

# **Planning Southampton City Centre City Centre Action Plan**

**Adopted Version 18 March 2015**

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The City Centre Action Plan seeks to positively promote the SCC Equality Action Plan and comply with duties imposed by section 149 of the Equality Act (2010). The City Centre Action Plan has undergone an Equality and Safety Impact Assessment to check its potential impact on different groups of people and on community safety and poverty. Changes have been made to the document where necessary to respond to potential adverse impacts that the assessment identified.

A copy of the Equality and Safety Impact Assessment is available from Planning Policy (see address overleaf).

## **Delivering the Plan**

**This document is the plan for development in the city centre. It shows how Southampton will change in the next 15 years and beyond. It sets out policies to ensure that new growth is high quality and links into the existing city centre. It includes guidance for different parts of the city centre, key development sites and on different topics. It sets out an exciting vision for how the city centre will evolve.**

**This Plan needs your help to be delivered.**

**The Plan has been prepared by the Council in partnership with a wide variety of people: local communities; the business community; the Solent LEP; developers; investors; and landowners; Government agencies and infrastructure providers.**

**The Council will play a major role in delivering this Plan and cannot deliver it on its own. The Council looks forward to continuing to work with all groups to deliver the Plan and the vision for the city centre.**



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# PART A

## Context and overall approach

- 1 Context – the city centre today
- 2 Vision and themes
- 3 Development Framework

## Chapter 1 – Context



**Map 1 Map of Southampton**

### **Southampton is**

- the economic hub of the south coast and one of the largest cities in the South East outside London.

### **Southampton city centre is.....**

- home to significant companies including Skandia, Carnival, and HSBC. Around 120,000 people are employed in Southampton, many in the city centre<sup>1</sup>.
- home to The Port of Southampton, one of the UK's busiest and most important ports, handling more than 42 million tonnes of cargo annually. It is the capital of the country's cruise industry with around 350 cruise ship calls and over 1 million passengers expected in 2011<sup>2</sup>.
- ranked 14<sup>th</sup> in the country as a shopping destination<sup>3</sup> and is home to the WestQuay Shopping Centre with John Lewis and Marks and Spencers, Debenhams, IKEA and other major stores
- A major centre for leisure with a range of theatres, galleries / museums, cinemas, restaurants / bars, leisure centres and Southampton Football Club.

<sup>1</sup> Invest in Southampton website

<sup>2</sup> ABP quoted in Cruise Industry Inquiry Scrutiny report (2011)

<sup>3</sup> Experian 2009 Retail Ranking

- highly accessible by train, bus, ferry, road and close to Southampton Airport
- an education hub with two universities; University of Southampton (Oceanography Centre) and Southampton Solent University's campus in the city centre along with City College (further education college) and two primary schools.
- home to around 16,000 people<sup>4</sup> with a wide range of different cultures and ethnic backgrounds
- one of the greenest in the country with over 21 ha of parkland in the 5 award winning historic Central Parks
- a leader in sustainability with an award winning District Energy scheme serving over 40 of the largest energy users in the city centre and saving over 11,000 tonnes of carbon dioxide emissions every year<sup>5</sup>
- a historic centre with heritage assets including the archaeological remnants of the internationally significant Saxon town of Hamwic, nationally significant medieval walls, Victorian Central Parks, the Bargate and Regency style town houses

## Policy context

- 1.1 Southampton is a regional centre for South Hampshire and beyond. It will be the focus for significant new development over the next 20 years in line with the Partnership for Urban South Hampshire's strategy to promote increased economic growth, focussed on the two cities (Southampton and Portsmouth). The city's adopted Core Strategy directs much of this new development to the city centre. This City Centre Action Plan (the Plan) describes in more detail where the new development should go and what it should be like (see Appendix 1 for more detail on other plans that apply to the city centre).
- 1.2 The National Planning Policy Framework was published in March 2012 and sets out a presumption in favour of sustainable development, which is incorporated into the Core Strategy Partial Review (2015).
- 1.3 The Plan is supported by a number of background documents, including the City Centre Master Plan which has been prepared by a team led by David Lock Associates. The City Council commissioned the Master Plan to establish a development and investment strategy for accommodating the growth in the city centre and achieve a high quality environment. It illustrates potential developments and urban design concepts and provides guidelines on how these should be realised. Many of the ideas from the Master Plan have been incorporated into the Plan.
- 1.4 The Plan is also supported by a Strategic Environmental Assessment / Sustainability Appraisal (SEA/SA) and a Habitats Regulation Assessment. These assess the social, environmental and economic impacts of the policies, to help shape the overall Plan. Further information is in Appendix 3.

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<sup>4</sup> Census data 2011

<sup>5</sup> Cofely District Energy

## Challenges and opportunities

- 1.5 Southampton has been transformed in the past 15 years. In 2000, the opening of the WestQuay shopping centre delivered significant new high quality retail development in the heart of Southampton's city centre. In the last decade, the number of people living in the city centre has increased significantly with new residential developments such as those in Chapel and in the Old Town (Oceana Boulevard, the French Quarter, and Telephone House). Recent office developments have included One Guildhall Square (shared by Southampton City Council and Capita), the Carnival Headquarters, the new headquarters for the Hampshire Constabulary, and the Ocean Village Innovation Centre. In addition to these new developments, Southampton's streets and spaces have seen significant investment with the QE2 Mile, a pedestrian friendly route through the spine of the city centre and the transformation of Guildhall Square. The Port of Southampton has also seen substantial growth during this period.
- 1.6 Despite these changes, Southampton faces a challenge to deliver significant new development bringing jobs and prosperity whilst protecting the historic and natural environments, tackling climate change and creating an attractive and uplifting place to live, work and visit. The growth targets set down in the Core Strategy are very ambitious, aiming that by 2026 the city centre will have:
- an additional 90,000 sq m of new shopping (WestQuay shopping centre is 74,600 sq m)
  - 110,000 sq m additional office space, as set out in the Core Strategy Partial Review (the new Carnival headquarters is 14,200 sq m)
  - 5,450 new homes (approximately)
  - food and drink uses
  - This is projected to increase jobs in the city centre by 6,700.
- 1.7 A further challenge is to manage the growth of the city centre alongside the growth of and appropriate access to the nationally significant Port of Southampton.
- 1.8 The transformation of the city centre will be carefully co-ordinated over time to ensure that new development is properly integrated with existing areas and that improvements are delivered across the city centre including smaller scale developments. The whole of the city centre will be enhanced, better connecting disparate parts. High quality public realm and architecture will enhance the sense of place.
- 1.9 To deliver this growth, promote investor confidence, and support the Council's Low Carbon City Strategy, this Plan addresses the inevitable challenges of climate change and the need for sea defences to protect against the increased risk of flooding over the longer term. It also encourages more sustainable lifestyles – through reducing the need to travel by providing local facilities and services, promoting the use of walking, cycling and public transport, renewable energy, green design, protecting and enhancing the

natural environment and green spaces. The city centre has strong potential to promote environmental sectors of the economy, including those related to the marine sector or supported by the Universities.

- 1.10 The Plan is focussed on delivery and provides a flexible framework for development. Changing economic forecasts across the sub region due to the current economic downturn mean that the quantum of growth set out in the Core Strategy (2010) has been reduced in the Core Strategy Partial Review (2015). This Plan allocates sufficient sites to deliver the levels of growth set out in the Core Strategy Partial Review and South Hampshire Strategy, with appropriate flexibility to respond to changing economic circumstances. It brings together enabling policies and a co-ordinated approach to the phasing and implementation of that development which will extend beyond the Plan period. In the view of the Council, this will help to remove uncertainty and reduce the risk associated with investing in new development in the city centre, demonstrating that the city is open for business. To ensure that the opportunities for growth are maximised the Plan will be closely monitored and action taken as necessary.
  
- 1.11 The growth in the city centre is supported by the Solent Local Enterprise Partnership (LEP) and the Partnership for Urban South Hampshire (PUSH). The Solent LEP is a business led partnership working to facilitate economic growth and investment in the sub region. PUSH is an established partnership of local authorities who are also working together to deliver sustainable, economic-led growth and regeneration with a 'cities-first' approach to development.

## Chapter 2 - Vision and outcomes

- 2.1 This is a plan for the future of Southampton's city centre - and the changes that will be made to deliver the following **vision**:

### *Southampton: International Maritime City*

*The city centre is the power house for the city and beyond - generating economic growth and new jobs within a low carbon environment. By 2026 new offices, shops, homes, cultural attractions and entertainment venues will be found across the city centre, notably in a new Royal Pier waterfront scheme, a Business District right next to the Central Station and in the upgraded and expanded shopping area. A variety of new residential areas will add to the appeal of city centre living. Distinctive new buildings, public spaces and walking routes will reconnect different parts of the city centre including its waterfronts, Victorian parks, medieval Old Town and Central Station and transform the whole city centre into a more attractive, walkable place with a buzz about it – a **great place to do business, visit and live.***

- 2.2 This vision will be delivered through action across 6 cross-cutting **themes** within a clear framework as to what type of development will be promoted in different locations.

- 2.3 The city centre will be:

#### **A great place for business**

The city centre will offer a highly attractive investment environment for businesses, attracting major national and international companies, and growing local companies. It will continue to be a focal point for driving economic prosperity, competitiveness and job growth across South Hampshire. The city centre has strong potential to support growth in retail, leisure, financial / business service, marine and green economy sectors. Businesses will be attracted by the high quality transport provision, a skilled labour force, the buzz of city life and the high quality environment. The city's new prestigious business district, with major office floorspace located right next to the Central Station, will create opportunities for expansion and inward investment. New and expanding companies on a variety of sites will create additional jobs across the city centre. The Port will also support economic prosperity.

#### **A great place to visit**

More shops (including the next phase of the successful WestQuay centre), a greater choice of leisure and cultural attractions, restaurants and bars, and regular events will maintain and enhance the centre's regional role and mean that it is used during the day and evening by residents, visitors and workers of all ages and cultures. The existing shopping area will be improved and will expand westwards when the need is demonstrated. High quality access to the waterfront will be created. The Cultural Quarter, already including the art gallery, library, Guildhall and Mayflower Theatre and the SeaCity Museum,

will grow to include the new arts complex linking Andrews Park with the recently refurbished Guildhall Square.

### **A great place to live**

New and existing communities will flourish in attractive, safe, neighbourhoods, having chosen the excitement and convenience of city centre living. There will be a range of different house types, sizes and tenures, local services, community facilities and employment opportunities. The city centre's open spaces will provide both places to play and tranquil places to relax in. Local shops and services dotted across the centre, and particularly in Bedford Place / London Road and St Mary Street, will continue to meet the day to day needs of city centre residents, employees and visitors. Residents will feel safe, and have a sense of belonging to a place which celebrates its cultural diversity. There will be improved connections between the city centre and surrounding communities, and measures to enable residents to benefit from the new job opportunities in the city centre.

### **A greener centre**

The low carbon approach will deliver renewable and sustainable energy (particularly through the existing extensive district energy network), a reduction in the use of natural resources, and greener design for new buildings including green roofs and walls. The refurbishment of existing buildings will, where possible also conserve energy embedded in the bricks and mortar. There will be many more jobs in the green economy, creating and delivering renewable energy, retrofitting our current building stock or developing and applying green technologies. More people will walk, cycle and use public transport to get about, which, coupled with respect for the natural environment and biodiversity, will promote physical and mental wellbeing as well as reduce carbon emissions. A co-ordinated, realistic approach to managing flood risk will give confidence to investors that Southampton is addressing climate change and is a place for long term growth. Changing work practices and high quality broadband connections will reduce the need to travel.

### **Attractive and distinctive**

A new structure of high quality streets, pedestrian-friendly routes, parks, civic spaces, a high quality waterfront and views of the water and port activity will knit together the whole of the city centre from Bedford Place to the waterfront and from the station to Ocean Village and the River Itchen. Water channels, water features, trees and other planting will reflect the city's maritime identity and extend the influence of the parks through the centre. The city centre will be characterised by high quality parks, civic spaces and public realm and innovative modern architecture. The city centre's heritage including the Old Town and Victorian parks will be conserved and enhanced and its potential maximised. New shops, jobs, homes, cafes and other attractions in mixed use developments, coupled with an extensive public realm, will create interest and activity at street level, marking out the centre as a great place to be.

### **Easy to get about**

A network of well-signed, attractive routes which are accessible for all people including those with reduced mobility, together with views of individual landmark buildings, gateway developments, the water, cruise ships and port activity will make it easy for people to find their way about. It will encourage

people to spend more time in the city centre and promote walking, cycling and use of public transport. The Central Station will be significantly enhanced as a transport interchange enabling easy access to improved bus services and facilities. Improvements to the highway network will create a network of streets which are easy to cross, and are attractive to pedestrians, cyclists, bus operators and taxis whilst still providing efficient and appropriate access to new and existing businesses such as the international Port, and the retail and leisure/ entertainment sectors.

## Chapter 3 – Development Framework

3.1 Transformational change in the city centre will be achieved through:

- upgrading the fabric of the existing centre;
- creating a higher density mixed use business district on the western edge of the centre (the Major Development Zone), linking the Central Station to the Royal Pier Waterfront;
- specific flagship developments across the centre – including the Station Quarter, Western Gateway, Royal Pier Waterfront, Heart of the City and Itchen Riverside;
- improving links throughout, so the city centre becomes, and is perceived to be, a unified whole – including those links between the Central Station, main shopping area, a new high quality waterfront and parks.

### What type of development?

3.2 The Plan promotes mixed use developments to generate activity and interest throughout the day, and to avoid having parts of the city centre where there is little activity and natural surveillance. However, there are good reasons for some uses (such as shops and offices) to be concentrated in specific areas, and for residential uses, for example, to be separated from late night uses.

### *Offices*

3.3 There will be a significant increase in office floorspace with major new office development focussed at the Station Quarter and Royal Pier Waterfront, and in the longer term at the Western Gateway. This will help to meet South Hampshire's targets for economic growth and also to maintain and enhance Southampton's regional role. A flexible approach is taken to the replacement of existing offices in secondary locations, seeking to maintain a broad choice of office premises whilst allowing other uses where appropriate.

### *Retail*

3.4 The focus will be on improving and consolidating the main shopping area and encouraging additional investment to attract more businesses and visitors to the city centre, and to encourage people to visit shops, cafes and other premises in addition to the successful WestQuay shopping mall and the proposed Watermark WestQuay development. In the longer term, retail expansion to the west of the existing primary shopping area will be supported as part of a larger retail circuit linking the existing main shopping area, new development and the Central Station. Outside the main shopping area, local and speciality shops will continue to serve the growing numbers of residents and businesses.

### *Culture / entertainment / leisure*

3.5 The city centre, with easy access by public transport and car provides the home for cultural, entertainment and leisure experiences which attract people

from across the region. These uses are a key component of a successful city centre – providing attractions and events to help to create buzz and activity.

- 3.6 The role of the city centre as a regional centre for culture, leisure and entertainment will be enhanced with new development building on the success of Guildhall Square and the SeaCity Museum such as the arts complex (Cultural Quarter) and major new attractions on the waterfronts. Late night uses will continue to be concentrated in designated areas to minimise disruption to residents. Evening uses such as restaurants, cafes and bars will be encouraged outside established residential areas to attract a wider range of age groups to visit the city centre.

### ***Housing***

- 3.7 An essential element of a successful city centre is the provision of a range of quality housing, to support and promote mixed, established communities. This helps to create variety and activity and also provides natural surveillance to public areas creating a feeling of safety. The retrofitting of existing housing with insulation and renewable energy sources, as set out in the Council's Low Carbon Strategy, will also reduce the carbon footprint of the city centre.
- 3.8 The city centre will accommodate a significant proportion of the housing needed in the city. Residential development is generally encouraged throughout the city centre, especially as part of mixed use schemes. Creative designs to provide family homes within the city centre will be encouraged to broaden the mix of size and tenure. To support existing communities and to attract new housing development to the city centre this Plan encourages the provision of local services such as health facilities, schools, open space and community facilities.

### ***Open spaces***

- 3.9 Open spaces, whether green parks or hard-surfaced civic spaces, are a vital element to creating an attractive city centre. The Plan seeks to enhance the value and appeal of existing spaces by creating better links between them, by renewing and expanding some spaces such as Mayflower Park and by adding a number of small new green and civic spaces. Well designed, safe, attractive spaces can contribute to health and wellbeing, providing areas of tranquillity, reduce the impact of climate change, promote biodiversity and enhance property values and attract private sector investment.
- 3.10 A network of pedestrian and cycle links which connect the main parks and waterfronts with pocket parks and civic spaces and reach out to surrounding communities will be created. Existing open spaces are safeguarded from development and will be improved. Opportunities for new open space are identified in key sites such as Central Station, Royal Pier Waterfront and at Albion Place.

### ***Infrastructure***

- 3.11 The development proposed in the city centre depends on a range of facilities and infrastructure including transport, flood defences, education, energy, water, community and health facilities. There is already a range of good provision in many of these areas and this will be kept under review. In terms of successfully delivering future development and economic growth across

the city centre as a whole, and the key areas of change set out below, the main additional needs currently identified are:

- **Transport and Movement:** Measures to achieve a shift from car trips to public transport, walking and cycling, to minimise congestion, promote economic growth and support the environment; and to maintain appropriate access to support Port growth. (For example: enhancements to the Central Station transport interchange; to pedestrian / cycle routes, spaces and the public realm; bus facilities; the ferry terminal; road remodelling; and other measures to support change such as travel plans, smart ticketing, travel campaigns, and car clubs).
  - **Flood defences:** A strategic shoreline flood defence to provide longer term protection for the city centre and wider area as sea levels rise.
  - **Education:** Additional secondary school places.
  - **Energy:** Extensions to the district energy network and appropriate provision of renewable and low carbon energy plants.
- 3.12 The Council will work with developers, the Solent LEP, Government and other organisations to deliver this infrastructure.
- 3.13 There will be additional localised needs. For example, individual developments will include measures to manage flood risk, including sustainable drainage measures, which can reduce the need for additional foul water and flood risk infrastructure and have environmental benefits.

## **Where will the development go?**

### **Major Development Zone (MDZ)**

- 3.14 The Core Strategy directs much of the new development to the Major Development Quarter (MDQ), now renamed the MDZ, which is 55 hectares of reclaimed land in the western city centre. It currently consists of a mix of uses with generally low density development e.g. retail parks (West Quay and Mountbatten), surface car parks and the City Industrial Park.
- 3.15 The MDZ includes the Central Station and is bounded by the main shopping area and Old Town to the east and the Port and waterfront to the south. It is intended to be redeveloped for higher density development to include major retail, leisure, office and residential uses. A comprehensive approach to development will improve pedestrian links and help deliver a strategic flood defence. Given its size and the variety and phasing of future uses, specific proposals are split between the different quarters in this plan with the exception of policy AP 20 which covers strategic issues in the MDZ.

### **Key areas of change**

- 3.16 In the period up to 2026 the majority of the new development in the city centre will be seen in the following key sites and areas of change:
- **Station Quarter and the Western Gateway – new business district**

A transformed Central Station will provide an exciting arrival experience and lead to a new square, flanked by offices, cafes and small-scale shops and offering views of the waterfront and its cruise ships and cranes. In the Station quarter, new office space will begin to establish Southampton as a prime office location. In the longer term more intensive office-led mixed use schemes could be developed in the adjacent Western Gateway quarter after employment and leisure uses are relocated.

- **Royal Pier Waterfront**

New development will revitalise the city's waterfront with an extensive public promenade, quaysides and board walks set round a newly laid out and extended Mayflower Park. It will be a regional destination, building on the success of the Southampton Boat Show, where cafes, restaurants, bars, offices, residential, leisure uses and specialist shops overlook a water basin with moorings for large ships and provide opportunities to view the cruise liners and activity on the water.

- **Heart of the City**

Refurbishment and selective redevelopments such as Watermark WestQuay and the East Street Shopping Centre (as well as the adjoining Bargate Shopping Centre) will strengthen the main shopping area and create stronger links with the adjacent parks. Interspersed with the new shops will be restaurants and cafés, with offices and housing above. By 2026 if the need is demonstrated, the main shopping area will have extended westwards.

- **Itchen Riverside including Chapel Riverside**

The Chapel Riverside site next to the Itchen Bridge provides an opportunity to begin to change this part of the city centre into a new neighbourhood with a mix of uses including residential and possibly a regional leisure destination. River walks, specialist shops and cafes will help people to better enjoy the river. In the longer term, if the minerals wharves can be re-located this whole area could become a residential-led mixed use neighbourhood.

