearby proximity to country parks in Eastleigh and the New Forest National Park.

55. Open space and green infrastructure help to deliver a wide range of ecosystem services which can include wildlife habitats, flood protection, carbon storage and urban cooling through to the provision of wider health and well-being benefits. Open
space provides opportunities for passive activities and informal recreation and more active participation in a number of sports. They are also used for events and other activities and can attract significant investment if well managed and maintained.

56. Much of the city’s open space is owned and managed by the council. Some of these spaces are managed through partnership arrangements with other organisations. Active Nation provide and manage a range of sports across a number of the city’s open spaces, pitches and recreation grounds. Mytime Active operates Southampton City Golf Course. There are also a number of privately owned open spaces and pitches. Southampton Solent University has pitches at Test Park Sports Ground. Pitches provided by the University of Southampton are located within Eastleigh at Wide Lane Sports Ground.

57. The council will need to prioritise the management and protection of its existing open spaces due to significant forecast population growth over the Plan period. An open space study is being progressed which will inform decisions and prioritise resources for improving the quantity, quality, accessibility and public value of open spaces. This will also help to identify small and fragmented areas of open spaces which may be surplus to requirements. A small net loss of poor quality open space may be appropriate where it delivers strong regeneration benefits including higher quality open space.

58. The council will address development pressures by continuing to collect developer contributions for on-site open space provision within new residential developments. Financial contributions for off-site provision or green infrastructure such as roof gardens will be provided where this is not achievable.
59. The council will enhance the green grid and linkages between open spaces in the city and the wider sub-region such as to the Country Parks in Eastleigh. For example this would include a Woolston – Weston – Netley – Royal Victoria Country Park green link. The council is also currently looking at opportunities for improving public access to Lordswood as part of the wider Forest Park proposals in southern Test Valley.

60. The council will maintain the strategic gaps around the city in order to allow for the continued separation between adjoining settlements in response to greenfield development that will come forward within the PUSH sub-region.

This section set out the issues and options for open space:

18. Do you agree or disagree with the suggested approaches?
19. How can the council ensure that there is open space for people close to their homes?
20. Are there other options we should consider?
21. What do you think are the priorities for improvement of open spaces within the city?
Providing an efficient transport and infrastructure network

Transport

61. Southampton is a regional transport hub. Its major transport infrastructure includes the Port of Southampton, which is an international multi-modal hub for cargo and the cruise industry, the M27, M271 and M3 motorways which link strategic routes in the city to the Strategic Road Network (SRN) and Southampton Central Train Station which is a mainline railway station with direct links to London. Southampton International Airport is located to the north, just outside the city boundary. Local transport infrastructure includes a further seven railway stations, a comprehensive and growing bus network, a network of cycling and walking facilities and passenger and car ferry services to the Isle of Wight. There is also a passenger ferry service to Hythe.

62. The Local Plan will continue to support and prioritise modal shift away from the private car to more sustainable modes and provide a link to the strategic transport policies and objectives of the Local Transport Plan (LTP). The council is starting work on LTP4 to ensure the council’s strategic transport policies are robust and relevant; this includes an update to the evidence base, consisting of both Sub-Regional Transport Model (SRTM) and a City Centre Microsim model incorporating development aspirations from the Local Plan that underpins the LTP. This will help to determine the level of growth that can be sustainably accommodated and the level of modal shift that would be required for mitigating adverse impacts.

63. Through the Local Plan, the city will continue to be a strong focus for economic growth in South Hampshire through the cities first approach principle. Prioritising modal shift is considered to be vital towards achieving this. This includes making the bus reliable through bus priorities and information, increased passenger capacity on the local rail...
network and the provision of new safe facilities that increase the attractiveness of walking and cycling. Rail freight sidings will continue to be safeguarded due to the effect they have upon reducing road vehicle movements by taking heavy goods vehicles (HGVs) off the road network. There will also be a continued requirement for developers to promote the use of travel plans.

64. To achieve the desired modal shift, the council has, and is, continuing to deliver highway, sustainable transport and public realm enhancements, such as at Southampton Central Station (the Station Quarter). Work completed to date at the Station has created a new gateway to the city by making it easier and safer for people to interchange between trains and buses, and for those arriving on foot and cycle to access and navigate their way round more easily.

65. Further to the council’s priority to achieve modal shift, the role of the highway network will need to be considered in supporting new development, the economy and residents of the city. This is because most journeys to work are made by car, either as a driver or passenger which places additional stress on the network particularly at peak periods. This will be a major traffic generator along with the continued growth of the Port of Southampton, with the container port, general operations and the growing cruise industry all generating traffic.

66. The council has recently delivered highway improvements through the ‘Platform for Prosperity’ improvement project, which has improved access to the Port and facilitated the relocation of Red Funnel operations to Trafalgar Dock. Other recent works have included junction improvements at Central Bridge. Recently announced Government funding streams for Highways England will result in major infrastructure improvements at M271/Redbridge Roundabout and A3024 Northam Rail Bridge. Improvements to these pinch points, along with the proposed M27 and M3 Smart Motorway Scheme will help to improve traffic flow to and from the wider strategic road network.

67. The council considers that prioritising modal shift along with improvements to congestion hotspots and the management of the highway network in combination will help to ensure the smooth operation of the city and in turn have positive impacts upon reducing harmful emissions that contribute to poor air quality. This is considered to be significant issue to address with the city being one of 16 zones in the UK that is predicted to be exceeding European air quality standards in 2015-2020.

68. In 2014, the Government reviewed the guidance for requiring maximum parking standards in residential developments. In light of this, the council will review parking standards, particularly those in the City Centre, with the intention of making these more appropriate on a city wide level. The council will consider reviewing the Car Parking SPD. Parking standards for commercial, retail and other uses will remain unchanged.
69. In the medium to longer term, a bus based Park and Ride system may help manage and reduce congestion leading into the city centre from the outskirts. They may also facilitate trips to the University and Hospitals. Options could be explored to the east, west and north of the city. There is a potential for locating a Park and Ride facility at Bargain Farm on the western edge of the city, the emerging Revised Test Valley Local Plan proposes to safeguard the site for this purpose. The Council supports employment development on the Ford site to maximise job creation as part of the wider Southampton Airport Hub, and this site is likely to be developed in the short term. If a future assessment of potential sites in the north were to identify that a part of the Ford site could be delivered for park and ride, the economic and transport benefits and dis-benefits of this would be considered through the Local Plan process.

This section sets out the issues and options for transport:

22. Do you agree or disagree with the suggested approaches?
23. Are there other options we should consider?
24. What should be our priorities for transport improvements?
25. How should we encourage more people to walk and cycle?
26. How should we provide for parking in residential areas in the future?
Protecting and enhancing our city’s unique environment

Heritage

70. The city has a wealth of historic buildings and structures, registered parks and open spaces, and archaeological remains that reflect the city’s rich maritime heritage. However there are some major threats to these including the changes in national planning policy that have given permitted development rights for converting offices to residential and the lack of funding to protect unused historic buildings and ruins.

71. Consideration needs to be given to whether we should provide better protection to the character of areas of the city containing listed buildings that are experiencing significant change, such as at Carlton Crescent, which is seeing change of use applications from office to residential, and other areas of industrial character such as Itchen Riverside. Consideration should be given to how these areas may also be enhanced in the longer term.

72. The city has over 250 listed historic buildings and structures as well as a register of locally listed buildings and structures. As pressure builds to redevelop areas of the city consideration should be given to designating all buildings and structures older than a certain age, such as 1850, and public houses built before 1900, as heritage assets. This would ensure appropriate consideration is given to their redevelopment in the context of their contribution to the heritage and character of the city, and whether it would be more appropriate to retain and incorporate them within any redevelopment proposals.
73. The council has recently been successful in keeping some of the city’s most important historic buildings in active use. This approach needs to be embodied in policy to ensure that further progress is made, such as to the vaults and historic ruins in the Old Town, to ensure that the city’s rich heritage is protected, enhanced and brought back into use for future generations to enjoy. In particular this approach can enhance the city’s unique and distinctive maritime culture.

74. In order to achieve this a more flexible approach may be required to refurbishing a historic building or structure with regard to energy efficiency, access and the retention of its state at the time of listing.

75. The city’s nationally important archaeological remains are under constant threat of destruction from new development. As such they are a diminishing and this non-renewable resource is in danger of being lost completely. There will need to be a balance struck during the lifetime of this plan between the need to preserve important archaeological remains and sites (even if this means opposing development of some sites) and mitigating the impact of development through excavation and other means of recording.

76. There is a greater need to control the pallet of materials used in development in or near to Designated Heritage Assets such as listed buildings or conservation areas. While some conservation areas have the protection of Article 4 Directions (restricting changes that can be made without needing planning permission), in other areas the overuse of sometimes inappropriate modern materials is causing harm to the historic built environment. We will consider producing guidance on acceptable materials that respect the local vernacular where developments may harm the character or setting of Designated Heritage Assets.