- **Fruit & Vegetable market**

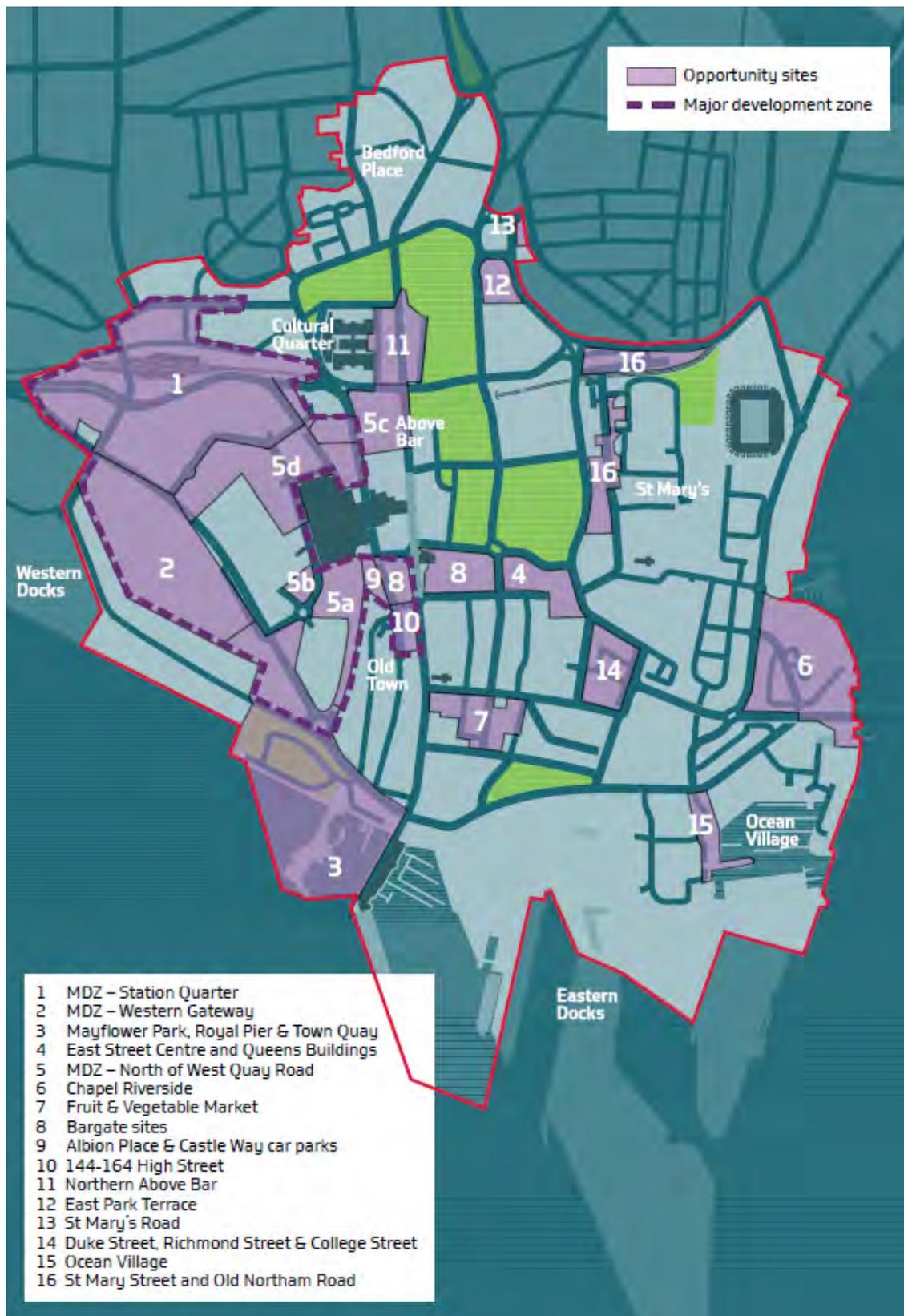
This key site provides the link between the Old Town and Oxford Street and Ocean Village. Its redevelopment will create new homes and businesses that reflect and respect the Old Town and yet bring activity, interest and vitality here. Planting along Queensway and improved public realm will extend the green link from Hoglands Park to Queens Park.

- **Cultural Quarter**

As well as the completion of the New Arts Complex, redevelopment will include blocks north and south of the Arts Complex looking out over the parks and the major new civic space at Guildhall Square.

- **Southampton Solent University**

The gradual modernisation and extension of the existing campus with new buildings overlooking the parks will provide an excellent learning facility and an exciting entrance to the city centre from the east.



**Map 2 Opportunity sites and areas of major change**

- 3.17 The separate Policies Map shows the exact boundaries of allocated sites and designations. These site boundaries are also illustrated by the maps at the beginning of each quarter section within the plan.

### Longer term requirements

#### *When will the development happen?*

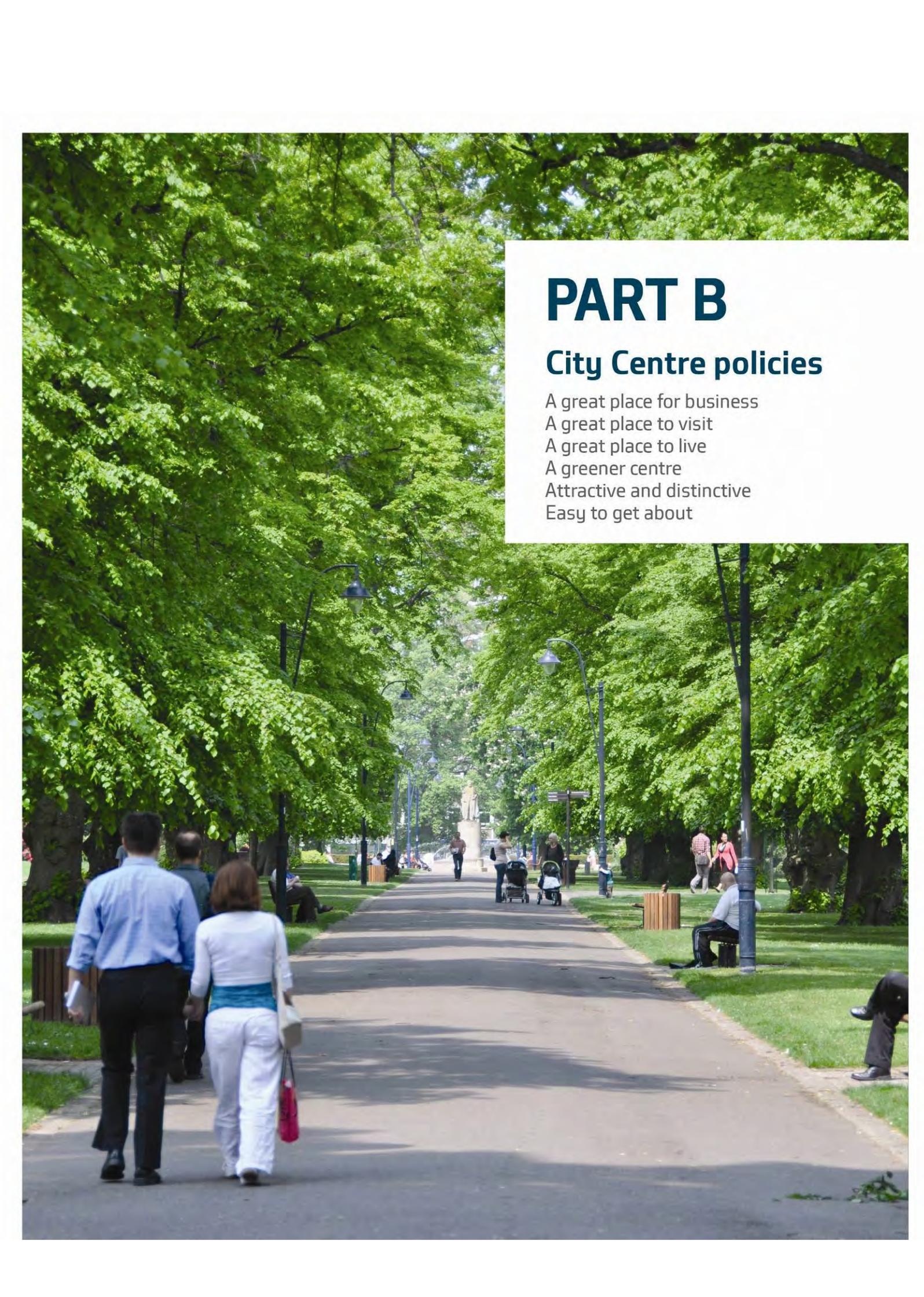
- 3.18 The development targets from 2006 – 2026 are as follows:

	Completed 2006 - 2012	Proposed 2013 - 2026	Total 2006 – 2026	
Retail	36,190 sq m	53,810 sq m	90,000 sq m	Core Strategy Partial Review (2015)
Office	44,700 sq m	60,300 sq m	110,000 sq m	Core Strategy Partial Review (2015)
New Homes	970 dwellings	4,480 dwellings	5,450 dwellings	Core Strategy (2010) and SHLAA (2013)

(Floorspace figures are additional gross sq m)

### Additional gains

- 3.19 These targets are considered to be at the positive end of realistic. In 2006 there was still strong economic growth. However by 2008 the major recession had started and in 2013 economic growth is still low and uncertain. The Plan assumes that growth will continue to be relatively slow in the 2013 – 2016 period and that growth will steadily and increasingly return in the 2016 – 2026 period. The certainty created by the Plan is designed to help encourage this growth.
- 3.20 The Plan only sets development targets until 2026, to be consistent with the Core Strategy and because it becomes increasingly difficult to predict potential development rates beyond then.
- 3.21 However the Plan's vision and development framework do not end at 2026. Rather they set out a co-ordinated spatial approach for development phases through to and beyond 2026 to continue to deliver the overall vision for the city centre. In this sense the plan period does not end at 2026 and takes a broad view of the longer term future as well. The NPPF encourages plans to look 15 years ahead.
- 3.22 Many of the sites allocated by this Plan are likely to be developed by 2026. These will achieve the key aspects of the Plan's overall vision. However the delivery of the overall development targets does not depend on all the sites being completed by 2026. Some sites are likely to be developed in phases through to and beyond 2026; or be subject to detailed planning by then to ensure delivery beyond 2026. These sites will be delivered within the longer term plan period.



# PART B

## City Centre policies

A great place for business

A great place to visit

A great place to live

A greener centre

Attractive and distinctive

Easy to get about

## Chapter 4 – City centre policies

### ***A great place for business***

New Office Development (policy AP 1)  
Existing offices (policy AP 2)  
Safeguarding industrial sites (policy AP 3)  
The Port (policy AP 4)  
Minerals Supply

*Contributes to:*

- |                                     |  |
|-------------------------------------|--|
| • <i>A great place to visit</i>     | <i>Attracting new employment helps to support shops and leisure facilities, broadening the appeal of the city centre</i> |
| • <i>A great place to live</i>      | <i>Providing jobs and services close to local communities</i>  |
| • <i>Attractive and distinctive</i> | <i>A focus of economic activity which contributes to a vibrant city centre</i>   |
| • <i>Easy to get to and about</i>   | <i>Locating major employment opportunities adjacent to public transport services</i>                                     |

- 4.1 Many businesses are already located in Southampton city centre, creating jobs for around 32,000 people. Major companies include Skandia, John Lewis and Carnival UK. The Port of Southampton is one of the UK's busiest and most important commercial ports, and its premier cruise port handling over 1 million passengers per year. Every year almost 2,000 new graduates from the city's two universities choose to stay in Southampton. They bring specialist skills in areas such as marine, science, biotechnology, electronic engineering and medical sciences.
- 4.2 The Solent Local Enterprise Partnership and the Partnership for Urban South Hampshire promote increased economic / employment growth and competitiveness, focussed on Southampton and Portsmouth. The PUSH Economic Strategy (2010) forecasts considerable growth across a range of sectors, including the retail, leisure, transport, financial / business service, and advanced manufacturing / marine sectors. It is important to promote the development, skills and infrastructure needed to encourage this growth.
- 4.3 The Council's Low Carbon City Strategy and this Plan support investment in low carbon sectors of the economy. There is strong potential for the city to promote environmental sectors of the economy, supported by the Universities (including the National Oceanography Centre), the strong marine sector, the Council's nationally recognised work on sustainable development, and the city centre district energy network. The Council will encourage proposals in an appropriate location for a 'green village': a clustering of green businesses in the city centre.
- 4.4 The forecast growth includes major office growth. The aim, as set out in the Core Strategy, is to promote this office growth in the city centre. This will encourage sustainable travel patterns and support the vitality of the centre.

- 4.5 The city centre is well placed to attract office investment, offering good transport links, a range of facilities and attractions, and a high quality environment. This plan sets out a comprehensive strategy to realise this potential. To support the growth of businesses in the city centre the plan also identifies which industrial sites will be protected, and which can be redeveloped to provide higher density employment or other uses.

## Offices

- 4.6 One aim of the Plan is to deliver major office growth. PUSH set a target (based on 2005 forecasts) that Southampton delivers at least a 322,000 sq m net gain of offices (2006 – 2026); and this was incorporated into the Core Strategy (2010). In the light of the major economic recession which started in 2008, and changing working practices, PUSH reduced its target in the South Hampshire Strategy (2012), so that Southampton delivers at least 181,000 sq m of new offices, identifying sites for a minimum of 125,000 sq m of new offices (2011 – 2026). This target is based on 2009 forecasts. The Council undertook a Core Strategy Partial Review (2015) which reduces its target from a 322,000 sq m to a 110,000 sq m net gain of offices (2006 – 2026), to reflect the fundamental change in circumstances. On a 'like for like' basis with the South Hampshire Strategy targets, this is the equivalent of 111,500 sq m of new offices (2011 – 2026). (See Appendix 2). Policy AP1 identifies sites to meet this target. This target is lower than those in the South Hampshire Strategy, and reflects the Council's assessment of the continued economic difficulties between 2009 and 2013, and the likely delivery on specific development sites. This will still achieve the overall aim to promote major office growth, representing a 22% increase on existing office space over the next 12 years. The target is expressed as a minimum. The city centre has the physical capacity to deliver 181,000 sq m of new offices (and more), and this additional capacity represents a reserve provision of sites which is allocated in this Plan. If higher office growth is achievable across PUSH, this should still be directed to these additional city centre sites first. In any case the aim is still to achieve 181,000 sq m of new office development on these sites over the longer term. Office development can include 'research and development' space suitable for a city centre environment. The target (2011 – 2026) for 111,500 sq m of new offices incorporates an assumption that there will be a loss of 49,600 sq m of existing offices, resulting in a 61,900 sq m net gain of offices overall. Policy AP2 manages the loss of older existing offices accordingly.



- 4.7 As set out by the Master Plan, attracting major office investment to the city centre requires a comprehensive strategy to address a range of issues:
- Creating a new business district which achieves a commercial ‘critical mass’, benefits from a high quality waterfront setting, is in a highly accessible location close to the Central Station, and establishes the city centre as a prime office location
  - Identifying new development sites and enhancing or managing change in existing office areas to provide a choice of office premises;
  - Promoting good transport in a way which minimises congestion and carbon emissions. This means promoting high quality public transport, walking and cycling options; and a balanced approach to the car and parking, seeking to reduce congestion whilst meeting commercial requirements. The business district will be adjacent to an enhanced interchange at the Central Station.
  - Creating a high quality ‘place’ where people want to work, with an excellent public realm linking the business district with retail / leisure facilities and the waterfront.
  - Raising skills, promoting links with the Universities, marketing the city and offering support for investors;
  - Delivering the PUSH “cities first” approach and restricting out of centre office growth.

## Policy AP 1 New Office Development

1. The Council aims to deliver a minimum of 111,500 sq m of new offices in the city centre. In order to achieve this the following sites will be developed so that a significant proportion is for office use, unless there is a clear justification for a lower level of office floorspace:
  - a. In a high quality new business district including:
    - Station Quarter Southside
    - Royal Pier Waterfront
    - West Quay Site B
    - Western Gateway – City Industrial Park
    - Western Gateway – West Quay Industrial Estate
  - b. And at the following locations:
    - The existing office areas identified in Policy AP 2
    - East Park Terrace
2. The Council will also support (but not require) office development on other sites where appropriate, including at Watermark West Quay; Western Gateway – Leisure World; and Chapel Riverside.

- 4.8 In many cases offices are likely to be delivered as part of a wider mixed use scheme. It is important that these schemes include a significant proportion of office development, to help deliver the PUSH and Core Strategy growth targets. However, it is also important to allow for reasonable flexibility, to promote successful regeneration and enable viable schemes to be delivered, particularly if over the medium to longer term economic growth takes a different profile to that predicted.
- 4.9 Table 1 illustrates how the Council currently anticipates the minimum target for 111,500 of new offices will be delivered. The floorspace targets are based on the latest scheme designs.

**Table 1 New office delivery**

		Sq M (Gross)
Completions		4,402
Small sites		1,433
Station Quarter Southside	north of Western Esplanade	1,625
	west of Southern Road	15,821
Royal Pier Waterfront		73,036
West Quay Site B		5,627
The existing office areas identified in AP2	The Bond, Cumberland Place	9,570*
Total		111,500

\*Additional space after accounting for demolitions

- 4.10 Table 2 identifies additional sites to enable further office growth by 2026. This will fully meet the South Hampshire Strategy target to deliver a minimum of 181,000 sq m of new offices (if economic growth is stronger than expected);

or provide alternatives should the sites in Table 1 deliver a slightly lower level of offices than anticipated. Alternatively the sites in Table 2 enable continued growth over the longer term beyond 2026. Therefore it is important to ensure these sites are not developed solely for non-office uses unless justified. The floorspace targets are based on an estimate of 50% of the overall floorspace.

**Table 2 Additional sites suitable for offices**

		Sq M Gross
Station Quarter Southside	South of Western Esplanade	55,000
Western Gateway	City Industrial Park	35,000
	West Quay Industrial Estate	25,000
East Park Terrace		10,000
Total		125,000
Cumulative Total (Table 1 and 2)		236,500

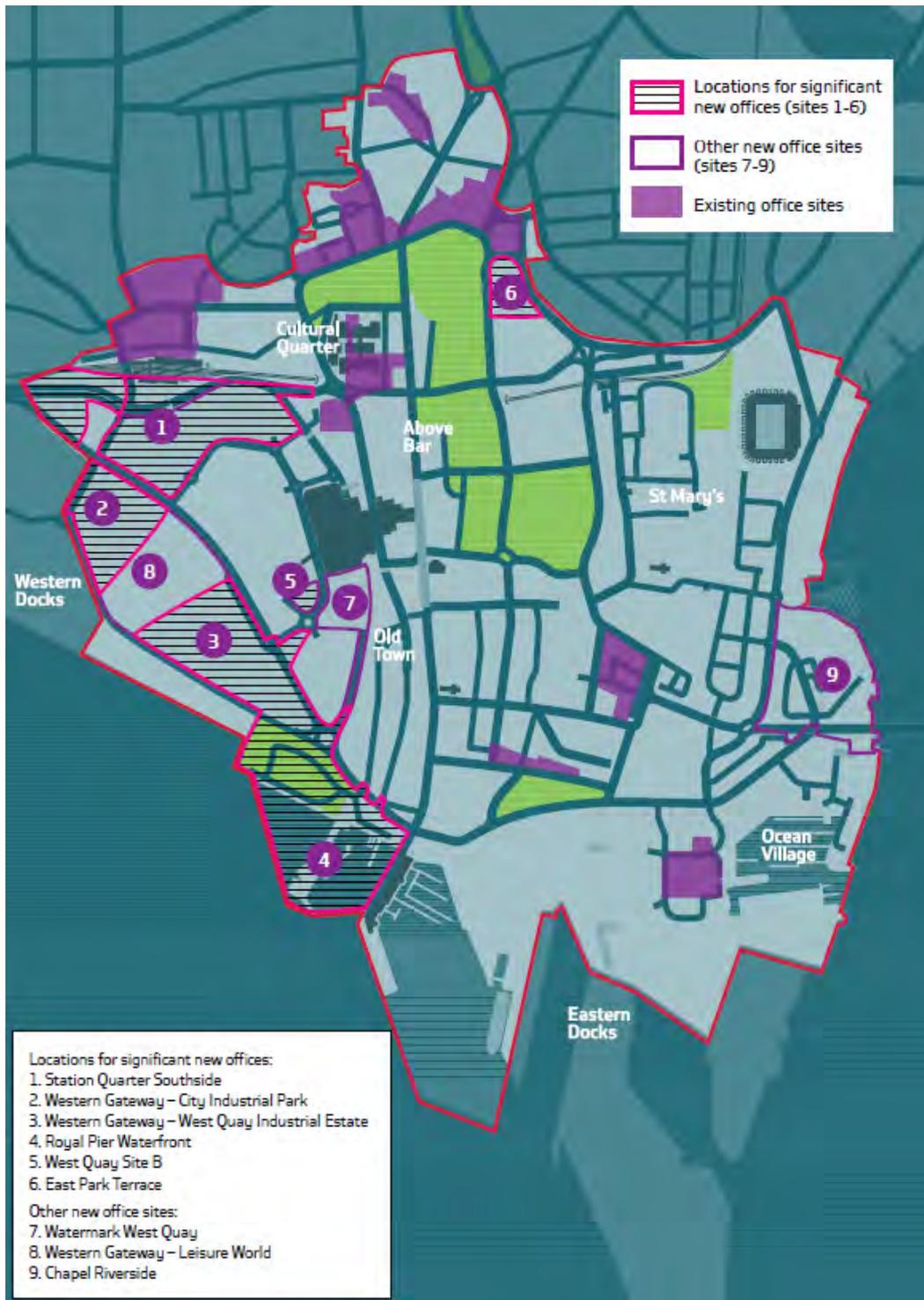
4.11 A site will be judged to have delivered a “significant proportion” of floorspace as offices if it delivers the floorspace figures identified in Tables 1 and 2. Schemes which have a lower proportion of office floorspace might be acceptable and will need to be justified. The greater the reduction in floorspace the more compelling the justification will need to be. The following factors will be taken into account in considering whether a reduction in the office floorspace would be justified:

- if an ‘open book’ commercial viability assessment indicates the development is unlikely to be viable within the next 5 years with that level of floorspace being offices, taking into account the cost of infrastructure to deliver the wider scheme concept; and
- the scheme will deliver key sites / wider benefits of particular importance to the Plan’s overall objectives if the office element is reduced; and
- it is appropriate in the light of monitoring of the overall office target and of office delivery.

4.12 In addition, the following site specific issues will be considered:

- Western Gateway City Industrial Park / West Quay Industrial Estate – comprehensive redevelopment is only likely to occur in the longer term. The scale of office development will be influenced by progress in the short to medium term in enhancing the city centre as an office location, and on other key sites (e.g. Station Quarter / Royal Pier). In the meantime the Western Gateway sites serve an important role as industrial areas, and maintained as such provide important reserve sites for longer term office growth. This lessens the regeneration benefits of securing comprehensive redevelopment in the short to medium term. This will be taken into account in determining whether or not there is a case for being more flexible in the future.

- East Park Terrace - if the site is developed predominately for University use no office development need be provided.



**Map 3 New and existing office locations**

4.13 The city centre is the location of first preference for office development. Therefore the principle of major office development of an appropriate scale is suitable in much of the city centre, subject to other policies. Particular weight will be attached to proposals which offer strong economic benefits (e.g. to

'start up' businesses). However, major office development is unlikely to be appropriate within existing residential communities, such as St Marys.

### **Policy AP 2 Existing Offices**

Where planning permission is needed, any loss of office floorspace will be managed as follows.

In the prime office areas development proposals which result in a net loss of office floorspace will not be supported unless there are clear economic benefits. The prime office areas, as defined on the Policies Map, are:

- i) Cumberland Place / Brunswick Place
- ii) Carlton Crescent
- iii) North of the Station / Commercial Road / Nelson Gate

Once major new office development has been delivered in the MDZ Station Quarter, Western Gateway or Royal Pier Waterfront, areas i), ii) and iii) will be reclassified as intermediate office areas.

In the intermediate office areas, to promote mixed use regeneration, the loss of some office floorspace to other uses will be supported where a significant proportion of the office floorspace on the proposal site is retained. The intermediate office areas, as defined on the Policies Map, are:

- iv) Civic Centre Road
- v) Duke Street / Richmond Street
- vi) Queens Park
- vii) Ocean Village

Outside the prime and intermediate areas a loss of offices will be supported provided that where appropriate a mix of uses are secured to meet employment or community needs

- 4.14 To achieve the overall aim of increased economic growth, it is important to support proposals for new office development and manage any loss of existing offices. The targets for new office growth assume that most existing office space will be retained, although recognise that some will be lost. It is usual for older offices in secondary areas to be redeveloped, and this can help regenerate the area and create the demand to provide new offices. Policy AP 2 safeguards offices in the strongest commercial areas (the prime office areas); promotes controlled flexibility in intermediate areas; and greater flexibility elsewhere. The Government has announced that a change of use from offices (B1a) to residential (C3) will be permitted development from May 30th 2013 for 3 years, so will not need planning permission.
- 4.15 In the prime office areas the Plan aims to maintain the amount of office floorspace. Higher density mixed use schemes will be supported where this aim is met. However, a small loss of office space may be supported if it is clear that this delivers clear economic benefits overall, by delivering higher quality office space in the redevelopment. Once major new office development has been delivered in the MDZ Station Quarter, Western Gateway or Royal Pier Waterfront, a more flexible approach will be

appropriate. At this time (but not before) some loss of offices will be supported, based on the approach set out for the intermediate areas. Once new offices are developed these will be protected for office use.

- 4.16 In intermediate office areas a loss of some office space will be supported where a significant proportion of offices is retained or re-provided. As an indication, a significant proportion will include retaining 50% or more of the office floorspace. However, consideration will also be given to the level of office space that it is commercially viable to maintain and to whether a more flexible approach would directly secure other particularly strong planning benefits which outweigh the need for offices. Where there has already been a loss of offices on the same site within the last 5 years, the Council will seek to limit further losses accordingly where appropriate.
- 4.17 It is expected that in terms of commercial viability more flexibility will be appropriate for any proposal in the Duke Street / Richmond Street area.
- 4.18 Outside of the prime and intermediate areas, a loss of offices will be supported. However if appropriate, the opportunity should be taken to provide a mixed use rather than solely residential scheme. This could include shops, small scale business units, or community uses, depending on the need and location.

#### **Policies to be replaced / retained**

***Which office policies will be replaced in the CCAP (for city centre sites)?***

Local Plan Review:

- REI 15 Office Development Areas
- REI 16 Identified Office Sites

***Which office policies will still apply to the city centre?***

Core Strategy:

- CS 6 Economic Growth (as amended by the Partial Review)
- CS 8 Office Location (as amended by the Partial Review)

#### **Supporting Local Businesses and Managing Change on Industrial Sites**

- 4.19 Core Strategy policy CS 7 sets out the importance of safeguarding employment sites, including industrial and warehouse sites. It is important to maintain some industrial / warehouse space within the city centre for local businesses and to maintain a choice of jobs for local people. The policy also recognises that in specific circumstances where there are strong regeneration benefits a site can be released from industrial use. There are a number of sites in the city centre where this is the case.

### **Policy AP 3 Safeguarding industrial sites**

To support businesses, the following sites, as shown on the Policies Map, will be safeguarded for:

1. Light industrial, general industrial, storage and distribution uses, classes B1(c), B2 and B8 of the Town and Country Planning (Use Classes) Order:
  - a. Central Trading Estate, Marine Parade
  - b. City Commerce Centre, Marsh Lane
  - c. Gasholder site, Britannia Road. (Uses complementary to Southampton Football Club will also be supported).
2. Light industrial uses, classes B1(b) and B1(c) of the Town and County Planning (Uses Classes):
  - d. Paget Street / Albert Road
  - e. Floating Bridge Road (to be reviewed following the completion of the Chapel Riverside redevelopment)

Proposals for other similar employment uses on the above sites may be acceptable providing they are not harmful to existing industrial or warehousing users or nearby residential areas.

- 4.20 These sites are safeguarded because they are relatively self contained and generally modern and successful industrial estates, with less potential to support wider regeneration. "Other similar employment uses" are those usually located on industrial estates (see Core Strategy section 4.6). The Paget Street / Albert Road site is immediately adjacent to residential areas so is restricted to light industrial uses. Activities on the northern part of the City Commerce Centre will need to be managed to protect the amenity of the residential areas to the north.
- 4.21 The Gasholder site has now been decommissioned. It would be suitable for industrial uses or facilities complementary to the adjacent football ground, should there be a need for expansion. The Central Trading Estate is safeguarded. It may however be appropriate to redevelop a part of it either to accommodate any appropriate expansion of the football stadium, or a comprehensive regeneration of the wider area if the mineral wharves have relocated, provided some employment is retained.
- 4.22 There are a number of city centre industrial sites safeguarded by the Local Plan Review (2006) which, due to their location, offer strategic opportunities for redevelopment. These sites are therefore released from safeguarding for industrial uses, and identified as mixed use development sites by this plan. To be consistent with Core Strategy policy CS 7 redevelopment should generally include some suitable B-class employment as part of a wider mix of uses, as indicated by the site policy. The sites are as follows:

**Table 3 Industrial sites with opportunities for regeneration**

Site	Development Site	Proposed Main Use
Brunswick Square	Fruit and Vegetable market	Residential / Mixed
North of College Street	College Street	Residential / Mixed
Crosshouse Road	Chapel Riverside	Leisure / Residential / Mixed
City Industrial Park	MDZ / Western Gateway	Office / Mixed
West Quay Road	MDZ / Western Gateway	Office / Mixed

## The Port



- 4.23 The Port of Southampton is an internationally significant deep water port and transport hub which operates 24 hours a day. It handles a range of important freight, is the U.K.'s premier cruise passenger facility, and is of major economic importance to the U.K, South Hampshire and the city. The Port expects major growth and development to 2026 and beyond, as set out in its master plan. In the short term this is expected to take place within the existing operational Port. It is therefore important that good land and marine access to the Port is maintained, and that its operations are not inappropriately constrained. The first priority should be for access by sea or rail where practical and viable, although there is also a need for major vehicular movements to and from the Port.
- 4.24 Policy CS 9 of the Core Strategy facilitates the growth of the Port by safeguarding it, as defined on the Policies Map, for port related development (with some flexibility for visitor destinations associated with cruise liner terminals in the city centre), and by supporting appropriate transport improvements having regard to the needs of the city centre.

#### **Policy AP 4 The Port of Southampton**

The Council supports the growth and overall competitiveness of the Port of Southampton; and the growth and enhancement of the city centre. The Council will have regard to the national significance of the Port, and the local and regional significance of the city centre, and the relative strength of positive and negative effects on the Port and the city centre when considering:

- The remodelling of the strategic and secondary road access to the Port;
- Development access arrangements directly affecting the strategic and secondary road access to the Port;
- The layout and design of residential development at Royal Pier, Western Gateway, Ocean Village, and the design of residential development on other nearby sites as relevant, on operations within the Port boundary; and
- The design of development immediately adjacent to the Port boundary on the safety and security of the Port.

When considering these points, the Council will permit such proposals if:

- There are unlikely to be negative impacts on the current or future Port, or its strategic / secondary access; or
- They have beneficial effects to the city centre which outweigh the negative impact on the Port or its access.

- 4.25 Parts of the Eastern and Western Docks lie within or are adjacent to the city centre (e.g. the Oceanography Centre and current City Cruise terminal). Where relevant, developers should consult the Port operator (ABP) at the earliest opportunity.
- 4.26 The growth of the Port and the city centre need to be managed. For example changes to the strategic or secondary roads serving the Port to enhance the city centre's pedestrian / cycle environment, the transport / access arrangements for new developments linked to these roads, or new residential development close to the Port, might adversely affect the Port's operations. The remodelling of roads to create a development hub at the Station Quarter, and to enhance pedestrian access from Central Station and across the city centre to development sites and communities; as well as the securing of viable development sites, for example at Royal Pier, will bring substantial benefits to the city centre. Where there is a balance to be struck between the needs of the Port and the city centre, this will involve a qualitative judgement between different types of effect. The strength of positive benefit to an objective for the locally / regionally important city centre will need to outweigh the strength of negative effect to the nationally important Port. Careful assessment of the likely effects on the Port and city centre, and of potential solutions, will be important, to ensure the growth and enhancement of both are not unnecessarily restricted.
- 4.27 The transport access to the Port and the city centre share the same approach routes (road and rail). The strategic road route to the Port, as recognised by

the Department for Transport, is via the M271 and A35 (Western Approach). A secondary road route is via the A33 (The Avenue). These routes are identified on Map 13. By focussing major development in the city centre more people are likely to travel by public transport, reducing pressure on the wider strategic road access to the Port. The transport section of this Plan promotes this shift away from using the car and anticipates little increase in car trips (See the section entitled “Easy to get about”).

- 4.28 The road access to the Eastern Docks (Dock Gates 4 and 5) and part of the Western Docks (Dock Gate 8) passes through the city centre. The strategic road route (from the M271/A35) runs along West Quay Road and Town Quay / Platform Road. It also forms an important link between the Eastern and Western Docks. Funding has now been secured to comprehensively upgrade the section along Town Quay and Platform Road. The secondary road route (from the A33) runs along Six Dials / Kingsway / Threefield Lane / Terminus Terrace and helps to serve the Eastern Docks.
- 4.29 Within the city centre, all these routes to and from the Port form part of the inner ring road. Policies AP 18 and AP 19 and the City Centre Master Plan have identified the aim of transforming these into a series of civilised City Streets, with a much higher quality environment for pedestrians and cyclists. These changes are important to encourage a modal shift away from car use on the strategic road network into the city and to improve connectivity within the city centre. However any changes to these streets also need to take account of their traffic movement function, as important routes serving both the Port and the city centre. In addition, policy AP 18 aims to maintain or improve access along the strategic road route to the Port (West Quay Road – Town Quay Road - Platform Road).
- 4.30 Development within the Western Gateway, Royal Pier Waterfront, Ocean Village and other nearby sites as appropriate will be planned so that an appropriate level of amenity is created for residential occupiers within the context of a city centre environment, which will naturally experience higher noise levels than a suburban environment. This will ensure the Port’s overall competitiveness is not inappropriately constrained (e.g. due to noise or light pollution legislation). This will take account of the Port’s permitted development rights, current and realistic possible future port activities in the areas concerned, and the 24 hour nature of the Port. The benefits of promoting residential development in the city centre, of city centre living for the residential occupiers, and of securing viable development on these important sites will be taken into account.
- 4.31 For sites adjacent to the Port, it will be important to consider from the outset the overall layout of the development, including the distance and positioning of residential properties from various parts of the Port and whether it is possible and appropriate to screen residential buildings from the Port (by other buildings or measures). For sites which are adjacent or otherwise nearby, it will also be important to incorporate detailed design solutions as part of buildings (e.g. secondary glazing). Permission may be granted with conditions to prevent any future conversion to residential use through permitted development rights.
- 4.32 The potential to view ships and port infrastructure adds significantly to the distinctiveness and identity of the city centre. Opportunities should be created within existing or new development areas, where practicable, to create points

where cruise ships, other ships and port infrastructure can be viewed from (e.g. areas of high quality public realm, cafes, etc).

- 4.33 The majority of the eastern docks and those parts of the western docks within the city centre are in the outer part of an explosives safeguarding area (as indicated on the Policies Map). Within this area the Health and Safety Executive must be consulted (depending on the type of development), see paragraph 4.164.

## **Minerals Supply**

- 4.34 On the River Itchen Burnley Wharf and Leamouth Wharf, as shown on the Policies Map, along with Dibbles Wharf just outside the city centre, make a significant contribution to the supply of minerals for development, regeneration and economic growth in South Hampshire. The Minerals and Waste Plan<sup>6</sup> (adopted in 2013) forms part of the development plan for the city and generally safeguards these wharves for mineral use. The Minerals & Waste Plan also supports appropriate investment in infrastructure and seeks to control nearby development to ensure the continued operation of these wharves is not constrained.
- 4.35 However the wharves also offer important waterside regeneration potential for the Itchen Riverside area. They could be redeveloped to create a new waterfront quarter for the city centre, linked to the St Marys Football Stadium and the Ocean Village / Chapel Riverside developments, extending the riverside walkway and incorporating new flood defences. The existing wharves currently meet operational needs. It is possible that in the longer term the wharves may no longer meet modern operational needs as the aggregate industry moves to the use of larger ships and more efficient / rail connected wharves, and / or if the wharf capacity is relocated elsewhere in Southampton Water.
- 4.36 Therefore the Minerals and Waste Plan recognises the importance of safeguarding the wharves whilst maintaining some flexibility to adapt to changing circumstances and facilitate regeneration when and if appropriate. It safeguards the wharves unless the merits of redevelopment clearly outweigh the benefits of safeguarding, or the wharves are no longer needed, or the capacity can be relocated or reprovided elsewhere. The City Centre Action Plan is consistent with and does not supersede the Minerals and Waste Plan.

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<sup>6</sup> Hampshire, Portsmouth, Southampton, New Forest and South Down National Park Minerals and Waste Plan (2013)

## **Policies to be replaced / retained**

### ***Which industrial site policies will be replaced in the CCAP (for city centre sites)?***

Local Plan Review:

- REI10 (part) Industry and Warehousing (sites in city centre)
- REI11 (part) Light Industry (sites in city centre)
- REI12 ii (part) Industry Reliant Upon Wharfage and Port related Uses – Wharf sites between James’ to Sunderland Wharf (sites in city centre – Burnley Wharf and Leamouth Wharf)

### ***Which economic related site policies will still apply to the city centre?***

Core Strategy:

- CS 6 Economic Growth (as amended by the Partial Review)
- CS 7 Safeguarding Employment Sites (as amended by the Partial Review)
- CS 9 Port of Southampton

Local Plan Review:

- None

Hampshire Minerals and Waste Plan:

- Policy 16 Safeguarding – Minerals Infrastructure
- Policy 17 Aggregate Supply – Capacity and Source
- Policy 19 Aggregate wharves and rail depots

## ***A great place to visit***

Supporting existing retail areas (policy AP 5)  
 Extension of the Primary Shopping Area (policy AP 6)  
 Convenience retail (policy AP 7)  
 Culture, leisure and tourism  
 The Night Time Economy (policy AP 8)  
 Hotels

<i>Contributes to:</i>	
• <i>A great place for business</i>	<i>A vibrant city centre is attractive to businesses and their employees</i>
• <i>An attractive &amp; distinctive place</i>	<i>The Plan supports the preservation and enhancement of the distinctive characteristics of the historic environment that gives the city its character.</i>
• <i>A great place to live</i>	<i>Due to the proximity to shopping, cultural and entertainment venues and the generation of jobs</i>

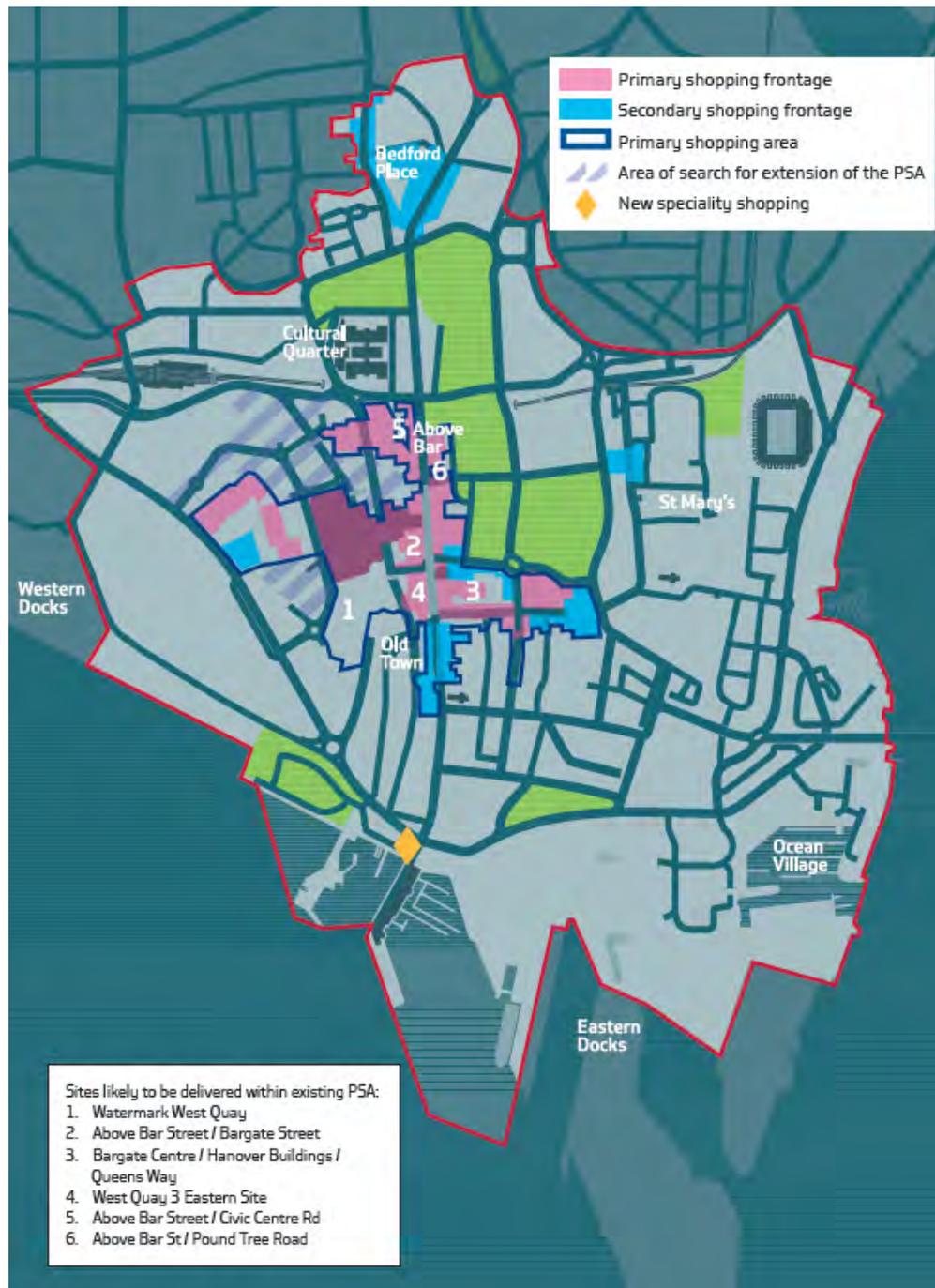
- 4.37 Southampton city centre, with easy access by public transport and the private car, is well known as a place to shop and for cultural, entertainment and leisure experiences. These uses are a key component of a successful city centre – providing jobs, attractions and events to help to create buzz and activity. This section combines two City Centre Master Plan themes; recognising that creating a great place to shop is an important part of creating a great place to visit.
- 4.38 Southampton city centre is the top retail centre on the south coast and is ranked as the 14<sup>th</sup> best performing retail centre in the United Kingdom (2009). An estimated 6.9 million tourism day trips were made to Southampton in 2008, many of which were day trips to visit WestQuay Shopping Centre and other shops.
- 4.39 Southampton is more than just a great retail centre. Every year Southampton’s performance venues attract around 400,000 visitors and its other major attractions include the annual Boat Show, the City Art Gallery, SeaCity Museum, Mayflower Theatre and Southampton Football Club. The city centre is covered by five Conservation Areas and its historical assets include the Town Walls, numerous medieval vaults and cellars and the recently refurbished Tudor House Museum. In addition, the five parks which make up Central Parks provide a green oasis in the heart of the city centre.
- 4.40 Southampton has aspirations to become an International City of Culture by 2026. Research <sup>7</sup> revealed that, to become more attractive to visitors, the city centre needs to increase the number and variety of attractions, events and shops and improve the quality of the built environment. The recently opened

<sup>7</sup> Southampton Destination Development Plan (2008)

SeaCity Museum and the forthcoming New Arts Complex in the Cultural Quarter will increase the attractions in the city centre.

4.41 The aim is for Southampton to maintain and enhance its role as a regional shopping destination and to develop complementary leisure, cultural and arts attractions and hotel accommodation. The Plan encourages early evening activities to improve and diversify the night time economy and fill the gap between the daytime activities and night time attractions.

## Retail



**Map 4 New and existing retail areas**

- 4.42 Southampton is a regional shopping centre. The Council aims to promote major retail growth to sustain and enhance this role. The Core Strategy Partial Review includes a target of approximately 90,000 sq m gross of additional comparison retail floorspace 2006 - 2026. This is based on Strategic Perspective's Retail Check (2014) to update the forecasts in the GVA Retail Study (2011). Taking into account completions 2006 - 2012, the outstanding target for comparison retail floorspace is 53,810 sq m (see paragraph 3.18). This target is subject to ongoing monitoring.
- 4.43 One of the factors affecting the retail target is the impact of online shopping (e-tailing). Non-store retail sales which include e-tailing have grown more rapidly than traditional retail sales in recent years. This growth is expected to continue throughout the plan period and exceed the level of growth predicted in the GVA Retail Study. This has been taken into account in the new target. Whilst this changing customer behaviour will impact on physical stores, some forms of e-tailing are complementary as customers research or collect products in-store and retailers use stores as showrooms for products. As a regional shopping centre, Southampton is well placed to respond to changes in retail trends.
- 4.44 The first focus for retail growth will continue to be the existing retail core, the primary shopping area, which will continue to be protected from high concentrations of non-retail uses that would detract from its role as the main shopping area in the city. It includes both the primary and secondary retail frontages from New Road to Bernard Street in the south and from West Quay Road to Kingsway (including Debenhams and the Bargate and East Street shopping centres) in the east. The site of Watermark WestQuay is also within the Primary Shopping Area.