Design

77. With pressure to densify land use further in the city there will be a need to achieve a higher quality of built environment and be much more rigorous in the protection and enhancement of the city’s heritage assets. There is also a need to continue to build on recent achievements in establishing a distinctive sense of place for this unique international maritime city.

78. Development sites will need to optimise their development capacity, balancing the need to increase density, height and development footprint with the need to mitigate impact on the local character and context, on longer views over the city, and on open space. The city centre, the council’s Housing Estates, and areas such as the Itchen Riverside and district centres, transport hubs and corridors, being the most sustainable and accessible locations in the city, will see high levels of change, whereas the more suburban areas of the city will see more moderate change.

79. Consideration will need to be given to the design of taller developments in order to mitigate against blighting adjacent sites, preventing their redevelopment, being overbearing in scale and casting shadows on previously unshaded open space. This will
be a particular consideration with regard to listed buildings, conservation areas and registered parks. Tall buildings can improve the legibility of a place, identify key gateways in the city and provide dramatic views over the city, its waterfront and open spaces. The most appropriate locations are those of good accessibility, the city centre (apart from the Old Town), district centres and housing estates, and close to the waterfront and open spaces. The impact of tall buildings will be considered on views and vistas across the city, and along key approaches and transport corridors in the city. All tall buildings will continue to be exemplary in their design, and respond positively to the local character and context, whilst also being viable to deliver.

80. Innovative design will be encouraged to make the most efficient use of land and respond creatively to constrained development sites. This might include proposals to wrap uses with large inactive facades such as new retail sheds and multi-storey car parks with single aspect residential development or to provide residential development on top of new retail or office uses.

81. It will be increasingly necessary to ensure private and shared spaces are well designed and, in particular, to accommodate parked cars so that they do not dominate the streetscape. There needs to be more guidance on the design of boundary treatment, bin and cycle stores, parking provision and associated landscaping and trees. Interpreting local vernacular in a contemporary way using modern methods of construction, building and cladding materials requires greater guidance to ensure the appropriateness of these given the existing context and character of an area. A review of the Residential Design Guide 2006 should be carried out when resources and work programme allows to ensure that design guidance is consistent with the emerging new policies in the Local Plan.
82. The Government is also proposing to introduce the ability for communities to consider self-build or custom build to provide new homes. Design policies will cover this as with any other development however consideration may need to be given to whether specific policies are required for larger sites and council owned sites such as the housing estates.

Standards

83. Southampton currently has a range of local standards for development in the city. In order to provide certainty for developers, the Government is replacing local standards with national housing standards. Single national standards will cover the security of homes and energy efficiency. They will be applied through changes to Building Regulations. Minimum standards with an optional enhanced standard (also set by Government) apply to the size of homes, their accessibility and to water efficiency. The implementation of these new standards are likely to impact on the density and design of new homes as well as energy efficiency through the replacement of the Code for Sustainable Homes.

84. The new Local Plan will reflect these changes. It will demonstrate evidence on local need and viability to justify any optional enhanced standards to be applied. The council is planning to introduce enhanced standards for water efficiency (see justification overleaf). An enhanced standard is also supported to ensure a proportion of new properties are suitable for wheelchair users. Whilst the principle of minimum space standards to increase the size of new homes is supported, the council will assess the impacts on viability and housing numbers of the sizes proposed.

These sections set out the issues and options for heritage and design:

27. Do you agree or disagree with the suggested approaches?
28. How should we protect and enhance our historic buildings and monuments and the unique character of Southampton?
29. Should the council apply minimum space standards and higher standards for water efficiency and properties suitable for wheelchair users?
30. Are there other options we should consider?

Sustainable Development

85. Developers will need to demonstrate that they have taken the opportunity to reuse land and buildings wherever possible. Buildings should make full use of passive solar gain through orientation, building design and landscape design (while avoiding excessive heat gain and glare). They should be long-life and flexible buildings which are capable of being adapted for a variety of other uses with the minimum of disruption. It is proposed that the Local Plan continues to require BREEAM ‘Excellent’ on non-domestic buildings over 500m2 to maintain the sustainability standards on
such buildings. Both new commercial and residential development must include adequate and appropriate means of storing refuse and recyclable materials. All new residential developments are encouraged to utilise BRE’s Home Quality Mark. Conversions of buildings should be designed to be energy efficient.

Renewable or low carbon energy plants

86. The city council has produced the Low Carbon City Strategy which sets targets to reduce the city of Southampton’s carbon dioxide emissions by 34% by 2020 (from 1990 levels) in line with national policy but to reduce the council’s CO2 emissions by 40% by 2020 (from 2010/2011 levels). Through the Local Plan, policies encourage more energy efficient buildings and 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. More energy efficient buildings and the servicing of their energy needs with low carbon and renewable sources of on-site energy production make buildings cost less to run and enhances the competitiveness of local economies.

Water

87. The lack of sufficient water supply in the South East is already a problem. The region is one of the driest parts of the UK and yet experiences the greatest levels of demand. Per capita water consumption in the region is increasing, suggesting the problem will get worse even in the absence of more development. The predicted impacts of climate change (drier, warmer summers) are likely to increase water demand even further. The Test and Itchen Catchment Abstraction Management Strategy[1] resource

---

availability status results show that at every assessment point in Southampton, water resources are either not available or are over licensed and over abstracted to some degree. For any new development to be accommodated into the city sustainably, water demand needs to be reduced, with a view to eventually achieving water neutrality (a combination of reduced demand in new development and water efficiency measures retrofitted into existing development).

Environmental Health

88. Air quality is a significant issue in Southampton, one of 16 zones in the UK that is predicted to be exceeding European air quality standards in 2015-2020. The European Commission has started infraction proceedings against the UK government for these breaches and this could result in significant fines. An Air Quality Management Plan (AQMP) was introduced by the council in 2009 which identifies initiatives that look to improve local air quality. This has been successful to an extent but more improvements are needed. Over the next 18 months, in partnership with key stakeholders, the council will develop a Low Emission Strategy to support the AQMP. This strategy will look at policies, measures and initiatives that can reduce road transport emissions, the main cause of air pollution.

89. Planning policy has a role to play in addressing air pollution. Planning policies can guide development to more accessible locations to encourage the use of public transport, walking and cycling, and enable future scheme users to make clean vehicle choices. It can also support the use of cleaner vehicles by, for example, requiring electric car charging points in new developments. Buildings can be designed with the main windows located away from polluted areas and using mechanical ventilation and landscaping to mitigate air pollution. The council has in place a Community Infrastructure Levy which can be used to fund off-site measures. Planning officers will work together with Environmental Health on the development and implementation of the Low Emission Strategy and assessing how specific sites and developments address air quality issues.

90. In addition to air quality issues, other issues addressed by planning policies include noise, odour, lighting, waste, dust and contamination. Noise issues affecting new development are mainly connected to transport, including rail and air travel, the night time economy and the docks. Many of these issues can be avoided by good design of buildings or facilities and their activities if they are considered at an early enough stage in a development. Planning and Environmental Health officers will continue to work closely together to address these issues.
Biodiversity

91. The natural environment is an absolute, it is not something which can be left until later to be addressed as a debt. It is necessary and important for designated sites, Priority Habitats and Protected Species to continue to be conserved. In addition safeguarding and enhancement for general biodiversity should be sought. Mitigation impacts on European sites are being addressed through the Solent Recreation Mitigation Partnership, however Southampton also needs to address mitigation recreational impacts on the New Forest.

92. Previous Habitats Regulations Assessments have identified three key areas which need addressing: recreation; air quality; and water supply. Previous plans focussed on providing recreational opportunities around where people live, but for the Local Plan more creative options may need to be used, looking at a more holistic approach in having a green grid complementing the grey grid (streets and roofs). The designation of international sites locally is the driver for the approach, but the benefits will improve quality of life and wellbeing for people.

93. Habitat/biodiversity mapping will be carried out, with overlays for recreation and air quality management areas added. Density of the built fabric can be used to identify areas that are at risk of the urban heat island effect. Areas of vulnerability, for example high populations of the elderly or young children could be identified, and areas at risk from surface water flooding. Options will look to protecting, strengthening and filing gaps in the green grid (e.g. street trees along infrastructure routes allowing a pleasant environment for people to walk to access parks; green roofs and walls).
94. The Green Space Factor is a tool which can be used to help develop the green grid in new development.

These sections set out the issues and options for the natural environment, Environmental Health and Sustainability:

   31. Do you agree or disagree with the suggested approaches?
   32. How should we protect and enhance the natural environment?
   33. How should we tackle the impact of climate change?
   34. Are there other options we should consider?