#### **Policy AP 5 Supporting existing retail areas**

The Council will safeguard retail uses at ground floor level within the following city centre shopping frontages:

- **Primary Retail Frontages**  
Proposals for new development or a change of use at ground floor level for A1 use will be supported.  
Proposals for non A1 use at ground floor will be supported if:
  - (i) the use falls within Class A2, A3, A4 or A5; and
  - (ii) it would not result in three or more adjoining units in non-A1 use; and
  - (iii) an active frontage appropriate to a shopping area is included; and
  - (iv) it would not be detrimental to those living or working nearby, for example by causing undue noise, odour and disturbance.
- **Secondary Retail Frontages**  
Proposals for new development or a change of use at ground floor level for A1, A2, A3, A4, A5 uses or those offering a direct service to the public will be supported provided:

- (v) an active frontage appropriate to a shopping area is included; and
- (vi) it would not be detrimental to those living or working nearby, for example by causing undue noise, odour and disturbance.

Proposals for the use of upper floors in Primary and Secondary Retail Frontages for retail, residential, leisure, office or other complementary uses which help to maintain or enhance the character and vitality of the centre will be supported. Where upper floors are currently in retail use, developers should seek to retain retail uses where viable and appropriate.

- 4.45 The primary retail frontages in the city centre include WestQuay Shopping Centre and Retail Park, Above Bar Street and most of East Street. These contain a concentration of retail uses and are identified in order to protect their role, vitality and character as shopping areas. Although secondary retail frontages are also predominantly in retail use, they are more mixed and can successfully accommodate a greater diversity of uses. These include banks and building societies, restaurants and bars which also support the shops. The secondary retail frontages in the city centre include the High Street (south of East Street), Bedford Place and London Road, Hanover Buildings, Queensway and St Mary Street.
- 4.46 In order to protect the primary retail frontages, ground floor non-A1 uses are restricted by criteria (i) to (iv) above. Non-A class will not be acceptable at ground floor in these frontages. A wider mix of uses at ground floor is appropriate in the secondary retail frontages, which may include community, leisure, tourism and related sui generis uses provided they offer a direct service to the public and have an active frontage in accordance with criteria (iii) and (v). In order to minimise odour, food and drink uses (A3-A5) should, where necessary, provide carefully designed external extraction flues with details provided at the application stage.
- 4.47 New development (or alterations to existing uses) on primary and secondary frontages will provide an active building frontage of high visual quality. Retail development should include a display window or glazed frontage at ground floor level and other uses (e.g. cafes and restaurants or office reception areas) should have active commercial frontages with windows and entrances on to the street. Any frontages that have the potential to hinder movement or cause unnecessary safety risk will not be permitted.
- 4.48 The area around the Bargate is home to successful regular markets. Markets are an important part of the retail offer for the city centre. In accordance with national guidance, Southampton will seek to enhance existing markets, create new markets and support other events where appropriate.



- 4.49 There is scope for different uses on upper floors (including residential) to help the vitality of the area beyond traditional retail opening hours.
- 4.50 The need for 90,000 sq m gross of additional comparison retail floorspace (A1) will be met first in the existing PSA, followed by a phased extension of the PSA in accordance with AP 6. Policies AP 24, AP 25, AP 28 and AP 30 cover developments in the East Street Shopping Centre, Major Development Zone, Bargate area, and High Street which are key sites within the existing primary shopping area.

### **Policy AP 6 Extension of the Primary Shopping Area**

In order to maintain and enhance Southampton's role as a regional shopping destination, there is a need for more comparison retail floorspace in the city centre. The first focus for major retail (A1) development will be the existing Primary Shopping Area (PSA).

Proposals for major comparison retail development (750 sq m gross or greater) outside the PSA will be considered as part of the planned extension of the PSA. Proposals will be supported where:

1. they are within the defined area of search and provide a coherent extension of the PSA; and
2. there are no suitable sites within the existing PSA.

At present criterion 2 is expected to support significant retail expansion in the period 2021 – 2026. It might support more moderate expansion in the period 2016 – 2021. However this phasing will be tested in the light of ongoing monitoring of criterion 2.

- 4.51 The approach to major retail development outside the current Primary Shopping Area (PSA) was established in the Core Strategy. Major retail development is defined as 750 sq m (gross) or greater. Retail development

will be directed first to the existing PSA in the city centre. In order to meet comparison retail needs in accordance with the NPPF and deliver the retail growth identified in the Core Strategy there is very likely to be a need to expand the PSA into the Major Development Zone.

- 4.52 The sites within the existing PSA which are likely to be delivered in the plan period are shown in table 4 below. Some vacant floorspace will also be redeveloped for comparison retail. However there is insufficient capacity in the existing PSA to meet the need for 90,000 sq m.

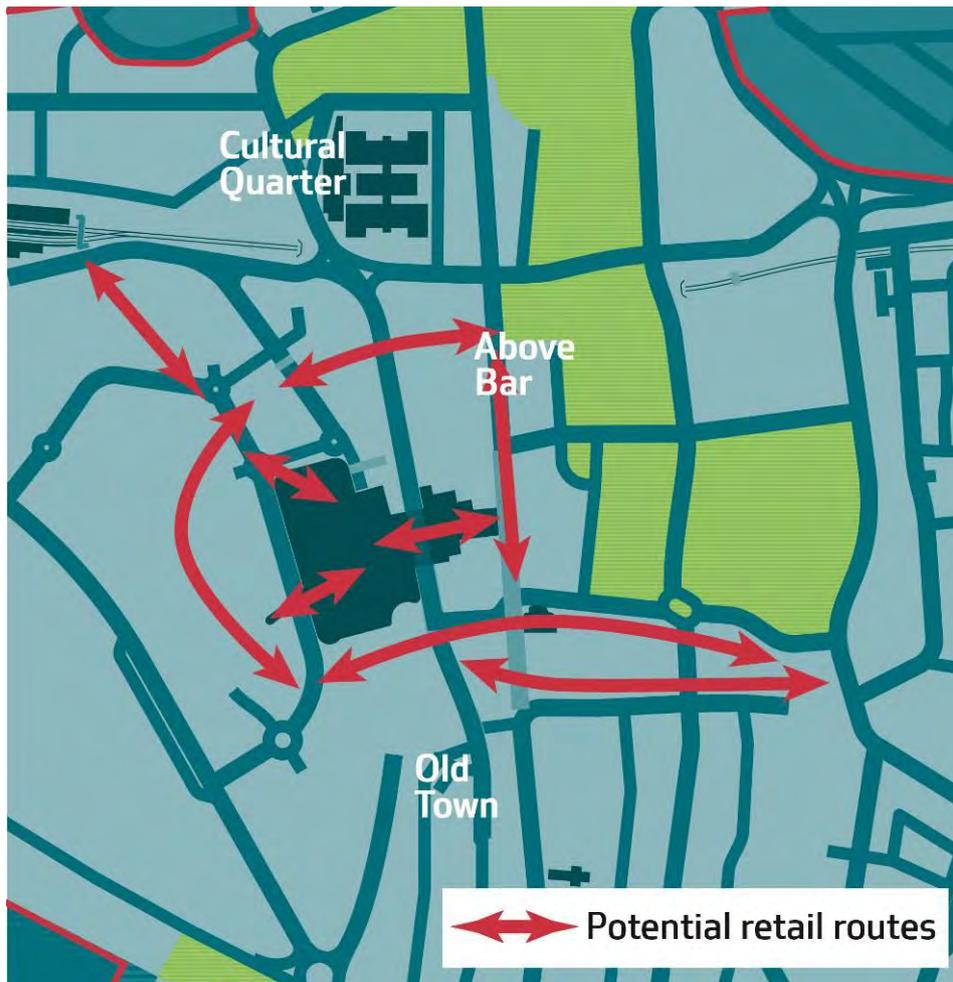
**Table 4 Retail floorspace likely to be delivered in the existing PSA**

	Floorspace (sq m)
Total need 2006-2026	90,000
Completions 2006 - 2011	35,350
Sites Likely to be Delivered Within Existing Primary Shopping Area (PSA):	
• Watermark West Quay	2,765
• Above Bar Street / Bargate Street	2,420
• Bargate Centre / Hanover Buildings / Queens Way	4,875
• West Quay 3 Eastern Site	420
• Above Bar Street / Civic Centre Rd	5,445
• Above Bar St / Pound Tree Road	6,254
Total from sites	22,179
Likely comparison retail floorspace from vacancies in existing PSA (not including the sites identified above)	3,150
Total comparison retail developed / likely to be delivered in existing PSA	60,679
Need for comparison floorspace expansion outside existing PSA	29,321

- 4.53 Core Strategy policy CS 2 identifies the Major Development Zone as a strategic site for mixed use development to include retail development as a coherent expansion of the PSA. This Plan refines this approach to identify an area of search for the extension of the PSA. Southampton's retail circuit will also be extended to incorporate this new development, see map 5.

- 4.54 The area of search for the extension of the PSA is shown on the Policies Map. Retail proposals within the defined area of search should:

- demonstrate how they link into the existing primary shopping area
- address any issues such as major roads and changes of level
- help provide a coherent retail circuit and easy pedestrian access



**Map 5 Retail circuit**

- 4.55 The area of search currently consists primarily of low density retail warehouses and surface level car parks. The aim is to fundamentally change this design by creating an expanded city centre shopping environment with high density development, a strong sense of vibrancy and active street frontages. Provided this is achieved the new development could still include some large footprint retail space if there is still a need for this type of retailing, as well as provide for a wider mix of retail and other uses. The area of search extends the PSA towards Central Station and includes the WestQuay Shopping Centre's multi-storey car park. It forms an extended retail circuit, with easy pedestrian access, and avoids crossing major roads.
- 4.56 The appropriate amount of additional retail floorspace outside the PSA and its phasing will be considered against the Council's assessments of retail need i.e. 90,000 sq m as set out in this plan or as revised based on ongoing monitoring; and the delivery of schemes and level of vacancies within the existing PSA. The overall health of the retail centre will also be subject to ongoing monitoring.
- 4.57 The first priority for retail growth is the existing PSA, followed by its managed extension to meet regional need as follows:
- Pre 2016 - prioritise PSA with no need for expansion;

- 2016-21 - consider extent of economic growth and progress on schemes such as the redevelopment of the Bargate Centre and Watermark WestQuay;
  - Post 2021; the extension of the PSA will be promoted (provided the criteria in policy AP 6 have been met).
- 4.58 Proposals which are outside of the existing or expanded PSA, or which do not meet policy AP 6, will be classed as 'edge of centre' or 'out of centre'. In accordance with national policy in the NPPF, 'edge of centre' and 'out of centre' retail development will be controlled to protect the existing and expanded PSA. Proposals will be subject to a sequential test to consider alternative, more central sites and an impact test to assess the impact on the centre now and in the future. Any regeneration benefits may be taken into account as a positive impact in line with paragraph 4.5.13 of the Core Strategy.
- 4.59 Small-scale retail uses up to 750 sq m or retail development that meet policies CS 3, AP 6 or AP 7 can help to deliver key sites outside the existing PSA such as at Central Station, Royal Pier Waterfront, Chapel Riverside and Ocean Village (see individual site allocations). There is also guidance on Bedford Place and London Road in chapter 5 and the retail policy for St Mary Street is addressed in policy AP 36.

#### **Policy AP 7 Convenience retail**

Proposals for major convenience retail development (750 sq m gross or greater) outside the PSA will be located in accordance with the 'sequential approach' (with the next preference being within the area of search for PSA expansion with good links to the PSA), and not have a significant adverse impact on the PSA.

Small scale and specialist local food shopping including food markets (less than 750 sq m gross) will be supported across the city centre, in particular in the MDZ and in areas of significant residential development.

- 4.60 The Southampton and Eastleigh Retail Study (2011) found that the city centre had a below average representation of convenience floorspace and existing supermarkets were underperforming. The study identified capacity in the city centre for a small amount of additional convenience floorspace. However, the study recognises that this is likely to be an under estimate, and there is scope for the city centre to improve its market share and quality of offer.
- 4.61 City centre supermarkets perform an important role in serving both the existing business and residential population and supporting new development. A new superstore has recently been approved in the East Street Centre. This will deliver new convenience retail floorspace in the east of the city centre. Alongside the existing superstore in the west of the city centre, this will meet the city centre convenience retail needs identified in the Retail Study.
- 4.62 Proposals outside the current PSA will be subject to an impact test, and the sequential approach. When assessing proposals, the positive impact of

helping to deliver major developments and strengthening existing retail areas will be considered.

- 4.63 In addition to superstores, small scale local and specialist food shops are important in the city centre and also help support sustainably produced local products (promoted in the Sustainability Appraisal SA/SEA).
- 4.64 Small scale food stores are those which are less than 750 sq m or of a scale which will primarily serve an unmet local need in their immediate area, and which will not have a significant impact on the primary shopping area or better located local stores. Otherwise they will be assessed against national retail policy and policy AP 7 above.

### **Policies to be replaced / retained**

#### ***What retail policies will be replaced in the CCAP (for city centre sites)?***

Local Plan Review:

- REI 3 Primary Retail Frontages (as applied to city centre)
- REI 4 Secondary Retail Frontages (as applied to city centre)

#### ***What retail policies will still apply to the city centre?***

Core Strategy:

- CS 1 City Centre Approach (as amended by the Partial Review)
- CS 2 Major Development Quarter

Local Plan Review:

- REI 7 Food and Drink Uses
- REI 8 Shopfronts

### **Culture, Leisure and tourism and the night time economy**

- 4.65 The city centre is the primary focus for major leisure, cultural and tourism facilities in Southampton and beyond. This plan identifies sites for new facilities and addresses any potential negative impacts through controlling opening hours and seeking contributions for community safety measures.
- 4.66 Cultural and entertainment facilities within the city centre include the Mayflower Theatre, the region's most significant large scale touring theatre venue and the Art Gallery, with its internationally renowned collection. Although lacking a regional scale indoor music venue, the Guildhall provides a multipurpose entertainment venue and the New Arts Complex will further increase the cultural facilities. The city's museums comprise the recently restored Tudor House and Garden and the new SeaCity Museum. The city also has many historic buildings and scheduled monuments including nationally significant medieval Town Walls. The city is also home to the annual Southampton Boat Show and its waterfront provides a key leisure facility. Policies for the redevelopment of some of these sites and areas are

set out in chapter 5. Policy AP 31 supports the emerging Cultural Quarter at Northern Above Bar.

- 4.67 Core Strategy policy CS 1 promotes leisure, cultural and hotel development in the city centre. The Plan supports this type of development across the city centre (subject to meeting other policy requirements) with the aim of delivering more diversity, for example in city centre hotels. The policies for major sites highlight the opportunities for leisure, culture and tourism as part of the development of the site, in particular within the emerging Cultural Quarter.
- 4.68 Further policy guidance is provided for managing the night time economy. Policy AP 8 only applies when planning permission is required. The Licensing of premises is a separate process. The approach in the Plan is to promote clusters of facilities in identified areas where extended opening hours are supported. Outside of these hubs, tighter restrictions will be placed on what opening hours are acceptable.

### **Policy AP 8 The Night Time Economy**

The Council will use its planning and licensing functions to promote a night time economy with a range of activities that contribute to a vibrant city centre whilst minimising potential disturbance to nearby residential areas. New uses with extended opening hours (beyond 23.00 hours) will therefore be directed to designated evening zones and late night hubs as shown on the Policies Map.

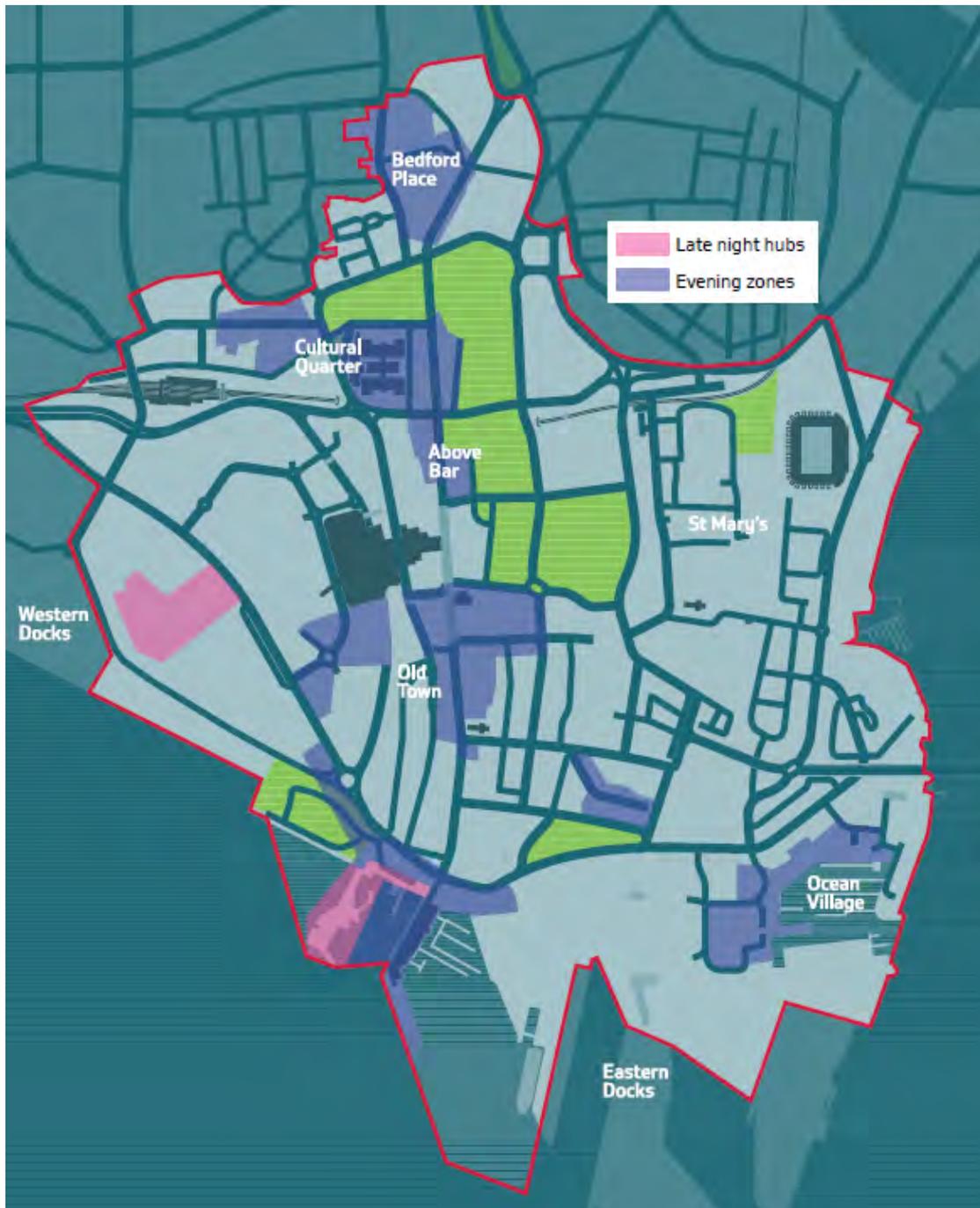
Proposals for new development and extended opening hours will be subject to restricted opening times as set out in table 5. In evening zones and late night hubs, extended opening hours for food and drink uses (Use Classes A3, A4 and A5) will be supported subject to meeting other policies, particularly those to protect residential amenity and retail areas. Applications for extended opening hours in the Cultural Quarter will be judged on their own merits.

Elsewhere in the city centre proposals for extended opening hours outside the designated late night hubs and evening zones will only be permitted where they would not cause late night noise and disturbance to residents.

Contributions to community safety facilities will be sought from proposals for entertainment venues, including A3, A4, A5, nightclubs or D2 uses which relate to the night-time economy, leisure and tourism facilities.

- 4.69 Southampton's night time economy is a key part of a successful regional city centre and it is important to manage its operation and expansion. There is a range of restaurants, pubs and bars throughout the centre from Bedford Place to Holyrood Place, Oxford Street and Ocean Village. Late night uses are concentrated in Leisure World which includes a large nightclub, multi-screen cinema and casino. There are further clusters of nightclubs around Bedford Place, which is a well established vibrant night time economy area, at Northern Above Bar in the Cultural Quarter and there are two more cinemas in Ocean Village. The redevelopment of Watermark WestQuay and the emergence of the Cultural Quarter with a New Arts Complex at Northern Above Bar will help broaden this offer and complement existing premises.

4.70 There are however challenges in managing people using night clubs, bars and pubs at night in order to reduce the noise and disruption to people living in and close to the city centre (to address potentially negative impacts on health and increased crime raised in the Sustainability Appraisal SA/SEA). The planning system has an important role in directing such uses to areas of the city centre which are easily accessible, attractive to the entertainment industry and which create minimum noise and nuisance to residents.



**Map 6 Night time economy**

- 4.71 The approach in this plan is to direct uses with extended opening hours to designated late night hubs and evening zones. Late night hubs are located away from residential areas and are appropriate for late night uses with opening hours up to 3am including new nightclubs, casinos and other entertainment (D2) uses. Also appropriate in these hubs are food and drink uses (use Classes A3, A4 and A5) with extended opening hours. The late night hubs may also include other uses as part of mixed use schemes, including residential. New residential development in late night hubs should incorporate measures to reduce noise and carefully consider the location of residential units in relation to the late night uses. Where residential development has already taken place, proposals for nightclubs should not be detrimental to those living nearby, for example by causing undue noise and disturbance. The Leisure World late night hub is located within the Western Gateway quarter which is allocated for mixed use development and expected to come forward in the medium / long term. If proposals come forward for the redevelopment of part or all the quarter which involve the loss of the late night hub, the council will assess whether their merits outweigh the benefits of the hub or alternatively if the uses can be relocated or reprovided elsewhere or are no longer needed.
- 4.72 The Gambling Act 2005 provides the Council with the opportunity to grant a Large Casino Premises Licence. Applicants will be able to apply for this license and the Licensing Committee will consider each application and determine which one, if granted, would bring the greatest benefit to the area. Whilst the Council's preferred site is Royal Pier, applicants will be able to submit proposals for other sites in the city which will be determined against set criteria. The most important criterion set is the regenerative benefit of the proposal. This is a separate process to the planning process. The inclusion of reference to a possible casino at Royal Pier does not pre-empt the licensing process.
- 4.73 The Plan also identifies evening zones which contain a concentration of existing pubs, bars and nightclubs but are generally either within or close to residential areas. Proposals for new uses which require planning permission, and are otherwise acceptable, will be subject to restricted opening times of midnight or 1am in accordance with table 5 below.
- 4.74 The current approach to restrict the potential nuisance caused by the night time uses in zones and hubs will continue with planning conditions restricting the latest opening times as follows:

**Table 5 Latest opening hours**

Area	Designation in the Plan	Latest opening time
Bedford Place / London Road	Zone	midnight
Oxford Street	Zone	midnight
Royal Pier Waterfront (not including the end of Royal Pier)	Zone	midnight
Ocean Village	Zone	midnight
Civic Centre area / Cultural Quarter / Guildhall Square	Zone	1 am
Bargate and Below Bar	Zone	1 am
Watermark WestQuay	Zone	1 am

Leisure World	Hub	3 am
Southern end of Royal Pier (1)	Hub	3 am
Areas outside zones and hubs		11 pm

(1) With the exception of any large casino licensed at Royal Pier which would be open 24 hour

- 4.75 The Council will co-ordinate its planning and licensing functions as far as it is able in order to provide clarity to businesses and residents about the sorts of land uses that are acceptable in which location. However, the two systems have different criteria against which to judge applications for new licensed premises and the owner needs to ensure that the necessary permissions / licenses have been granted.
- 4.76 The Bedford Place / London Road and Civic Centre / Guildhall Square areas are identified in this Plan as evening zones (continuing the designation in the Local Plan Review). They also lie within the Cumulative Impact Policy Area for Licensing Applications. This area was identified by the Council (as the Licensing Authority) as already suffering due to the concentration of licensed premises and activities. In these areas applications for licences for new premises or substantial variations to existing licences such as longer opening hours are unlikely to be permitted unless the applicant can demonstrate that the changes will not have an adverse impact on the area. In order to deliver the vision for the Cultural Quarter as a focal point for arts and culture in the city centre, licence applications within the Cultural Quarter will be treated as an exception to the Cumulative Impact Policy and judged on its own merits.
- 4.77 The Bargate and Below Bar late night hub has been re-designated as an evening zone. This reflects its proximity to the Above Bar Cumulative Impact Policy area, the lack of proposals coming forward for late night uses and the amount of existing and proposed residential development within and adjacent to the zone.
- 4.78 Part of Royal Pier is now designated as a late night hub to facilitate the leisure uses planned in its redevelopment.
- 4.79 The boundaries of some of the zones and hubs have been redrawn. This reflects recent developments including the Carnival headquarters and proposals such as Mayflower Plaza. The western side of Bedford Place is also now included within the designated zones.
- 4.80 Applications for A3-A5 food and drink uses should meet the requirements in policy REI 7 Local Plan Review. This states that proposals will be supported throughout the city centre providing measures are in place to prevent nuisance due to noise, cooking smells and litter.
- 4.81 Contributions will be sought from applications for night time economy uses towards community safety measures which may include CCTV, signage, lighting and late night bus services or other transport measures as set out in Supplementary Planning Documents.

## Hotels

- 4.82 Hotels play an important role in attracting people to visit Southampton city centre and encouraging them to stay for longer. They support tourism and business development and contribute to jobs. The South Hampshire Hotel

Futures Study (2010) identified opportunities for significant new hotel development in the city centre as the economy and tourism grows. It reported that in 2010 Southampton city centre had 19 hotels with a total of 1,462 rooms. Although there have been proposals for new hotels, relatively few have opened in the last 5 years. The Study projected that 14 new hotels and 1,340 new rooms were required to 2031.

- 4.83 The aim is for a more diverse range of hotels including five star and smaller boutique hotels (particularly in the Old Town) as well as mid priced and business hotels. The Plan supports in principle the development of hotels throughout the city centre, for example at the Ocean Village Promontory site and further opportunities at the waterfront (Royal Pier Waterfront and Chapel Riverside), Old Town, Station Quarter, Western Gateway and as part of the Watermark WestQuay development. Proposals for serviced apartments and 'aparthotels' which fall outside C1 (hotel) use class will also be supported with a condition to ensure short stay occupancy only.

#### **Policies to be replaced / retained**

***What Night Time Economy policies will be replaced in the CCAP (for city centre sites)?***

Local Plan Review:

- CLT 14 City Centre Night Time Zones and Hubs

***What Night Time Economy policies will still apply to the city centre?***

N/A

## ***A great place to live***

Housing supply (policy AP 9)

Supporting primary and secondary education facilities (policy AP 10)

Supporting further and higher education facilities (policy AP 11)

### *Contributes to:*

- |                                       |   |
|---------------------------------------|---|
| • <i>A great place to do business</i> | <i>High quality homes to attract employers to the city centre</i> |
| • <i>Attractive and distinctive</i>   | <i>A mix of homes contributes to a vibrant city centre</i>        |
| • <i>Easy to get to and about</i>     | <i>Locating homes in highly accessible areas</i>                  |

4.84 Around 14,400 people already live in Southampton city centre. Established communities include the Old Town, St Marys, Ocean Village and Bedford Place and three main areas of social housing at Holyrood, Kingsland and Golden Grove in St Mary's. In the last 10 years, the number of people living in the centre has increased with the completion of major new developments particularly around the southern end of the High Street and in the Chapel area. The city centre has a rich mix of communities and ethnic backgrounds. There are also several halls of residence for Southampton Solent University creating a significant student population.

4.85 The Council recognises that the student population of the universities has put pressure on the city's existing areas of conventional housing and particularly on the private rented market. The Council is seeking to control these and wider pressures through its Houses in Multiple Occupation SPD. Purpose built student accommodation and 'halls of residence' style accommodation help to provide an important alternative to private rented housing and help to relieve pressure on this market. The city centre is an ideal location for student accommodation being highly accessible for students of both universities. Therefore within the city centre student accommodation will generally be supported, so long as it would not compromise policies in this plan.

4.86 The plan aims to promote the city centre as a place to live for a wider mix of households, including families. Much of what is needed to make Southampton city centre and neighbouring areas a great place to live for families and other households is already here, and the aim is to maintain and improve these aspects. The city centre provides a variety of housing of different sizes including affordable housing, privately rented and owner-occupied homes. There is good access to jobs and public transport and a wide range of shops and entertainment. A city centre park is within walking distance of all homes, providing opportunities for play and relaxation, although the roads next to the parks can act as barriers. Pedestrian links to the parks, other open spaces and facilities will be improved. The city centre includes a number of relatively quiet neighbourhoods. The primary sector schools are being extended and improved. Doctors, dentists and community facilities are available and further such facilities will be supported in appropriate locations.

4.87 The Core Strategy proposes that approximately 5,450 dwellings will be built in the city centre up to 2026 which is about a third of the city's new housing supply. Policy AP 9 identifies where the majority of these homes will be built.

- 4.88 New homes will also need to be accompanied by the provision of education, health and community facilities. These may be provided through extension or improvement of existing services and facilities, or through the provision of new facilities. They should be well designed and contribute to an accessible and a low carbon city centre. The planning system will resist the loss of existing community facilities and work with providers to develop new facilities, in accordance with Core Strategy policy CS 3. There are currently no secondary schools in the city centre. The provision of a secondary school within the city centre would enhance its attractiveness for families and reduce the need to travel. The need for a secondary school will be kept under review and the Council will consider options to meet this need. Proposals may also emerge for free or studio schools. Policies AP 10 and AP 11 safeguard the main education sites in the city centre; the universities sites and City College's campus.

## Housing

- 4.89 In recent years the new dwellings in the city centre have predominantly been flats. Core Strategy policy CS 16 sets a target that generally 30% of dwellings are family homes but states that in higher density areas like the city centre a lower percentage of family homes may be acceptable. This Plan encourages a mix of housing in accordance with this approach to cater for families as well as smaller households. Residential development will generally be encouraged throughout the city centre mainly as part of mixed-use schemes. It will be important to design family and other housing carefully to create an appropriate level of amenity with good access to private and public open space.

### Policy AP 9 Housing Supply

Approximately 5,450 dwellings will be built within the city centre between 2008 and 2026. Residential development will be supported:

1. as part of mixed use development on sites identified in chapter 5 where residential development is appropriate;
  2. on 'housing led' sites shown in appendix 5 and identified on the Policies Map. Small-scale commercial, leisure and community uses may be acceptable at ground floor level as part of the development of these sites;
  3. through the conversion or redevelopment of other sites as appropriate.
- 4.90 Policy CS 1 of the Core Strategy indicates that about 5,450 dwellings will be built in the city centre up to 2026. 618 dwellings were completed April 2008 – March 2011. The requirement 2011-2026 is therefore 4,830 dwellings. A further 349 dwellings were completed 2011/12 – 2012/13. This leaves about 4,480 dwellings to come forward on sites already under construction, allocations, other large sites (sites of 10 or more dwellings) currently not identified (possibly as part of mixed use development) and small sites, some of which have planning permission. Table 6 overleaf sets out the components of this supply.

4.91 The Strategic Housing Land Availability Assessment (SHLAA) 2013 identified large sites with potential for 4,340 dwellings in the city centre. Table 6 identifies the dwelling capacity for sites with and without planning permission that are now considered likely to be developed. The SHLAA includes allocated sites, sites with planning permission and city centre sites identified as part of the Master Plan work. The housing supply figure, shown in the Table 6, incorporates the new sites and the revised dwelling figures for some sites. The SHLAA also included a citywide allowance for small site windfalls and it is highly likely that a number of these units will be delivered in the city centre. These dwellings would be additional to the units in table 6.

**Table 6 Components of Housing Supply in the City Centre**

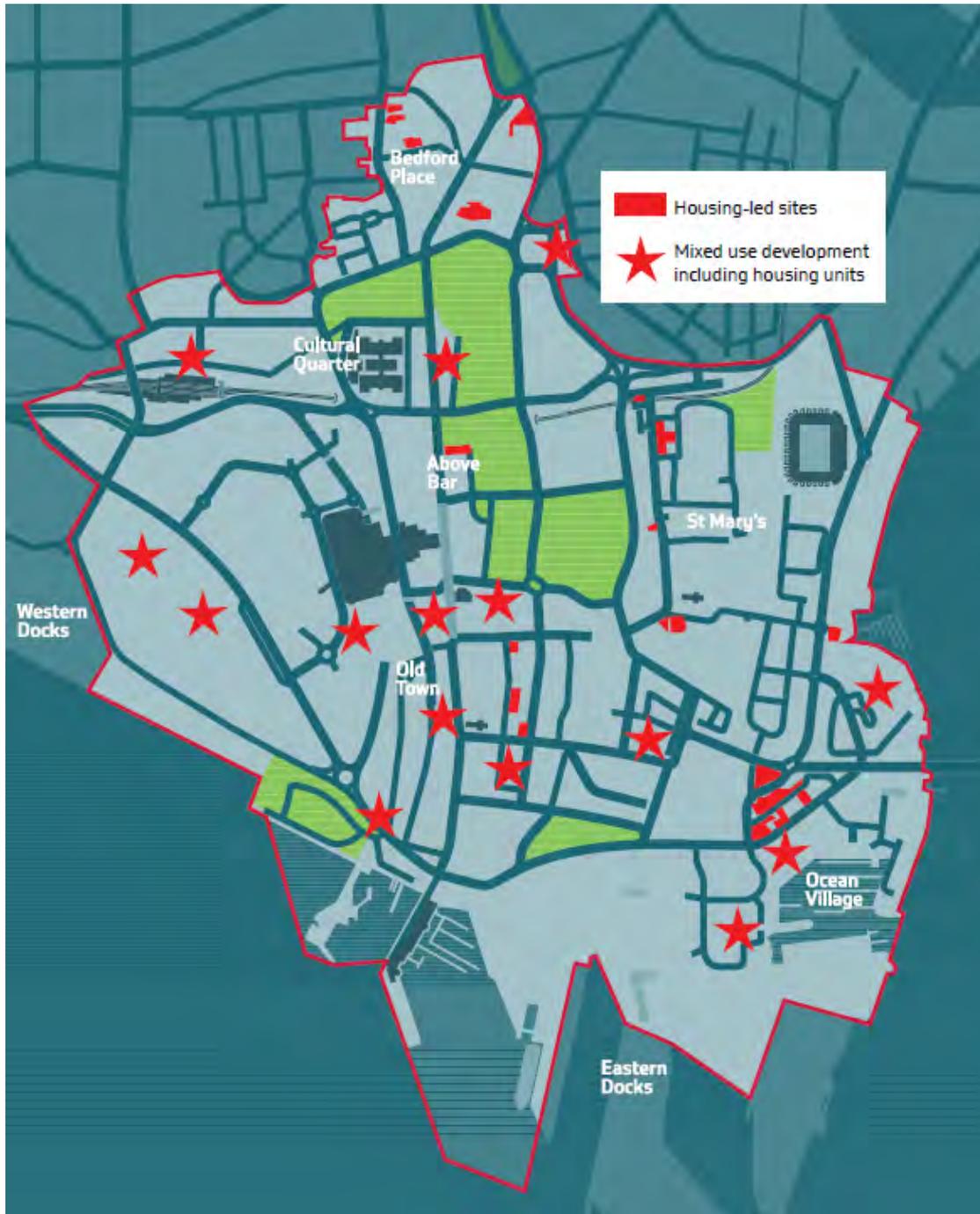
	Number of units (rounded to the nearest 5)
Housing requirement 2008 - 2026	5,450
Completions 2008/09 – 2010/11	620
<b>Residual requirement 2011 - 2026</b>	<b>4,830</b>
Completions 2011/12 – 2012/13	350
Sites with planning permission (1)	1,690
Sites identified in the SHLAA (without planning permission)	2,720
Estimated dwelling numbers delivered through conversion of office floorspace	500
Number of dwellings above requirement	430

(1) (As at end December 2012). This includes both large and small sites that are considered likely to be developed



4.92 The main housing sites are the large-scale redevelopment sites on the western side of the city centre, Royal Pier Waterfront and Western Gateway, the southern end of Queensway; and the sites bordering the River Itchen, of which only Chapel Riverside is likely to be developed in the plan period. Housing on these sites will come forward as part of mixed-use development. Detailed policies for these sites are set out in chapter 5 of the document.

4.93 The sites identified in criterion 2 of the policy above are intended to be mainly for housing. However, in view of their location within the city centre where a mix of uses is common, small-scale commercial, leisure or community uses may be acceptable on the ground floor. Housing may also be provided as part of a mixed use development on other sites, for example through bringing redundant or underused upper floors into use, providing the development complies with the employment, retail, port land, flooding and open space policies of the CCAP, the Core Strategy and saved policies from the Local Plan Review. Flooding is a particular issue raised by the Sustainability appraisal (SA/SEA) which highlighted the need to carefully plan new housing in order to avoid and mitigate the dangers of flooding.



**Map 7 Housing sites**

- 4.94 Where possible, and appropriate for the site and location in question, family housing should be provided in accordance with policy CS 16 of the Core Strategy. Creative and innovative approaches to introducing family living environments within the city centre will be supported. However, it is recognised that in the city centre some areas may be inappropriate for housing (and for family housing in particular) because the surrounding uses generate noise or other incompatible activities. Both affordable and market housing should be provided with a mix of tenures and unit sizes in order to deliver more sustainable and balanced communities in the city centre. The precise form of development will be determined at the planning application stage. All proposals will need to take into account the requirements of policies CS 5, 15 and 16. These policies set out appropriate densities for development, levels of affordable housing and requirements for housing mix and type covering family housing and Houses of Multiple Occupation.

### **Policies to be replaced / retained**

***Which housing supply policies will be replaced in the CCAP (for city centre sites)?***

Local Plan Review:

- H1 (part) Housing Supply

***Which housing supply policies will still apply to the city centre?***

Core Strategy:

- CS 1 City Centre Approach (as amended by the Partial Review)
- CS 4 Housing Delivery
- CS 5 Housing Density
- CS 15 Affordable Housing
- CS 16 Housing Mix and Type

## **Education**

### **Primary and Secondary Education**

- 4.95 The Council initiated the Primary Review: Phase 2 in 2010, with a view to meeting the need for pupil places brought about by recent year-on-year increases in birth rates. This has resulted in the doubling of places at Bevois Town Primary School and St Johns Primary and Nursery School, to meet the anticipated needs in the primary sector arising from the city centre.
- 4.96 At present there is a surplus of secondary school places in the city. Based on the increase in demand currently being experienced in the primary sector, the Council anticipates that in the longer term a shortage of places will emerge in the secondary sector. By 2025 the deficit will be for 2,140 places, equivalent to around 15% of the city's secondary school population. This need is likely to derive primarily from the central area of the city where there is currently only

one secondary school (St Anne's, just outside the city centre). Over the medium to longer term a number of alternative options for additional school place provision may arise within the city centre or elsewhere in the city. It is likely that some of the needs for secondary places can be met outside the city centre. However, the provision of an additional secondary school within the city centre would have benefits in terms of meeting geographical needs and promoting accessibility by walking, cycling and public transport. A new secondary school with 750 – 1,200 places would be appropriate for this location. The Council is therefore planning to deliver a new school and / or expansion of existing school facilities to accommodate this need.

- 4.97 A new vocational studio school, the Inspire Enterprise Academy, opened on the City College site in 2013. The Government also supports the creation of free schools.

### **Policy AP 10 Supporting Primary and Secondary Education Facilities**

New schools will be supported in the city centre on sites:

Of a size sufficient to provide appropriate on site play / sports provision, taking into account the constraints of an inner urban area;

Which implement a school travel plan have suitable pedestrian and cycle access from surrounding residential areas and from public transport facilities, and is appropriate in terms of highway safety;

Secondary school play / sports facilities (whether indoor or outdoor) and open space will be publically available outside of school hours.

- 4.98 As well as the advantages set out above, the provision of a secondary school in the city centre presents a number of challenges. Potential sites within the inner urban area are likely to have a number of constraints, for example in terms of size. The suitability of a site will be judged pragmatically in this context, and in terms of whether it is the most suitable site compared to alternatives in the city which are realistically available at the time that the need arises. The current Government guidance "Area Guidelines for Schools" acknowledges that schools in constrained environments will have reduced on site provision of playing fields, and that additional provision can be made off site. Improvements to pedestrian and cycle facilities are likely to be needed and this will be assessed further for the specific site. A school travel plan will be required to encourage children to travel to the school by means other than the car. Schools should be of high quality design (policy AP 16).

### **Higher and Further Education**

- 4.99 Southampton is home to two universities: the University of Southampton; and Southampton Solent University. Within the city centre are the main campus of Southampton Solent University; the University of Southampton's National Oceanography Centre; and City College Southampton's campus (which is a further education college). Their students support the local economy and help make the city centre a vibrant place to live.

## Policy AP 11 Supporting Higher and Further Education Facilities

In accordance with Core Strategy policy CS 11 the following sites within the city centre are safeguarded for education and related facilities:

- (i) Southampton Solent University - East Park Terrace Campus
- (ii) Southampton Solent University - Sir James Mathews Building
- (iii) Southampton University - National Oceanography Centre
- (iv) City College Southampton

4.100 Policy CS 11 of the Core Strategy safeguards all education sites and related facilities. Policy AP 11 above and the Policies Map define the specific city centre sites to which policy CS 11 apply. Primary and secondary schools are also safeguarded by CS 11 but are not shown on the Policies Map.



4.101 The policy is intended to provide certainty for these establishments that the sites are safeguarded to allow for their further expansion/intensification on site. This safeguarding includes Southampton Solent University's existing campus on East Park Terrace. The University also wishes to expand to the north of its current campus at East Park Terrace. Policy AP 11 supports this expansion and identifies educational use as an acceptable element of a development at East Park Terrace. The National Oceanography Centre, is located within, and shares an access with, the operational area of the Port of Southampton. In this area higher education uses will be permitted provided they are compatible with the needs of the operational port.

## **Policies to be replaced / retained**

### ***What education policies will be replaced in the CCAP (for city centre sites)?***

Local Plan Review:

- L6 Southampton Solent University
- L7 (part) The University of Southampton (designation shown on Policies Map)

### ***What education policies will still apply to the city centre?***

Core Strategy:

- CS 11 An Educated City

## **A greener centre**

Green infrastructure and open space (policy AP 12)

Public open space in new developments (policy AP 13)

Renewable or low carbon energy plants; and the District Energy Network (policy AP 14)

Flood resilience (policy AP 15)

Water

Air quality

International Ecology Designations

### *Contributes to:*

- |  |  |
|--|--|
| <ul style="list-style-type: none"><li>• <i>A great place for business</i></li><li>• <i>A great place to visit</i></li><li>• <i>A great place to live</i></li><li>• <i>Attractive and distinctive</i></li><li>• <i>Easy to get to and about</i></li></ul> | <p><i>Tackling climate change and incorporating flood resilience to give confidence to businesses</i></p> <p><i>High quality open space for visitors and residents to enjoy</i></p> <p><i>A variety of open spaces which contribute to the character of the quarters</i></p> <p><i>Open spaces providing safe and attractive routes for pedestrians and cyclists</i></p> |
|--|--|

4.102 A greener city centre is about providing and protecting open space and green infrastructure and ensuring that development addresses the challenges of flooding and climate change and so is safe and does not damage the environment for future generations.

4.103 The city centre has significant open spaces and parks which play a major role in the identity of the centre. However the city centre lacks an integrated network of attractive pedestrian and cycle routes which link with public spaces as well as different parts of the city centre. Policy AP 12 seeks to protect existing open space, deliver new open spaces and to better link these spaces. Policy AP 13 sets out guidance on public open space provision for new developments. Policy AP 19 sets out a series of strategic links, including green links.

4.104 Southampton has been a pioneer in sustainability with the launch of the geothermal project (a district energy network and CHP plant) in 1986. The CHP is regarded as a key piece of city centre energy infrastructure which saves over 12,000 tonnes of CO<sub>2</sub> per annum. The district energy network supplies heat to 1,000 residential dwellings and has over 40 commercial and public sector customers in the city centre including The Quays, De Vere Grand Harbour Hotel, John Lewis, Marks & Spencer and the Holyrood Estate. Since it started, the system has been improved with extra generators and now supplies cooling as well as heating. Policy AP 14 sets out criteria for the location of new renewable or low carbon energy plants. Developers should consider how they connect to the district energy network at an early stage.