Flood Risk

95. Small parts of the city are at risk from tidal flooding and as sea levels rise this risk will increase over the next 50 – 100 years if no action were taken. This particularly affects the centre of the city, where major new development is needed. The council’s strategy to protecting existing and new developments is to steadily implement a city wide defence along or near to the shoreline. This should be designed to integrate with the city’s infrastructure and, where part of a redevelopment, to create access to the waterfront. Specific consultation will be undertaken on the alignment for the first phase of defences along the River Itchen shortly. In addition, to manage risks from tidal, river, surface and ground water flooding, new development will be designed to achieve an appropriate degree of safety for the type of use, and to implement sustainable drainage.

96. Sustainable Drainage Systems (SUDS) are designed to control surface water run off close to where it falls and mimic natural drainage as closely as possible. They provide opportunities to: reduce the causes and impacts of flooding; remove pollutants from urban run-off at source; and combine water management and green space with benefits for amenity, recreation and wildlife. The Government has proposed changes to planning which ensures that sustainable drainage systems will be provided in new development where appropriate. Southampton’s Local Plan should consider whether SUDS standards or guidance is required for non-major developments.

This section set out the issues and options for flooding:

   35. Do you agree or disagree with the suggested approaches?
   36. Are there other options we should consider?
Key sites

97. The new Local Plan will set out policies for uses such as housing, employment, retail and open space. One way that these policies will be delivered is by allocating individual sites for a particular type of development or use. These allocations will ensure that new development meets the needs of the city, is in sustainable locations, supported by infrastructure and appropriate to the area where they are located.

98. This section identifies potential sites in the city centre, Itchen Riverside and elsewhere in the city. At this early stage in the process, we are looking for your initial views on the sites and uses proposed and for suggestions for other sites to be considered.

City Centre

Map 1 Potential city centre sites (sites in Table 1)
99. The City Centre Action Plan allocates development sites and was recently adopted (March 2015). The Local Plan will include these sites and when adopted will replace the City Centre Action Plan.

100. Unless circumstances change, the suggested approach is that the Local Plan will continue to set out the same approach for:

1. A series of Quarters (general approach);
2. Specific key pedestrian / cycle linkages through the city centre;
3. Policies for development sites (to be delivered in the short, medium and long term);
4. Supporting detail for development sites.

101. The Local Plan is likely to set out points 1., 2. and 4. more succinctly than in the Action Plan.

102. The City Centre Action Plan is supported by the City Centre Master Plan. This sets out an overall visualisation and more detailed design guidance. Other important city centre documents include the Streets and Spaces Framework and the City Centre Characterisation Appraisal.

103. There is a wide contiguous area in the west of the city centre which can accommodate major development. This ‘Major Development Zone’ (MDZ) will continue to have an overarching policy to help connect individual developments which come forward within the zone at different times. It is suggested that the MDZ should be extended to include the Royal Pier Waterfront.

Map 2 Potential expansion of the city centre boundary north west of Central Station
### Table 1 City centre sites

<table>
<thead>
<tr>
<th>Site</th>
<th>Initial Suggestions for:</th>
<th>Key Requirements (in addition to a high quality of design)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Main Uses (See definitions at end)</td>
<td></td>
</tr>
<tr>
<td>Major Development Zone (MDZ)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Station Quarter</td>
<td>Office; Residential; Leisure; Hotel; Appropriate Retail.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Option: extend the city centre boundary and Station Quarter site to include the industrial estate (see map 2 above)</td>
<td>City centre gateway, transport interchange, new civic spaces.</td>
</tr>
<tr>
<td>2. Western Gateway Quarter</td>
<td>Office; Leisure; Hotel; Residential; small scale Retail.</td>
<td>City centre gateway, new civic spaces, positive relationship with Port.</td>
</tr>
<tr>
<td>3. Retail Expansion area</td>
<td>Retail; Leisure. Above ground floor: Hotel; Residential; Offices.</td>
<td>City centre expansion with strong links to the existing shopping area, Central Station and waterfront; new civic spaces; safeguard CHP station; enhance coach station.</td>
</tr>
<tr>
<td>4. Royal Pier Waterfront Quarter</td>
<td>Casino; Leisure; Offices; Hotel; Residential; appropriate retail</td>
<td>Waterfront destination with publically accessible waterfront and an improved Mayflower Park, transport improvements including ferry services. Respect heritage / archaeology / views.</td>
</tr>
<tr>
<td>5. Watermark West Quay</td>
<td>Leisure; Retail; Hotel; Residential; Office</td>
<td>Enhance the Town Walls; major new civic space fronted by retail / leisure.</td>
</tr>
<tr>
<td>6. West Quay Western Site B</td>
<td>Office / Hotel</td>
<td></td>
</tr>
<tr>
<td>Heart of City Quarter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Above Bar West (Asda / Marlands)</td>
<td>Retail; Leisure; Hotel; Residential; Office.</td>
<td>Ground floor: retail / leisure. Create new links to MDZ.</td>
</tr>
<tr>
<td>8. Above Bar Parkside (eastern side of Above Bar)</td>
<td>Retail; Leisure; Hotel; Residential; Office</td>
<td>Comprehensive development with ground floor: retail / leisure. Create new links through to the Central Parks.</td>
</tr>
<tr>
<td>9. East Street Shopping Centre / Debenhams</td>
<td>Retail; Leisure; above ground floor Residential; Hotel; Office</td>
<td>Improve links to St Marys, provide active frontages on main routes. Respect and enhance setting of the park</td>
</tr>
<tr>
<td></td>
<td>Alternative option – support a wider mix of uses on ground floor, provided a proportion is retail.</td>
<td></td>
</tr>
</tbody>
</table>
### Site Initial Suggestions for:

<table>
<thead>
<tr>
<th>Main Uses (See definitions at end)</th>
<th>Key Requirements (in addition to a high quality of design)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>10. Itchen Riverside</strong> – see Table 2</td>
<td></td>
</tr>
<tr>
<td><strong>Old Town Quarter</strong></td>
<td></td>
</tr>
<tr>
<td><strong>11. Bargate sites</strong></td>
<td>Retail, Leisure; above ground floor Residential; Hotel; Office</td>
</tr>
<tr>
<td>Alternative option – support a wider mix of uses on ground floor (provided retail / leisure uses are fronting the main routes and town walls)</td>
<td>Improve access to, views and setting of the Town Walls, provide active frontages on main routes and improve pedestrian links. Retain or reprovide Shopmobility facility. Realign build edge around Bargate. Respect and enhance the setting of the park.</td>
</tr>
<tr>
<td><strong>12. Albion Place / Castle Way</strong></td>
<td>Public open space; limited small-scale complementary visitor and leisure uses; bus super-stop</td>
</tr>
<tr>
<td><strong>Cultural Quarter</strong></td>
<td>Improve setting of the Castle Bailey and Town Walls and have no negative impact on the Town Walls. Retain views into and out of the Old Town. Provide new public open space.</td>
</tr>
<tr>
<td><strong>13. Northern Above Bar</strong></td>
<td>Educational and cultural facilities, Leisure, small scale Retail, Hotel. Residential or Offices on upper floors.</td>
</tr>
<tr>
<td><strong>Solent University Quarter</strong></td>
<td>Maintain pedestrian street through to Park, active frontages to principal elevations including park sides, high quality public space. Tall buildings appropriate on park edges. Respect and enhance setting of Park, Guildhall and Civic Centre. Improve East – west linkages.</td>
</tr>
<tr>
<td><strong>14. East Park Terrace</strong></td>
<td>Educational and university related facilities; if all / part not required then Offices; Residential; Other Education; Hotel; Community; Media/Arts</td>
</tr>
<tr>
<td><strong>15. St Marys Road</strong></td>
<td>Residential; Offices; Sport and Leisure; Educational uses; Research; Community uses; small-scale Retail</td>
</tr>
<tr>
<td><strong>Solent University Quarter</strong></td>
<td>Expansion of the Southampton Solent University main campus with a strong architectural statement and improvements to the public realm. Respect and enhance setting of the parks, improve connectivity with the surrounding areas.</td>
</tr>
<tr>
<td><strong>Solent University Quarter</strong></td>
<td>Improve public realm and links to the rest of the city centre.</td>
</tr>
<tr>
<td>Site</td>
<td>Initial Suggestions for:</td>
</tr>
<tr>
<td>------</td>
<td>--------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Holyrood / Queens Park</td>
<td></td>
</tr>
<tr>
<td>16. Fruit and Vegetable Market (part in Old Town Quarter)</td>
<td>Residential; Offices; Hotel; small-scale Retail</td>
</tr>
<tr>
<td>17. Duke / Richmond / College Streets</td>
<td>Residential; Offices; Media/creative industries/workshops; small-scale Retail; Hotel</td>
</tr>
<tr>
<td>18. Ocean Village</td>
<td>Office; Residential; Leisure; Hotel; water based Recreation; small-scale Retail</td>
</tr>
<tr>
<td>19. Albert Road South / Canute Road</td>
<td>Residential; Leisure; Hotel; small-scale Retail</td>
</tr>
<tr>
<td>St Marys</td>
<td></td>
</tr>
<tr>
<td>20. St Marys Street and Northam Road</td>
<td>Small-scale / local Retail; Residential; Leisure / Community uses; Small-scale Employment</td>
</tr>
<tr>
<td>Bedford Place</td>
<td></td>
</tr>
<tr>
<td>Central Parks</td>
<td></td>
</tr>
</tbody>
</table>