4.105 Approximately half of Southampton city centre will be the subject of tidal flood risk in the future unless action is taken (some areas are already at risk). As sea levels rise the lower level areas nearer the waterfront and then other areas in the city centre will be at risk from flooding. The problem is not limited to new development and also affects existing areas.

- 4.106 Minimising the impact of flooding is one of the eight key priorities for the Low Carbon City Strategy. The risk of flooding in Southampton will be managed by ensuring that individual developments are safe and, in the longer term, implementing a strategic shoreline defence to protect the city centre (and wider city) as a whole as set out in policy AP 15. By tackling flood risk, developers and businesses will have confidence to invest in, and people to live in, the city centre, securing sustainable economic growth. New defences can also be integrated into the cityscape and within new developments.
- 4.107 It is important that developments connect appropriately to water and waste water infrastructure, incorporate sustainable drainage where practical, and take account of infrastructure easements.

### **Green Infrastructure and Open Space**

- 4.108 Open spaces, whether green parks or hard-surfaced civic spaces, are a vital element in the city centre. This section of the Plan reconciles two key objectives: to combine high quality high density development with good open space provision. It sets out the need for a wide range of improvements which will make city centre living attractive.



- 4.109 Well designed, safe, attractive spaces provide opportunities for social interaction, physical exercise, and contact with nature. They also mitigate the effects of carbon emissions and harness the cooling effect of vegetation. In addition they provide the setting for, and soften the impact of, buildings and other structures. They therefore contribute to health and wellbeing, reduce the impact of climate change, promote biodiversity, intercept surface water run off, and increase the city centre's attractiveness as a place to do business, visit and live. Finally, they mitigate the recreational pressures on international ecology designations arising from further residential development (see para 4.152 and Appendix 3). Amongst the city centre's key assets are the

extensive Victorian parks which wrap around the main shopping area. They are statutorily protected as Common Land.

- 4.110 The Core Strategy established the importance of open space through Policies CS 21 and CS 22. These policies set out that the Council will retain the quantity of existing open spaces, help deliver new spaces, improve the quality and accessibility of spaces and protect biodiversity throughout the city. This approach is reflected in the policy for the city centre below.

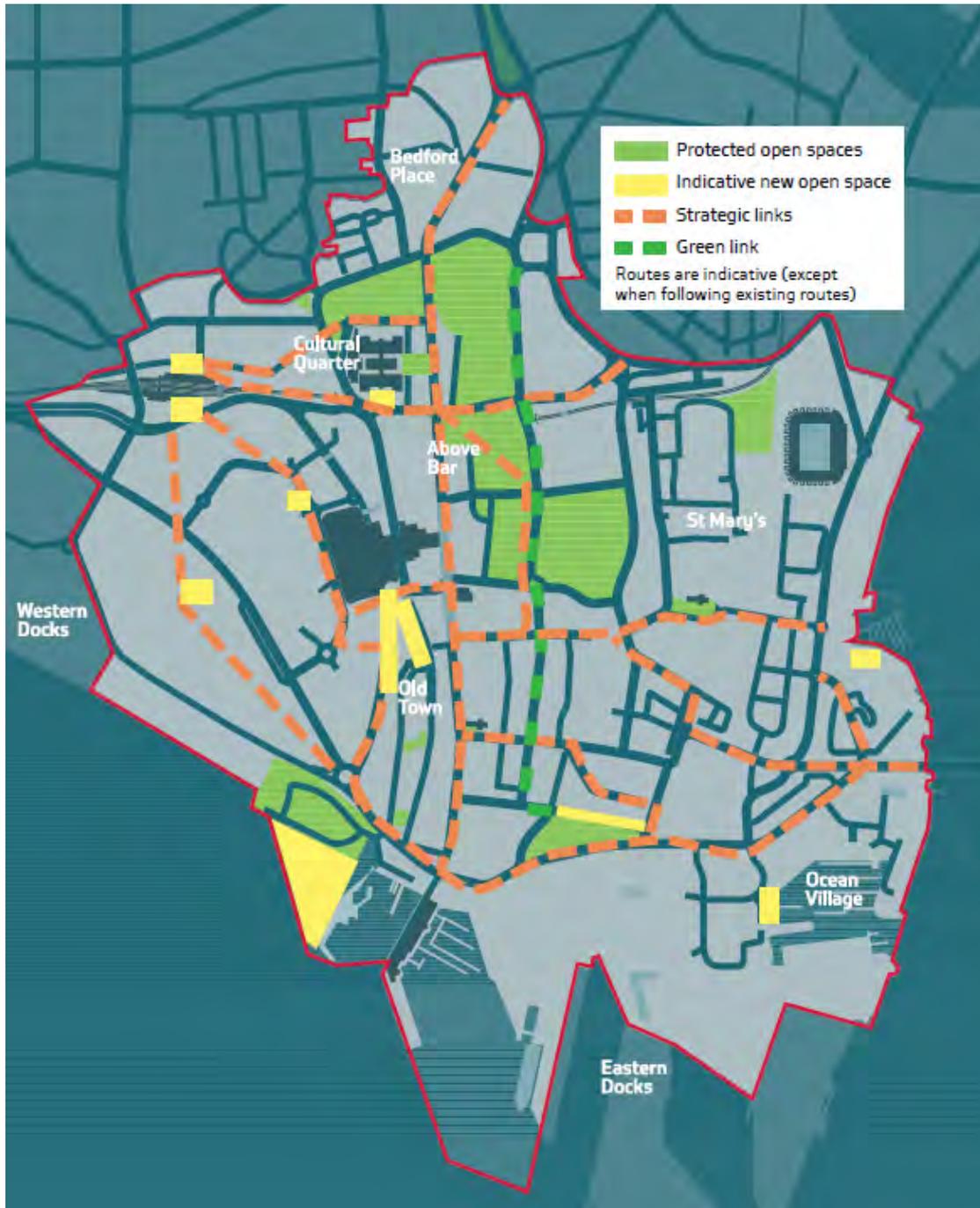
### **Policy AP 12 Green Infrastructure and Open Space**

The Council will increase the quantity and improve the quality and accessibility of open space in the city centre by:-

1. Protecting and enhancing existing designated open spaces listed in Appendix 6 including specifically the key spaces of the Central Parks, Mayflower Park, Queens Park, and other Civic spaces (see map 8);
2. Designating additional existing open spaces listed in Appendix 6 (see map 8);
3. Supporting the reconfiguration of existing open spaces, as part of the following development schemes provided the quantity and quality of open space is retained within the site:-
  - Royal Pier - remodelling Mayflower Park to retain and enhance a major city-scale waterfront park (see site policy AP 23)
  - North of Central Station – remodelling or replacing Blechynden Terrace open space to create a civic space to the north of Central Station and upgrade the strategic link (see policy AP 21) from the Central Station to the northern end of the main shopping area, the Civic Centre and Cultural Quarter;
  - Platform Road / Queens Terrace transport scheme – remodelling of Vokes Memorial Gardens on Platform Road and Queens Terrace which will extend the protected open space at Queens Park.
4. Improving accessibility to open spaces through creating a network of strategic pedestrian and cycle links and facilitating a Green Grid of routes and spaces throughout the centre linking existing neighbourhoods, destinations, open spaces and the waterfront. The Green Grid will include tree planting, landscaping, green spaces and/or green walls. Within the Green Grid the Council will require where appropriate the inclusion of a sustainable urban drainage network to include water courses, ponds, water features and channels (see policy AP 19).
5. Ensuring the provision of new open spaces as set out in policy AP 13
6. Require all developments (and especially the key sites set out in chapter 5) to assess the potential of the site for appropriate green infrastructure

improvements by using the Council's Green Space Factor, and to improve the score for the site.

4.111 The need to protect open space in the city centre has been established in previous strategies and audits including the Green Space Strategy (2008) and the Green Space Audit (2010). Open space is not just used by city centre residents but also by workers, students and visitors. Although the city centre benefits from extensive parks and gardens, pressure will increase with the anticipated growth in the number of people using the centre.



**Map 8 Open space and the Green Grid**

- 4.112 A key enhancement is to better link open spaces, creating walking and cycling routes, and wildlife corridors. Policy AP 19 shows the strategic links in the city centre. These strategic links, along with open spaces, land with biodiversity value, landscaping, green roofs/walls and increased tree coverage form the Green Grid. This network will connect the main parks, waterfronts, pocket parks and civic spaces and also reach out to the surrounding areas (see map 8).
- 4.113 Green links are fundamental to delivering the Green Grid which may also be extended where new development provides more localised opportunities to connect open spaces. The Council is producing a Streets and Spaces Framework which will provide design guidance to develop the public realm aspirations set out in the City Centre Master Plan. CIL contributions will also help to fund improvements to park spaces and the green links which connect them to alleviate pressure on open space in the city centre.
- 4.114 New open spaces might include green pocket parks or squares created within major developments and spaces along the waterfront, and will be of a size appropriate to where they are and their role within each area.
- 4.115 Sustainable urban drainage solutions are promoted in order to introduce water features where viable to further enhance the Green Grid in linking new streets and public spaces to the waterfront. These features could be further extended into existing streets and public spaces where new development would allow its incorporation. Potential locations could include Western Esplanade (from Watermark West Quay to Royal Pier), evoking the historic setting of the walls, subject to protecting heritage assets; and strategic link i), the new avenue from Central Station to Royal Pier (see policy AP 19). Individual proposals will need further testing through design and feasibility assessments.
- 4.116 The approach for individual sites and the requirement for open space within those are contained in policy AP 13 below and the relevant CCAP site policies (development on key sites might enable replacing open space or providing the required space on a different site).
- 4.117 Suitable qualitative improvements are to be measured using the Council's Green Space Factor (GSF). The Core Strategy requires green infrastructure (GI) to be protected for biodiversity and recreation purposes; however it is readily apparent that different areas of the city have different levels of GI. Describing how and to what extent areas differ can be challenging and is often a subjective process. The GSF enables an objective assessment of the quality and functionality of GI to produce a score for any site or area in the city centre. The Council will advise on the GI required in a particular area or plot and provide examples of GI interventions that can deliver such benefits.

### **Policy AP 13 Public Open Space in New Developments**

In order that development is acceptable in terms of providing sufficient open space for the users, and to reduce pressure on existing open spaces, the following provisions apply to all proposals:

1. The creation of new civic spaces as specified in Table 7 where the new space is located on or adjacent to the development site.
2. Development will be expected to provide an appropriate amount of amenity open space on site, accessible to all occupiers, taking account of:
  - a. The following indicative standards:
    - For residential developments amenity open space will be sought on site to a standard of 0.22 hectares per 1,000 population;
    - For office developments over 25,000 sq m (gross) a pocket park to a standard of 0.05 hectares per 1,000 workers
  - b. The nature of the development;
  - c. The proximity of other open space.
3. Development will provide 'intensive green roof' open space where practical. If this is accessible to all occupiers it will count towards the standard in criterion 2.
4. Development will provide for other types of open space through a CIL contribution;
5. Suitable qualitative improvements must contribute to green infrastructure and the public realm. Proposals will include green walls where practical and appropriate.

4.118 Large public open spaces are well provided for in the city centre, in particular with the number of public parks totalling over 28 hectares. This will go a considerable way to meeting the need for public open space associated with existing and new development in the city centre. However the city centre is slightly deficient on smaller pocket parks and green amenity space.

4.119 Generally there are few areas where significant new green spaces can be provided in the city centre. However, the Major Development Zone and some other locations represent a unique opportunity to see the introduction of a significant quantum of open space for the city centre. This will meet the need for open space associated with new development, and to substitute for any small areas of open space lost or reconfigured as part of development.

4.120 Policy AP 13 sets out the approach to ensure new developments contribute to the need for public open space. There is an opportunity to provide new civic spaces as part of major new development, particularly in the MDZ or possibly through reconfiguration of city centre parking.

- 4.121 The standards to be applied to new developments are derived from the Council's Green Space Strategy (adopted 2008). This document built upon the work carried out in the Council's Open Space Audit (2004). The Green Space Strategy refined national planning policy categories into open spaces that are appropriate, with standards that are relevant to the catchment areas of different types of spaces found in Southampton. This has allowed the Council to produce standards which are unique to the city and provide a more accurate reflection of the open spaces needed. Development should provide amenity open space on site wherever possible taking account of the constraints and opportunities present on the site. Further detail is set out in the Green Infrastructure and Open Space Background Paper.
- 4.122 Table 7 below provides broad indications of the new public amenity spaces which should be provided in major new developments. These new publicly accessible spaces are categorised by the role they have in the city as a whole or in their local neighbourhood area. A 'public square' (or civic space) is a meeting place for all citizens of the city, a focus for civic events and can create the setting for buildings such as the Civic Centre. These spaces may be designed as a public square or a public park and may include waterfront promenades. A pocket park is a small publically accessible garden or area of land for amenity use by a local neighbourhood area. These new spaces will in part compensate for any open space losses elsewhere in the city centre.

**Table 7 Indicative new public open spaces identified for the city centre**

Site	See policies
<b>1) To be provided as part of new development:</b>	
As part of the Central Station Quarter: - South of Central Station (Public Square) - North of Central Station (Public Square / link to Blechynden Terrace)	AP 12, AP 20 & AP 21
As part of the Heart of the city: - A plaza at Watermark WestQuay (part of Western Esplanade)	AP 20 & AP 25
As part of Royal Pier: - Mayflower Park (including extension)	AP 12, AP 20 & AP 23
MDZ Civic Amenity Spaces and Strategic links: - Geothermal Public Square - Western Gateway MDZ Civic Park (linear) or series of civic spaces - New MDZ Boulevard from Central Station (Strategic Link i)	AP 20 AP 20 & AP 25 AP 20 & AP 22
Chapel Riverside Civic Space (excluding adjoining promenades)	AP 26
Ocean Village Events Space (excluding adjoining promenades)	AP 35
Fruit & Vegetable Market green link street scene enhancements	AP 27
<b>2) To be provided through developer contributions and/or other sources</b>	
Queens Terrace	AP 12 & AP 18
Albion Place and Castle Way car parks (Pocket Park)	AP 29
Civic Centre (Public Square)	-

- 4.123 The size of each civic space will depend on the role of the space in the city, the activities and events that are likely to be held there, the anticipated footfall and the number of access points required into the space for pedestrians and vehicles. It will also depend on the scale of buildings to be developed around the space. For example the new public square to the south of Central Station will be an important civic space, with a sense of arrival to the city, surrounded by relatively tall buildings.

- 4.124 All development should aim to provide access to open spaces for all, by following the distance standards set out in the Green Space Strategy for different categories of space and national ANGSt standards (Accessible Natural Greenspace Standard).

### **Policies to be replaced / retained**

***What green infrastructure and open space policies will be replaced in the CCAP (for city centre sites)?***

Local Plan Review:

- CLT 3 Protection of Open Space (part)
- CLT 5 Open Space in New residential Developments (part)
- CLT 7 Provision of New Public Open Space (iv) and (vi)

***What green infrastructure and open space policies will still apply to the city centre?***

Core Strategy:

- CS 21 Protecting and Enhancing Open Space
- CS 22 Promoting Biodiversity and Protecting Habitats (as amended by the CSPR)

Local Plan Review:

- CLT 6 Provision of Children's Play Areas

Supplementary Planning Documents / Guidance:

- City Centre Urban Design Guide
- Development Design Guide
- North South Spine
- Old Town Development Strategy
- Streets and Spaces Framework

City Centre Masterplan

City Centre Characterisation Study

### **Energy**

- 4.125 The Council's Low Carbon City Strategy<sup>8</sup> indicates that Southampton will seek to rapidly expand the established city centre district energy scheme and develop further low carbon and sustainable energy hubs across the city. This will help achieve decentralised, more efficient and flexible energy infrastructure that will aid regeneration over the coming years alongside major refit and energy efficiency programmes.

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<sup>8</sup> SCC Low Carbon City Strategy 2011-2020 (2011)

- 4.126 Policy CS 20 from the Core Strategy sets out the Council's sequential approach to reducing carbon emissions from new development. Incorporating renewable energy should be considered after the opportunity for improving energy efficiency has been maximised. It also indicated that this Plan would identify opportunities to site large-scale renewable or low-carbon energy generation centres. The Council has also produced further guidance specifically for historic buildings and buildings in conservation areas which covers demolition, energy efficiency and microgeneration.
- 4.127 The CCAP aims to encourage development whilst reducing the carbon footprint. In order to do this the current district energy network has to expand or, alternatively, decentralised schemes need to be incorporated into new development.

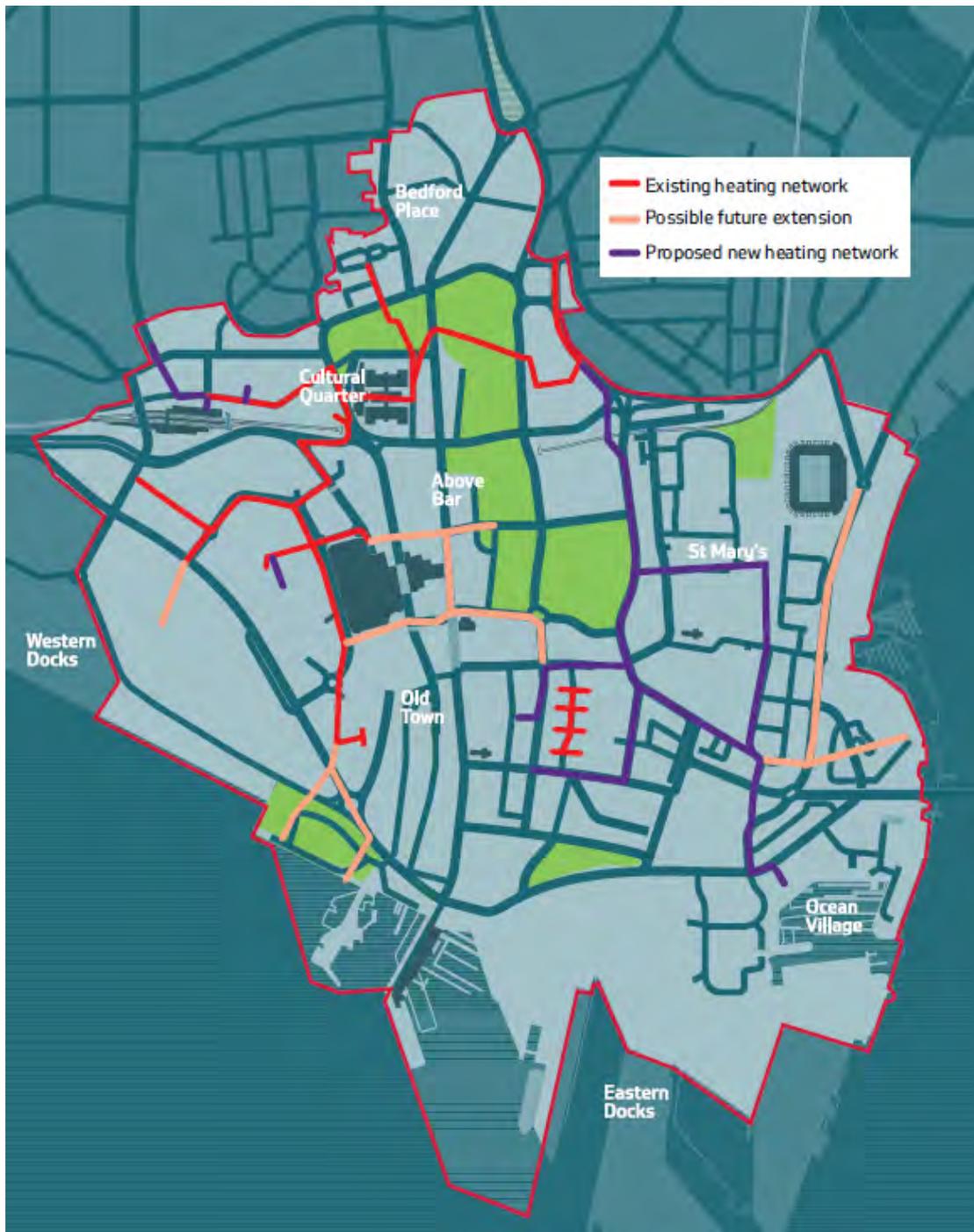
#### **Policy AP 14 Renewable or low carbon energy plants; and the District Energy Network**

Proposals for renewable or low carbon energy plants will be supported in the city centre where:

- i) the scale of development is appropriate for the location;
- ii) the design, transport, air quality, noise and environmental effects are acceptable;
- iii) there is no adverse impact on the historic and natural environments;
- iv) on sites allocated for other uses the proposal does not prejudice the development of the rest of the site; and
- v) if relevant, the site is in a location that allows future developments to connect to the district energy network, and the plant has the ability to provide heat.

For all development proposals, consideration should be given at an early stage to whether connection to the existing district energy network, or an extension to that network, will be the most effective means of meeting the requirements of the Core Strategy policy CS 20.

- 4.128 The existing city centre district energy network is based on an energy centre located off Harbour Parade in the MDZ with back up boilers at the Civic Centre and adjacent to the Royal South Hants Hospital. There is also a small CHP plant on the Holyrood Estate. Currently the existing network is well developed on the western and northern sides of the city centre but there are no connections to the eastern side. With significant new development proposed across the city centre opportunities should be taken to expand the existing district energy network. It is likely that additional energy plants / boiler houses will be needed to increase the capacity of the network. There is also the potential to extend the network beyond the city centre. Policy AP 20 which deals with the overall approach to development in the MDZ safeguards the existing CHP station from other development.



**Map 9 Low Carbon Heat and Power Network**

4.129 Policy CS 20 from the Core Strategy sets out the requirement for new development (new build or conversions) to connect to the existing district energy network where specific opportunities exist (or make equivalent savings through other on-site renewable or low-carbon energy measures). Developers should consider at an early stage the potential to connect to the district energy network, as this may significantly increase the attractiveness of the development to potential occupiers and be the most effective way of addressing policy CS 20 (taking into account the constraints and restrictions to the historic environment and archaeology if situated in the Old Town). Even

if new development does not connect to an existing system it should be designed to be able to connect to it in the future.

- 4.130 Any renewable or low carbon energy plant should integrate with existing or new development. Proposals for specific facilities will require careful assessment and control in terms of design, transport, air quality, noise, environmental / amenity / health impact, flood risk, heritage, defence, aviation and any other relevant issues. Stand alone CHP boiler houses can be incorporated into new or existing buildings (both residential and commercial) with little adverse impact.



- 4.131 Proven fuel / technology should be used which is appropriate to the urban setting, obtaining the necessary pollution control permits. With biomass plants there are specific issues to consider such as the volume of traffic transporting fuel to and residues away from the plant, the scale and design of the buildings, noise and air quality. It is, therefore, unlikely that large-scale energy plants would be suitable in the city centre.
- 4.132 Where the proposed development is for a renewable energy technology included in the National Planning Statement (NPS) for Renewable Energy Infrastructure (e.g. energy from biomass, waste, or wind) or associated infrastructure, applicants will be expected to have regard to policies contained within the NPS.
- 4.133 Any new energy plant in the city centre should not prejudice the development of prime development sites although on certain large development sites it may be possible to incorporate an energy plant / boiler house in the development.

## Policies to be replaced / retained

### ***Which sustainability policies will be replaced in the CCAP (for city centre sites)?***

Local Plan Review

- Part SDP 14 Renewable energy (as applied to city centre only)

### ***Which sustainability policies will still apply to the city centre?***

Core Strategy

- CS 20 Tackling and adapting to climate change

## Flood Resilience

- 4.134 The Core Strategy establishes a need to focus development in the city centre in line with Government and PUSH objectives for sustainable economic regeneration, and to manage appropriately the associated flood risk. The Coastal Flood and Erosion Risk Management Strategy (CFERM) reveals that within the plan period only small parts of the city centre are affected by a 1 in 200 annual probability tidal flood event. However, sea levels are projected to rise so that some areas of the city centre will become increasingly affected over time. By 2110, roughly half of the city centre would be affected by a 1 in 200 annual probability flood event if no action were taken. In terms of development sites, the Chapel Riverside site is affected by moderate flood risk now. Without flood protection measures, by 2030 – 2060, the Royal Pier site is affected by moderate and Chapel Riverside by significant flood risk. Parts of the College Street and Western Gateway site are also affected. By 2060 – 2110 the whole of the Major Development Zone, Royal Pier and College Street sites are affected by generally significant flood risk. The East Street Shopping Centre and Fruit and Vegetable Market sites are also slightly affected.
- 4.135 To address this, the North Solent Shoreline Management Plan (2010) sets a policy to ‘hold the line’ in Southampton (i.e. to protect all existing areas). The CFERM sets out a more detailed strategy to provide a strategic defence in the city, on the landward side of the Port but protecting all residential and commercial areas. The Council will promote and help to deliver this strategic flood defence for the city. It will do this by identifying a route for it in this plan; receiving Community Infrastructure Levy contributions from developers; and seeking other sources of private sector and Government funding. The Council will also consider how it can directly facilitate a defence, for example through its funding programmes or land ownerships. The defence is likely to be completed in phases over the next 50 – 60 years. The design and integration of the defence and surrounding development will contribute to the cityscape as far as possible, creating public access to and views of the waterfront at key locations, and continuous public access along the waterfront, creating new areas of open space.
- 4.136 Given the long term timescales for implementing a strategic defence, the planning of individual new development sites also needs to take into account the flood risk hierarchy as follows:

- Assess - a site specific flood risk assessment will be required.
- Avoid (higher) flood risk areas – The Core Strategy and this Plan demonstrate that development cannot be located to avoid the flood risk areas, and establish the need for the site allocations and SHLAA sites. ‘Windfall’ development will also pass the sequential approach, unless the benefits are outweighed by the site’s high flood risk.
- Substitute - more vulnerable uses should be located within parts of the development site at less risk of flooding. This will be balanced where necessary alongside other planning, design and deliverability objectives.
- Control and Mitigate – this will be a proportionate response taking account of the delivery of a strategic defence in the longer term, and the residual risk (that the defence is delayed slightly, breached or overtopped). This will ensure that individual developments achieve an appropriate degree of safety over their lifetime.

### **Policy AP 15 Flood resilience**

The Council will work with the Government and Environment Agency, developers and landowners, to implement a strategic flood defence for the city, including the city centre. To help achieve this:

1. Strategic contributions will be received from developers towards a flood defence, through the Council’s CIL policy.
2. Where the flood defence search zone (as indicated on the Policies Map) passes through a site, development will be designed to facilitate the delivery of an appropriate strategic flood defence, as follows:
  - a. All or part of the development site will be raised to form the defence; or
  - b. If it is clear that a. is not practical, viable or appropriate; development will:
    - i. When necessary, provide a robust ‘front line’ defence as an integral part of the development.
    - ii. If i. is not necessary, safeguard an area of land sufficient to provide a robust and appropriate ‘front line’ defence at a future date.

Development proposals which are or will be within a flood risk zone:

3. Will be accompanied by a flood risk assessment;
4. Will:
  - a. Provide a safe access and egress route away from the flood risk (i.e. to flood zone 1) during a design flood event; and
  - b. Locate more vulnerable uses in the area of the proposal least at risk;
  - c. Or provide a clear justification as to why these requirements are not practical, viable or appropriate in planning and design terms.

5. Will achieve an appropriate degree of safety over the lifetime of the development. The minimum safety standards are as follows:
  - a. For more vulnerable uses, the floor levels of habitable rooms will be above the design flood level.
  - b. For all uses the development will:
    - i. Remain structurally sound in an extreme flood event;
    - ii. Provide appropriate flood resistance / resilience measures to the extreme flood level;
    - iii. Not generate an increase in flood risk elsewhere;
    - iv. Provide a flood plan, which covers methods of warning and evacuation;
    - v. Provide an appropriate safe refuge above the extreme flood level if criterion 4a is not met.

Provision for a strategic flood defence and measures to make individual sites safe will integrate as far as practicable with the principles of good design for the site and wider cityscape, including public access to and along the waterfront.

- 4.137 Further technical information and definitions for this policy are included in appendix 7. The Council and Environment Agency have also produced a Site Flood Plan Guidance and Template, which together with the Government's good practice guide on flood risk provides more detail on the measures listed in policy AP 15.
- 4.138 The Coastal Flood and Erosion Risk Management strategy (CFERM) indicates an alignment for a 'front line' defence and a preferred approach. Often, this is to raise the whole development site or at least the first 40 metres behind the front line to create the best defence and design solution. This Plan requires that, where the flood defence search zone passes through a site where development is proposed, all or part of the site is raised as part of that development to form the flood defence if feasible. If this is not possible, there are a number of cases where a 'front line' defence will need to be provided with the development:
  1. Within the CFERM shoreline zone of 'Crosshouse / Town Depot', where the need for the defence arises within the 2010 – 2030 period.
  2. When it is important to create the 'front line' defence at the same time as the development, to create an integrated design solution. The importance of creating a high quality development with strong public access to and along the waterfront at Royal Pier Waterfront and Chapel Riverside (and in the longer term the wider Itchen Riverside area) will mean the defence should be provided with and integrated into the development.
- 4.139 Otherwise, as a minimum and where necessary, land will be safeguarded for the most robust and appropriate form of 'front line' defence within the development at a future date. The zone acts as a 'trigger' and the area of land required for the 'front line' defence will be smaller. Where there is a need to safeguard land, this will be kept free of permanent buildings. Minor or temporary developments which are either associated with the existing use of a site or will not prejudice the future delivery of a flood defence will be supported as consistent with policy AP 15. Development which maintains or improves the operation of, and is within, the existing mineral wharves will also

be supported, although where possible this should be located to minimise any prejudice to a flood defence. When required as part of a redevelopment, the Council will seek to safeguard the land through a section 106 agreement; and might seek the transfer of the land to it at nil value. Where the site is raised or a 'front line' defence provided as part of the development, there will be no need to safeguard land. Where a future defence will be provided by a wall or raised quay, the need to safeguard land will be minimal. There are likely to be some remaining cases where land will need to be safeguarded to provide for a future robust defence.



**Map 10 Indicative flood defence line**

- 4.140 There is a possibility that actual sea level rise over the next 100 years will be higher than currently predicted. Where land is being raised it would be sensible if possible for the development layout to enable the provision of an additional low wall defence at a future date.
- 4.141 The developer will need to demonstrate how the defence can successfully integrate with the site's design and wider cityscape, contribute to the provision of open space where appropriate, and link in to the alignment of defences on either side of the site. The defence should maintain access to activities on its seaward side, including the Port. The construction of the defence should meet the requirements of the habitat regulations.

### **Flood resilience measures**

- 4.142 The policy criteria 3 - 5 apply to development which is or will fall within flood risk zone 2 (medium risk) and flood risk zone 3 (high risk). The Environment Agency's latest 'Flood Maps for Planning' show the current flood zones; and the SFRA 2 (or any update) shows the additional areas which will be within the flood zones by 2110. The flood zones and levels applied will be determined in detail by the development's flood risk assessment and will relate to the end of the development's expected lifetime.
- 4.143 The vulnerability of uses is set out in Appendix 7. 'More vulnerable' uses will usually need to be located on a raised site or above the ground floor. An alternative for bars and nightclubs (also 'more vulnerable') may be considered if they legally commit to remaining closed when a flood warning has been issued. This will help to create active ground floor frontages. Some sites, in particularly low lying area, may need to be raised to ensure that development remains structurally sound.
- 4.144 The statutory Southampton Local Flood Risk Management Strategy is being prepared for consultation in Summer 2013. It provides the strategic approach for managing local sources of flood risk (surface water, groundwater & ordinary watercourses). It will also incorporate tidal / main river flood risk to provide an integrated approach to flood risk management. The Surface Water Management Plan (SWMP) indicates that the main areas at risk of surface water flooding within the city centre are around the Central Station; some other parts of the MDZ; the Queens Park / Terminus Terrace / Marsh Lane area; and parts of the Chapel Riverside and Solent University area. However local circumstances could generate surface water flooding in any location. The SWMP identifies measures to address the risk of surface water flooding. The Core Strategy policy CS 20 sets out that developments will include sustainable drainage systems (SuDS) unless this is inappropriate. It will be a statutory requirement for developers to implement all practical measures to minimise water discharge from their site once the Government has confirmed the Council's role as a SuDS Approving Body. SuDS will help developments to avoid generating an 'off site' flood risk; may minimise the need for a developer to upgrade foul water sewers (if surface water runoff into those sewers is reduced); and may have environmental benefits. SuDS should always be considered from an early stage as an integral part of the design process. The measures set out in policy AP 15 criterion 5 will help to protect developments from the effects of surface water (as well as tidal) flooding.

## Policies to be replaced / retained

### ***Which flood risk policies will be replaced in the CCAP (for city centre sites)?***

- None.

### ***Which flood risk policies will still apply to the city centre?***

#### Core Strategy:

- CS 23 Flood Risk

#### Local Plan Review:

- SDP 21 Water Quality and Drainage (part - adequate drainage)

## Water

- 4.145 The level of growth in the city centre is unlikely to raise significant issues regarding strategic water infrastructure. In terms of water supply, the increase in demand is likely to be counterbalanced by a decrease in consumption by existing customers as water metering is introduced. In addition Core Strategy policy CS 20 requires new dwellings to meet the Code for Sustainable Homes, including for water efficiency. This is also important to protect habitats (see paragraph 4.152 and Appendix 3). In terms of waste water, if there is a need for further infrastructure, it is likely this can be accommodated at the Millbrook treatment works and funded through OfWat / Southern Water mechanisms. This may need to accommodate environmental measures to meet the Habitats Directive regarding nearby designations.
- 4.146 There also needs to be sufficient local capacity in waste water and water distribution infrastructure to cater for the needs of specific development sites. In some cases water legislation and funding mechanisms can cover this. In other cases a planning condition may be appropriate, to ensure that development phased in line with the provision of infrastructure. This is addressed by Core Strategy policy CS 25 and local plan saved policy SDP 21. Development proposals should be accompanied by an assessment of foul drainage and water distribution capacity. If this demonstrates that existing capacity is insufficient, the development must upgrade that capacity or connect off-site at the nearest point of adequate capacity.
- 4.147 The use of sustainable drainage systems (SuDS) should be prioritised for all developments to reduce the rate of discharge and, where possible, the volume of surface water runoff from sites to decrease the burden on existing off-site drainage infrastructure and contribute towards reducing flood risk in the local area. Where surface water runoff currently discharges into foul water sewers, the introduction of sustainable drainage systems (SuDs) may reduce these discharges and so create extra capacity within existing sewers. This may mean a developer does not have to upgrade the sewer capacity. SuDs can also deliver other benefits, but to achieve maximum functionality of the system the design of SuDS needs to be considered and incorporated from the

outset of any development proposals. In line with the Water Framework Directive, development must not lead to a deterioration in, and where possible contribute to 'good status' for, water quality. This will be particularly relevant for the design of SuDs and waterfront sites.

- 4.148 There is a wide range of existing underground water infrastructure in the city centre protected by maintenance easements. This is often under highway land. However development should ensure that appropriate access to water infrastructure can be maintained.

## **Air Quality**

- 4.149 Air quality is a significant issue in Southampton. There are currently four Air Quality Management Areas (AQMAs) in the city centre: Town Quay (including Platform Road, Terminus Terrace and Canute Road); Bevois Valley (including Charlotte Place); New Road (part; south of Southampton Solent University) and Commercial Road (part).
- 4.150 The Council has an Air Quality Action Plan in place. It is currently reviewing its approach which will affect development across the city and an updated policy on air quality will be developed for the next citywide local plan. The supporting text to the local plan saved policy SDP 15 states that developments should take account of AQMAs and the measures in Air Quality Action Plans. This will continue to be applied.
- 4.151 The approach to air quality is in accordance with paragraph 124 in the National Planning Policy Framework (NPPF). This states that policies should take into account the presence of AQMAs and cumulative impacts on air quality and that planning decisions should ensure that any new development in AQMAs is consistent with the local Air Quality Action Plan.

## **International Ecology Designations**

- 4.152 As set out in Appendix 3, the Plan's habitat regulations assessment identifies areas where the Plan could have an adverse effect on the integrity of nearby international ecology designations unless mitigation measures are put in place. The Council will ensure that where necessary mitigation measures are put in place to comply with the habitat regulations and Core Strategy policy CS 22. In summary these are:
- Emissions from an increase in traffic close to designated sites – an adverse effect is unlikely provided the necessary shift away from car use is achieved. This will be monitored and mitigation measures put in place where necessary.
  - Recreational disturbance on designated sites in the Solent and New Forest from an increase in population – an adverse effect is unlikely provided existing open space in the city is enhanced and on site management measures for the designated sites are put in place.
  - Water Demand – an adverse effect is unlikely because city wide water metering is being introduced.

- Mobilisation of contaminants – an adverse effect is unlikely provided construction management plans are agreed.
- Loss or degradation of wader roosts – an adverse effect is unlikely.
- Collision risk, light, noise and vibration – an adverse effect is unlikely provided construction is managed and tall buildings designed appropriately.

4.153 To ensure no likely significant impact on European sites in the Solent and New Forest, the Council will ensure there is a clear process in place that will deliver the mitigation measures required to manage the level of visitor trips arising from new residential development in the city centre as it comes forward. The range of potential measures is set out in Appendix 3. For the Solent they can be as set out in the Solent Disturbance and Mitigation Project. For the New Forest they will also take account of the role of the New Forest National Park Authority, and the funding available for the New Forest Recreational Management Strategy (2010 – 2030). The level and type of mitigation will be set out by PUSH or the Council in a forthcoming document, taking account of Natural England’s advice. As an alternative, development can demonstrate through its own habitat regulations assessment that a different level of mitigation measures is appropriate, and can provide its own package of mitigation measures. The measures taken as a whole will ensure the City Centre Action Plan has no likely significant effect on these European sites, and the efficacy of these measures will be monitored.

**Policies to be replaced / retained**

***Which air quality / water infrastructure policies will be replaced in the CCAP (for city centre sites)?***

- None.

***Which air quality / water infrastructure will still apply to the city centre?***

Core Strategy:

- CS 25 The Delivery of Infrastructure and Developer Contributions

Local Plan Review:

- SDP 15 Air Quality
- SDP 21 Water Quality and Drainage (part - adequate drainage)

## ***Attractive and distinctive***

Design (policy AP 16)

Tall buildings (policy AP 17)

*Contributes to:*

- |  |  |
|--|--|
| <ul style="list-style-type: none"><li>• <i>A great place for business</i></li><li>• <i>A great place to live</i></li><li>• <i>A great place to visit</i></li></ul> | <p><i>Can help shape the image of the centre, capitalising on views of the water and parks and providing good quality accommodation for businesses and residents which respects and complements the historic built environment</i></p> |
| <ul style="list-style-type: none"><li>• <i>A greener centre</i></li></ul>  | <p><i>Provides innovative ways to deliver a low carbon centre and address flood risk</i></p>   |
| <ul style="list-style-type: none"><li>• <i>Easy to get around</i></li></ul>  | <p><i>Tall buildings can act as landmarks and make the city centre easier to understand</i></p>  |

4.154 Southampton has many significant assets from its historic Old Town with its nationally significant medieval Town Walls and wealth of archaeology, to the elegant residential streets, shops and restaurants around Bedford Place and Oxford Street. The network of Central Parks running through the spine of the city is a great resource for the city. Southampton's assets are not always obvious however and are diluted in some areas by the quality of architecture, the condition of the streets and open spaces and the nature of the links and connections between parts of the city centre, particularly the links with the sea.

4.155 High quality design which respects the best of the historic built environment and complements the existing palette of materials, is fundamental to accommodating growth in ways that improve the city centre and maximise Southampton's existing assets. A high standard of locally distinctive design will help shape the city as a unique and memorable place which attracts people in to do business, live and visit. It ensures that individual developments contribute to an attractive and distinctive centre and reflect the city's character and rich heritage.

4.156 This section covers policies on design, tall buildings and views in the city centre. It supplements Core Strategy policy CS 13 which sets out twelve principles of good design which apply throughout Southampton.

4.157 Within each quarter, there are also policies for key sites which cover specific design requirements. Design principles for the Major Development Zone are set out in policy AP 20.

## Policy AP 16 Design

Development in the city centre will deliver the highest standards of sustainable development and design in accordance with Core Strategy policy CS 13 and CS 20. It will also:

- meet the design principles set out for the quarters and key sites
- relate well to the predominant scale and mass of existing buildings in the street, and be of an adaptable form to respond to future uses. Individual buildings on gateway and corner sites will be designed to reflect their position and importance in the hierarchy of the city centre's streets and spaces
- deliver an enriched public realm, defining a clear hierarchy of streets and public spaces, with a high quality of design, including shop fronts, street furniture and materials, that create a distinctive sense of place unique to the city centre
- adopt a perimeter block form and incorporate active frontages on primary streets and adjacent to parks and public spaces, designed to a human scale of development and with increased permeability and contribute to extending the city centre's 'green grid' (see Policy AP 12 and AP 19)
- strengthen the unique distinctiveness of the city's heritage, through use of proportions, plot widths, contemporary interpretations of architectural and landscape styles and features, materials and colours that reflect the individual local characteristics of the urban quarters that make up the city centre
- respect the existing residential amenity of neighbouring property and provide safe access and external defensible space where practical
- protect strategic views of the
  - Civic Centre Campanile
  - St Michael's Church spire
  - St Marys Church spire
  - River Test from the Town Walls and from the bottom of Bugle Street and, if possible, French Street (see paragraph 4.160)
  - Mayflower Park from the Town Walls (from The Arcades and Cuckoo Lane area)
  - Old Town from Mayflower Park
- open up appropriate views of the waterfront, cruise liners and/or shipping movements from public spaces, boulevards and streets

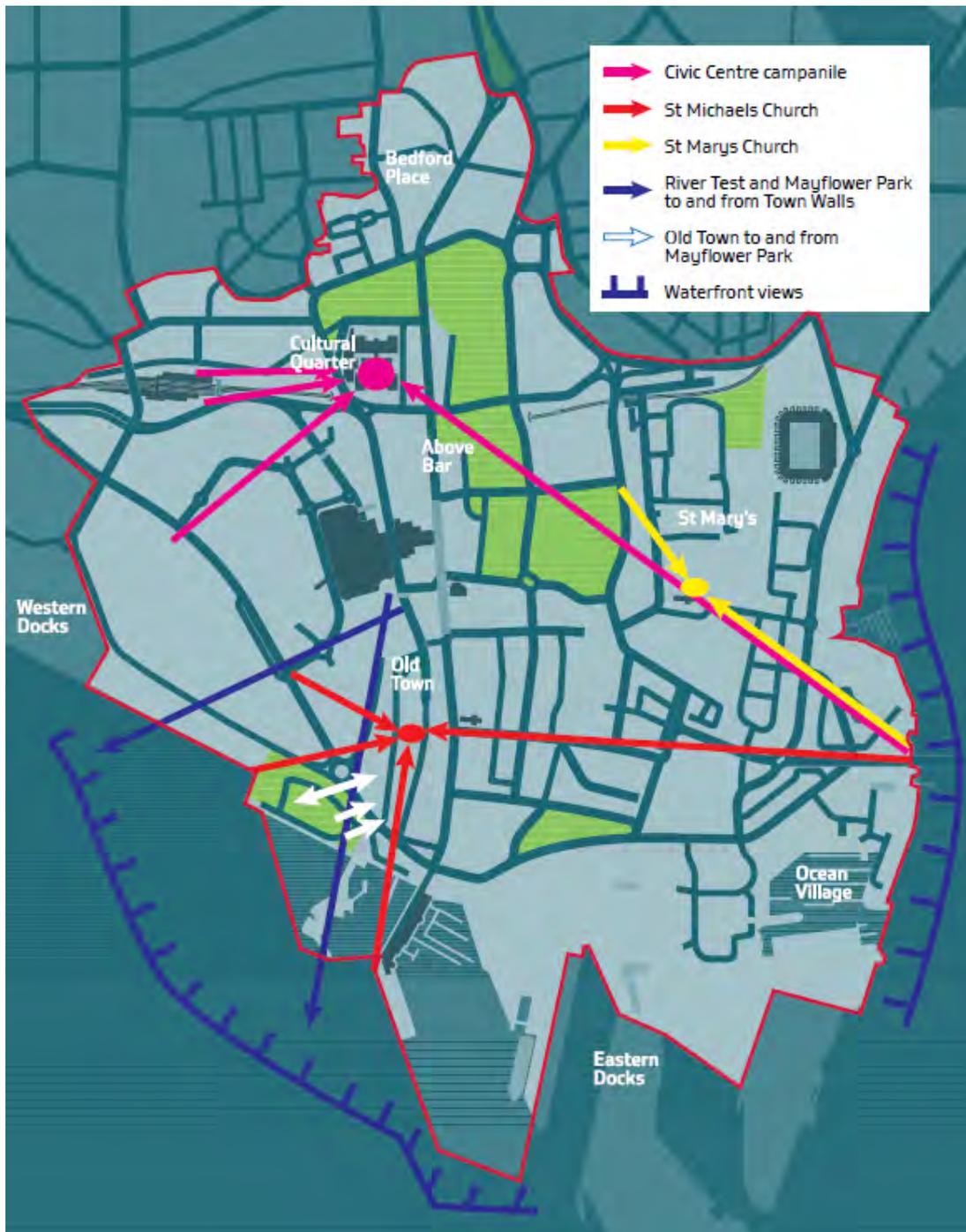
Where a key site is developed in phases, the layout and design of each phase will retain the ability for future phases to integrate into the development to achieve the comprehensive design principles for the whole site.