*Leisure includes cultural uses, cinemas, restaurants, bars, etc.*

*Residential includes purpose built student accommodation*
Appropriate retail = small scale; meet general retail policies; or will deliver strong regeneration benefits.
Other uses may be appropriate as well, for example small scale retail.
The initial suggestion is to not continue with an allocation for 144 – 164 High Street; the Cultural Quarter (under construction) and the New College Site (largely complete – outside city centre).

Do you agree with the initial suggestions in the city centre for:

- 37. The types of development?
- 38. The key issues to consider in designing that development?
- 39. Are there other options?
- 40. Have we missed any issues?
- 41. Are there any other possible development sites in the city centre we’ve missed?
  Please attach details including a map

Itchen Riverside

104. The Quarter offers the potential over the short, medium and longer term to transform this area of the city and deliver major higher density / mixed use development, including residential / leisure / marine employment uses. The public realm and connections to the city centre, waterfront and football stadium will be enhanced and will include, new flood defences and, where practical, a continuous waterfront walkway. New residential development will need to be carefully designed to mitigate the impacts of adjacent industrial employment uses. The potential sites are set out below, including options relating to the loss of employment land and deliverability.
Map 3 Potential sites in Itchen Riverside (sites in Table 2)
## Table 2 Itchen Riverside sites

<table>
<thead>
<tr>
<th>Site</th>
<th>Initial Suggestions for:</th>
<th>Key Requirements (in addition to a high quality of design)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Main Uses</td>
<td></td>
</tr>
</tbody>
</table>
| 1. Mount Pleasant Industrial Estate / Fairways House | Option 1 – Residential  
Option 2 – Industrial | Waterfront development with continuous public waterfront walkway. Respect archaeology / views and implement flood alleviation as appropriate. Provision for water sports clubs at Drivers Wharf. |
| 2. Meridian | Residential; Marine Employment; small scale Retail and Leisure |                                                          |
| 3. Drivers Wharf/Princes Wharf | Option 1 - subject to relocation of scrap metal recycling plant to port land: Residential; Marine Employment (access to river); small scale Retail and Leisure  
Option 2 – Marine employment / industrial |                                                          |
| 4. Northam Peninsular (including Saxon Wharf, Lower William Street Industrial Estate, Oil Spill Response and Shamrock Quay) | Marine Employment; small scale Retail and Leisure | Rationalisation of sites to create an improved access and public realm with open space provision and some public access to the waterfront. Respect heritage / archaeology / views and implement flood alleviation as appropriate. |
| 5. Northam Estate | Residential; small scale Retail | Improvements to public realm and open space provision, improved linkages with the rest of the city centre and implement flood alleviation as appropriate |
| 6. Northam Triangle including Peel Street, Cable Street, Victoria Street areas | Option 1 - Residential; small scale Retail along Northam Road edge only  
Option 2 - Residential; small scale Retail  
Option 3 - Industrial | Improvements to Northam Road as key approach to the city centre, public realm and open space provision, greater integration of residential / industrial communities with improved linkages with the rest of the city centre. Respect archaeology / views and implement flood alleviation as appropriate.  
Option 2: As above plus Residential focused around Community hub with open space around Northam Community Centre |
<table>
<thead>
<tr>
<th>Site</th>
<th>Initial Suggestions for:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Main Uses</strong></td>
</tr>
<tr>
<td>7. Gas Holder site</td>
<td>Residential; Hotel; small scale Offices, appropriate Retail and Leisure</td>
</tr>
<tr>
<td>8. Aggregate Wharves</td>
<td>Subject to relocation of aggregate wharves to port land: Marine Employment; appropriate Residential and Leisure</td>
</tr>
<tr>
<td>9. Central Trading Estate</td>
<td>Subject to the relocation of aggregate wharves to port land: Residential; Mixed Use</td>
</tr>
<tr>
<td>10. American Wharf</td>
<td>Residential; Marine Employment</td>
</tr>
<tr>
<td>11. Chapel Riverside</td>
<td>Residential; Marine Employment; appropriate Retail and Leisure</td>
</tr>
<tr>
<td>12. Paget Street</td>
<td>Residential</td>
</tr>
<tr>
<td>13. Kemps Quay (north of Quayside Road) / Ramparts Road Depot</td>
<td>Residential</td>
</tr>
<tr>
<td>14. Willments Marine and Business Park</td>
<td>Option 1 – Marine Employment; appropriate Leisure uses</td>
</tr>
<tr>
<td>Site</td>
<td>Initial Suggestions for:</td>
</tr>
<tr>
<td>------</td>
<td>-------------------------</td>
</tr>
<tr>
<td></td>
<td><strong>Main Uses</strong></td>
</tr>
<tr>
<td></td>
<td>Option 2 – Residential; Marine Employment; appropriate Leisure</td>
</tr>
<tr>
<td>15.</td>
<td>Hazel Road South including Supermarine Wharf</td>
</tr>
<tr>
<td>16.</td>
<td>Centenary Quay</td>
</tr>
</tbody>
</table>

Do you agree with the initial suggestions for:

42. The types of development?
43. The key issues to consider in designing that development?
44. Are there other options?
45. Have we missed any issues?
46. Are there any other possible development sites in the Itchen Riverside area we’ve missed? Please attach details including a map
Elsewhere in the City

Map 4 Potential sites outside the city centre

Table 3 Sites outside the city centre and Itchen Riverside

<table>
<thead>
<tr>
<th>Types of Development</th>
<th>Key Issues (in addition to a high quality of design)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ford</td>
<td>Strategic / gateway employment development. Measures to protect amenity of nearby residents and the cemetery. Improvements to pedestrian / cycle connections to Parkway station and airport; bus connections and road access.</td>
</tr>
<tr>
<td>Option 1 - Industry; warehousing.</td>
<td></td>
</tr>
<tr>
<td>Option 2 - Industry / Warehouse / Park and ride if appropriate (see Transport section)</td>
<td></td>
</tr>
<tr>
<td>Initial Suggestions for:</td>
<td>Types of Development</td>
</tr>
<tr>
<td>-------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>Nursling area including Redbridge Lane</td>
<td>Appropriate Office, Warehousing and Industry; Residential; small scale Retail; Community, Education and Health uses</td>
</tr>
</tbody>
</table>

Do you agree with the initial suggestions for:

47. The types of development?
48. The key issues to consider in designing that development?
49. Are there other options?
50. Have we missed any issues?
51. Are there any other possible development sites outside of the city centre and Itchen Riverside we’ve missed? Please attach details including a map

Small / Medium Residential Sites

The new Local Plan will identify potential sites for new residential developments of 5 dwellings or more:

52. Are there any sites in addition to those in the Strategic Housing Land Availability Assessment (SHLAA) which should be assessed?
53. Are there any sites in the SHLAA (other than sites which have been built and are under construction) which should not be identified? Please attach details including a map

What happens next?

105. This paper is the first stage in the production of a new Local Plan. The council will consider the comments submitted along with various studies to help write a draft plan. The next stages in the new Local Plan are:

**Draft Local Plan** – this will include proposed site allocations and draft policies (autumn 2016)

**Submission Local Plan** – this is the revised draft version, it will be formally submitted to the Secretary of State and Planning Inspector (expected autumn 2017)
Examination in Public – at this stage an independent Planning Inspector assesses the ‘soundness’ of the plan (expected early 2018)

Adoption – if the Planning Inspector decides the plan is ‘sound’ and meets the legal requirements, the council can adopt the plan and any changes required (expected mid 2018)
Glossary

Affordable housing – Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.

BREEAM – Building Research Establishment Environmental Assessment Method. It is a nationally and internationally recognised, independent, credit based certification scheme.

Designated Heritage Asset – A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Ecosystems Services – The benefits people obtain from the natural environment.

Green Grid - Connecting green infrastructure in urban areas through street trees, road verges, green roofs and new open spaces.

Green Space Factor – A tool for assigning value to elements of the urban environment based on the ecosystem services they provide.

Grey Grid – Traditional urban infrastructure systems such as road, railways, bridges.

Strategic Housing Land Availability Assessment – a study of potential housing sites to demonstrate whether the housing requirement for an area is likely to be deliverable.

Strategic gap – area of countryside immediately adjoining the built up area of the city, designated to prevent the coalescence of the urban areas around the city’s boundaries.

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. All buildings of 5 storeys or more (or the equivalent height) are considered tall buildings.

Urban Heat Island effect – Where urban areas are generally warmer than surrounding rural areas due to the release of heat from buildings and man-made surfaces and the loss of evaporative cooling from vegetation which has been replaced by built structures.