- 4.158 All proposals should demonstrate how they comply with the sustainable development and design principles in the Core Strategy policy CS 13 and CS20 and with supplementary guidance and any architectural and landscape design guidelines. The design of new development should complement and enhance areas of high quality and established character. Where the existing character is weak, for example in the MDZ, high quality design will help an area develop its identity.
- 4.159 The design policies will shape the framework for the centre. They address the structure of the centre, major gateways and tall buildings and the interaction with existing buildings in addition to the design of individual buildings. Where new streets and spaces are proposed these should enhance the legibility of the city centre by opening up new views of existing and new landmark structures, tall buildings, open spaces and the waterfront, and improve connections between urban quarters. They should be designed with a distinctive character that reflects the street's importance in the city's structure and the positive characteristics of similar existing streets. The Council is preparing a Streets and Spaces Framework to support the aspirations for public realm as set out in the City Centre Master Plan.
- 4.160 Strategic views are long views to prominent landmarks in the city centre and to the waterfront. They are identified in map 11 to highlight the sensitivity of these view corridors and the need to retain their integrity. They are existing views but also capture the proposed view through the Watermark WestQuay redevelopment (from Catchcold Tower). The Council will consider the impact of development proposals on strategic views and not normally grant permission for tall and prominent buildings that will negatively impact these views. High quality development may however be considered if the strategic view is one of a number of similar views or part of an open vista which is largely retained.



- 4.161 New development should adopt an urban perimeter block structure. This locates servicing, amenity space and parking within the block with active frontages (such as shops, cafes and restaurants, entrances and windows)

onto the primary city streets and open spaces. This structure can accommodate a variety of building types and forms. It can increase permeability by improving existing routes and creating new ones. The design and scale of gateway and corner sites should reflect their context and location within the hierarchy of city streets. Active frontages ensure that streets and spaces are well overlooked. Along with a clear distinction between public, semi-public and private areas, this helps create defensible spaces where people feel safe and which do not invite criminal or anti-social behaviour (see Local Plan Review policy SDP 10).



**Map 11 Strategic views**

- 4.162 Individual buildings should consider the opportunities to incorporate sustainable design in accordance with the Core Strategy policies CS 20 and CS 13. At an early stage of design, consideration should be given to the ability for development to connect to the district energy network. Development should take into account appropriate development within Air Quality Management Areas in accordance with saved Local Plan Review policy SDP 15 and measures set out in the Air Quality Action Plan. Buildings should also be designed to enhance the microclimate of the public realm and spaces around the building. They should provide for shelter and shade from sun, wind and rain and be designed to mitigate against acceleration of wind, down drafts and funnelling, and amplification of noise, where appropriate.
- 4.163 Further information on design including illustrations of these principles, background information on the specific quarters and materials and colour palettes can be found in the City Centre Master Plan, City Centre Characterisation Study, Streets and Spaces Framework and supplementary planning documents (such as the Streetscape Tool Kit 2013).
- 4.164 The Western Gateway and Royal Pier Waterfront sites, along with small parts of adjacent quarters, lie within the outer explosive consultation zone surrounding the Marchwood Sea Mounting Centre, approximately 1 kilometre away. The MoD's Defence Infrastructure Organisation will be consulted to ensure that structures and buildings are designed and constructed to be 'non vulnerable' in this regard.

#### **Policy AP 17 Tall buildings**

Tall buildings of 5 storeys or more (or of equivalent height) and landmark buildings or structures should be of high quality design and materials; respond well to their site and context and provide a mix of uses. They will enhance the skyline when viewed from the city centre, surrounding areas outside the centre and the water and should not detract from, or close, strategic views. Tall buildings will be legible with an obvious pedestrian entrance and have a human scale to their base. Applications for tall buildings will be supported by a visual impact assessment that includes day and night time views.

Tall buildings are restricted in the Old Town in order to respect historic low rise development and its skyline profile.

Tall buildings and structures will be permitted in accordance with Map 12:

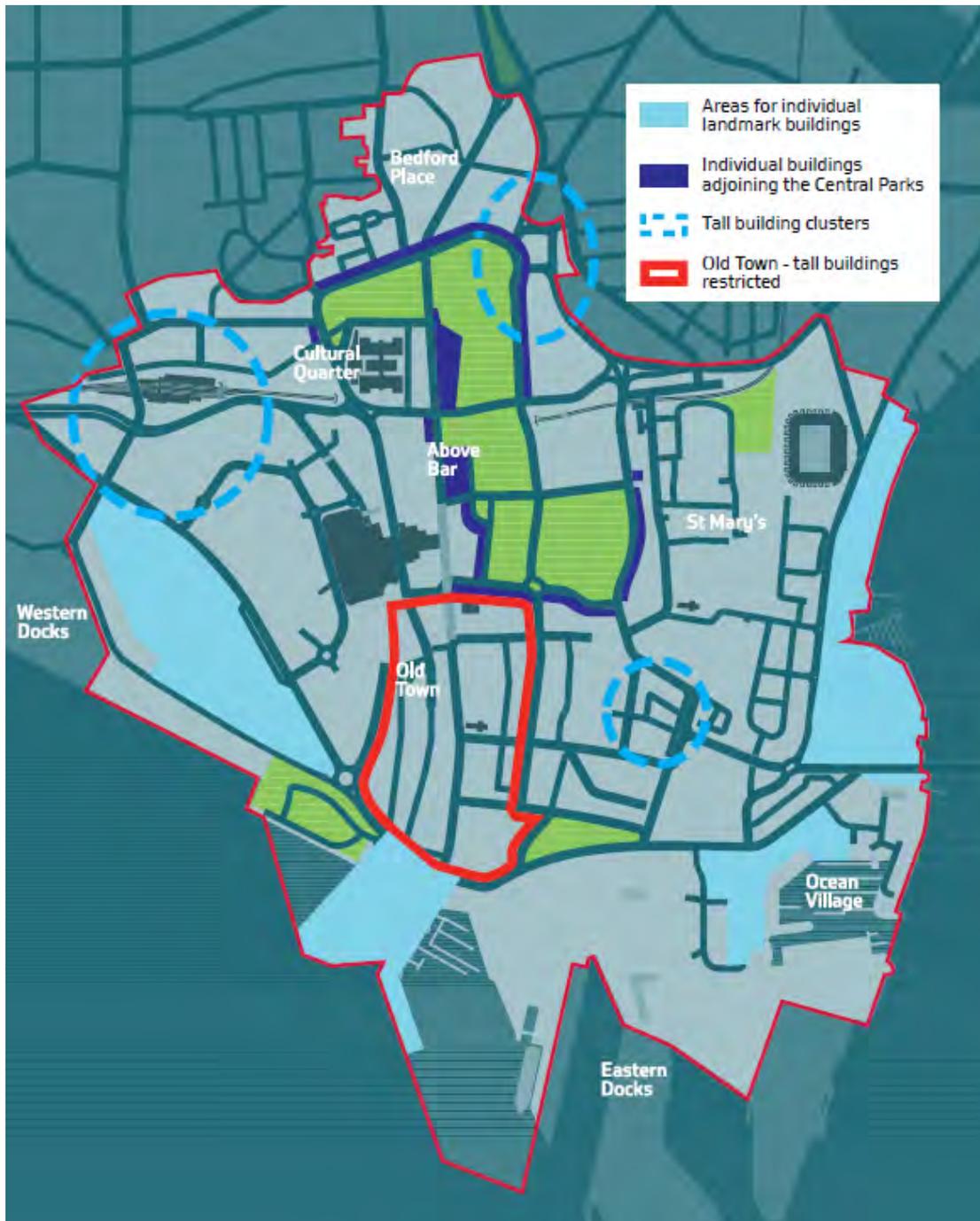
- As part of clusters of tall buildings at Station Quarter, Charlotte Place and Marsh Lane / Terminus Terrace
- As individually designed buildings to provide variety adjoining the Central Parks with active frontages that contribute positively to their setting and respond to the scale of the parks
- As landmarks along the waterfront and in the Western Gateway and on other appropriate sites subject to meeting the design principles for specific quarters to define a destination and mark new public spaces

- 4.165 There are already a number of tall buildings in the city centre of five storeys or more. These include clusters next to the Central Station, Charlotte Place and Marsh Lane/Terminus Terrace, individual buildings such as Castle House and Albion Towers and edges along the park and in Bernard Street. In addition to tall buildings, landmark structures and buildings include the Civic Centre campanile, St Michael's, Holyrood and St Mary's churches, the Bargate and the Town Walls.
- 4.166 Policy AP 17 above identifies locations where tall buildings are acceptable. This reflects the existing locations of tall buildings and landmarks and the importance of strategic views. As prominent buildings in the streetscape, tall buildings should make a positive contribution and add to the image and identity of the city as a whole. They should mark gateways into and within the city centre and highlight key spaces such as the Central Parks. In addition to improving legibility and denoting destinations, individual buildings should provide, where practical, public access to views out across the city and the water and should demonstrate sustainable design and construction practices.
- 4.167 Buildings in the Old Town should respect the heights of neighbouring historic buildings and generally be less than five storeys in height in accordance with the Old Town Development Strategy (2004). Development should also meet the standards set out in the CABE / English Heritage 'Guidance on Tall Buildings'.
- 4.168 Whilst identifying appropriate locations for tall buildings, the policy includes flexibility to locate tall buildings outside these locations. These will also be considered against the general design principles in CS 13 and more specific guidance for the different quarters as set out in Chapter 5. Proposals for tall buildings must address the effect on the local environment (including the microclimate created by the tall building).



- 4.169 All tall buildings should set exemplary standards in design; to achieve this a local design review, should be undertaken at pre-application stage to provide

independent impartial advice to improve design quality. They must be designed with an appreciation and understanding of their context, both the skyline, including other tall buildings, and the streetscape. This is particularly important in the design of tall buildings around the Central Parks. Tall buildings up to 5 storeys only are permitted on St Mary's Place. Tall buildings will not be permitted on St Marys Street and Northam Road (see policy AP 36).



**Map 12 (Indicative) Tall building locations**

4.170 Tall buildings will be refused where they would have an unacceptable impact in terms of overshadowing or would be overbearing on their surroundings. Care must be taken with their impact on the settings of historic buildings and

structures, conservation areas and the waterfront. New buildings should not create uniform blocks of tall buildings / obscure important skylines and detract from, or close, strategic views. They should contribute to the pedestrian permeability of the site and wider area. Proposals for tall buildings that are significantly taller than development in the vicinity will need to be accompanied by an urban design study of the immediate and wider areas based on a full character appraisal of an area (as part of the Design and Access Statement). Landmark buildings and structures are encouraged in locations where a place is to be defined, for example, to give greater legibility to a public space; they need not be tall buildings.

- 4.171 Tall buildings must adhere to the height thresholds set out by BAA in order to safeguard the airspace of Southampton Airport. In the city centre, development proposals exceeding these thresholds (currently either 45 or 90 metres depending on proximity to the flight path – the equivalent to 16/32 storeys), require consultation with BAA, the airport safeguarding authority.
- 4.172 Tall buildings could have an impact on the flight lines of listed bird species and the location, height and design of buildings should be informed by the Southampton Wetland Bird Flight Path Study (2009). This impact has been highlighted in the HRA which has recommended measures to avoid / mitigate the effects from collision mortality risk. Design measures could include stepped building heights (lower close to the water), low intensity lighting and a reduced ratio of glazing or UV glass / film. The potential for negative impacts on biodiversity and for increasing flood risk due to the concentration of people in tall buildings are raised by the Sustainability appraisal (SA/SEA) which highlighted the importance of their location and design.

### **Policies to be replaced / retained**

<p><b><i>What design policies will be replaced in the CCAP (for city centre sites)?</i></b></p> <p>Local Plan Review:</p> <ul style="list-style-type: none"> <li>- SDP 6 Urban Design Principles</li> <li>- SDP 7 Context</li> <li>- SDP 9 Scale, Massing and Appearance</li> </ul> <p><b><i>What design policies will still apply to the city centre?</i></b></p> <p>Core Strategy:</p> <ul style="list-style-type: none"> <li>- CS 13 Fundamentals of Design</li> </ul> <p>Local Plan Review:</p> <ul style="list-style-type: none"> <li>- SDP 8 Urban Form and Public Space</li> <li>- SDP 10 Safety and Security</li> <li>- SDP 11 Accessibility and Movement</li> </ul>
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Supplementary Planning Documents / Guidance:

- City Centre Urban Design Guide
- Development Design Guide
- North South Spine
- Old Town Development Strategy
- Streets and Spaces Framework
- Streetscape Manual Kit of Parts
- Residential Design Guide

City Centre Masterplan

City Centre Characterisation Study

## **Easy to get about**

Transport and movement (policy AP 18)  
Streets and Spaces (policy AP 19)  
Car parking

### *Contributes to:*

- |                                     |  |
|-------------------------------------|--|
| • <i>A great place for business</i> | <i>Accessible by public transport, walking and cycling</i>   |
| • <i>A great place to visit</i>     |  |
| • <i>A great place to live</i>      |  |
| • <i>A greener centre</i>           | <i>Opportunities for people to walk and cycle and for the redevelopment and reuse of car parks</i> |
| • <i>Attractive and distinctive</i> |  |

4.173 Southampton city centre is a very accessible location. It is a focus for public transport services from across the city, the sub-region and beyond, including bus, rail (with high quality services to London, the Midlands and other south coast towns) and ferry links. Southampton Airport is located to the north, just outside the city boundary. There are good walking and cycling routes into the city centre from many parts of Southampton, although some others need improvement. The city centre also benefits from a dual carriageway route into the city centre from the M271 / M27, which also provides strategic access to the Port (see Map 13).

4.174 Around 20,000 people currently arrive in the city centre in the morning peak hour, and this number will increase given the scale of new development proposed. Focusing new development on the city centre minimises the need for people to travel by car and thus encourages a shift to other modes of transport, consistent with the Council's Low Carbon City Strategy. The Plan aims to achieve a balance between enabling people and freight to get into and around the city centre easily whilst reducing the impact of vehicles (carbon emissions, noise, pollutants and danger) to make the city centre more environmentally sustainable and a pleasant place to visit and live. To help achieve this, the Council has recently secured a range of different transport funding from the Government, and has implemented a Community Infrastructure Levy on development which can be used for transport measures. However, it is recognised that appropriate vehicular access needs to be maintained to ensure the ongoing success of the city centre economy and the Port.

### **Policy AP 18 Transport and Movement**

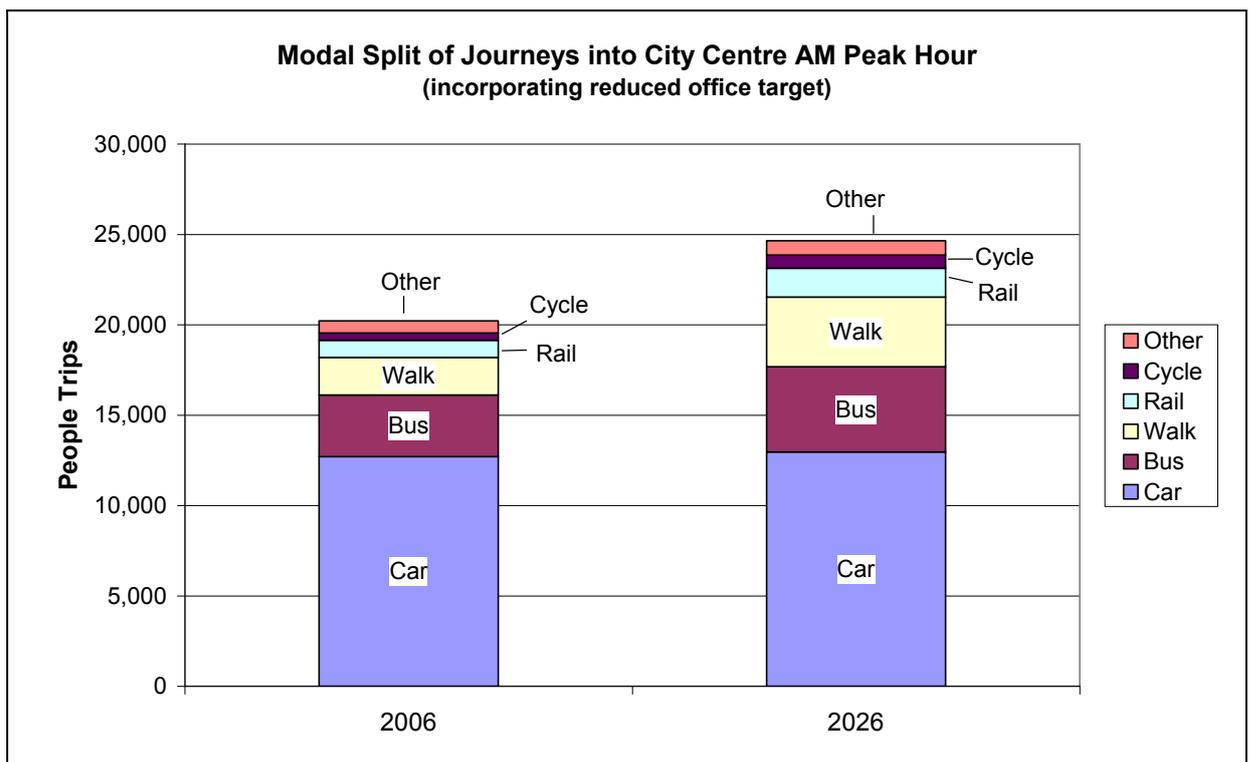
The Council supports an effective movement/transport network in, to and within the city centre and aims to achieve a significant modal shift from use of the car to other modes of transport.

To enable this the Council will:-

1. Create high quality provision for walking, cycling and public transport, including for people with disabilities or mobility constraints, while seeking to

- reduce the need for vehicle access into and through the core of the city centre;
2. Support improvements to the rail network, including an enhanced public transport interchange and development hub at the Central Station taking full account of the need to expand rail capacity;
  3. Work with bus operators to provide an efficient and effective bus network to serve key existing and new destinations or areas within the city centre, and make provision for high quality bus interchange 'Super Stops'
  4. Support proposals for enhancing the ferry facilities to the Isle of Wight and Hythe, and support improved pedestrian and public transport links including a bus-ferry interchange;
  5. Encourage the relocation and/or enhancement of the existing coach station to increase its capacity and provide closer links with the transport interchange at Central Station;
  6. Promote enhanced crossing points, routes and urban spaces for pedestrians and cyclists by managing vehicular movements appropriately and redesigning streets in the following locations, and including the Council's 'City Streets' programme:
    - a. Western Esplanade adjacent to the Central Station – realignment and/or narrowing to single carriageways;
    - b. East-West Spine, including in the Havelock Road / Civic Centre Road / New Road area;
    - c. Inner ring road, including the Charlotte Place / Six Dials areas and Kingsway / Evans Street;
    - d. Where other opportunities arise, undertake improvements as appropriate across the city centre;
  7. Delivering an enhancement of West Quay Road – Town Quay Road – Platform Road – Terminus Terrace – Marsh Lane – Threefield Lane gyratory as shown on the Policies Map which:
    - Enhances urban spaces, and pedestrian crossings and routes to the waterfront;
    - Does not significantly adversely affect access to the Port of Southampton at Dock Gate 4.
    - Removes the Queens Park gyratory to enhance the park;
    - Removes the Threefield Lane gyratory
  8. Maintain a level of road access and off street car parking provision appropriate to maintain an efficient transport network which achieves a significant switch to non car transport modes, creates high quality pedestrian / cycle routes and spaces, supports viable development, and promotes a relocation of commuter / visitor parking to the edge of the city centre.
  9. Where relevant, the above measures should accord with policy AP 4 (The Port).

- 4.175 Core Strategy policy CS 18 sets out the strategic approach for transport. In order to attract and accommodate major new development and bring economic benefits, the city centre needs an efficient, effective and environmentally sustainable transport system.
- 4.176 The Core Strategy Transport Background Paper outlined the strategy to cater for the increased trips to and from the city centre. This focussed on realistic behavioural change to promote public transport, walking, cycling and appropriate infrastructure. The reduction in office development now proposed, from 322,000 sq m to 110,000 sq m by 2026, will reduce the increase in peak hour trips. An initial analysis of this reduction has been undertaken using the model developed for the Core Strategy Transport Background Paper. In overall terms the predicted increase in the total number of trips to the city centre in the AM peak has halved from 44% to 22%. The number of trips would increase from 20,210 to 24,642. This results in a less onerous programme of interventions and behavioural change to ensure traffic flows stay at existing levels. Figure 1 shows the modal split for journeys in 2006 and 2026. This clearly shows how the majority of increased travel demand would be accommodated through increased levels of walking, cycling and public transport use, with only a relatively small increase in overall car usage:



**Figure 1 Modal split of peak hour journeys**

- 4.177 This is only an initial assessment. Transport for South Hampshire (TfSH), now known as Solent Transport, have developed a strategic transport model which has been used to comprehensively assess the wider transport impact of the revised city centre development proposals and identify the necessary supporting transport interventions.

- 4.178 It is also important to achieve this modal shift to ensure that city centre development does not lead to an increase in traffic and emissions close to international ecology designations (see para 4.152 and Appendix 3)

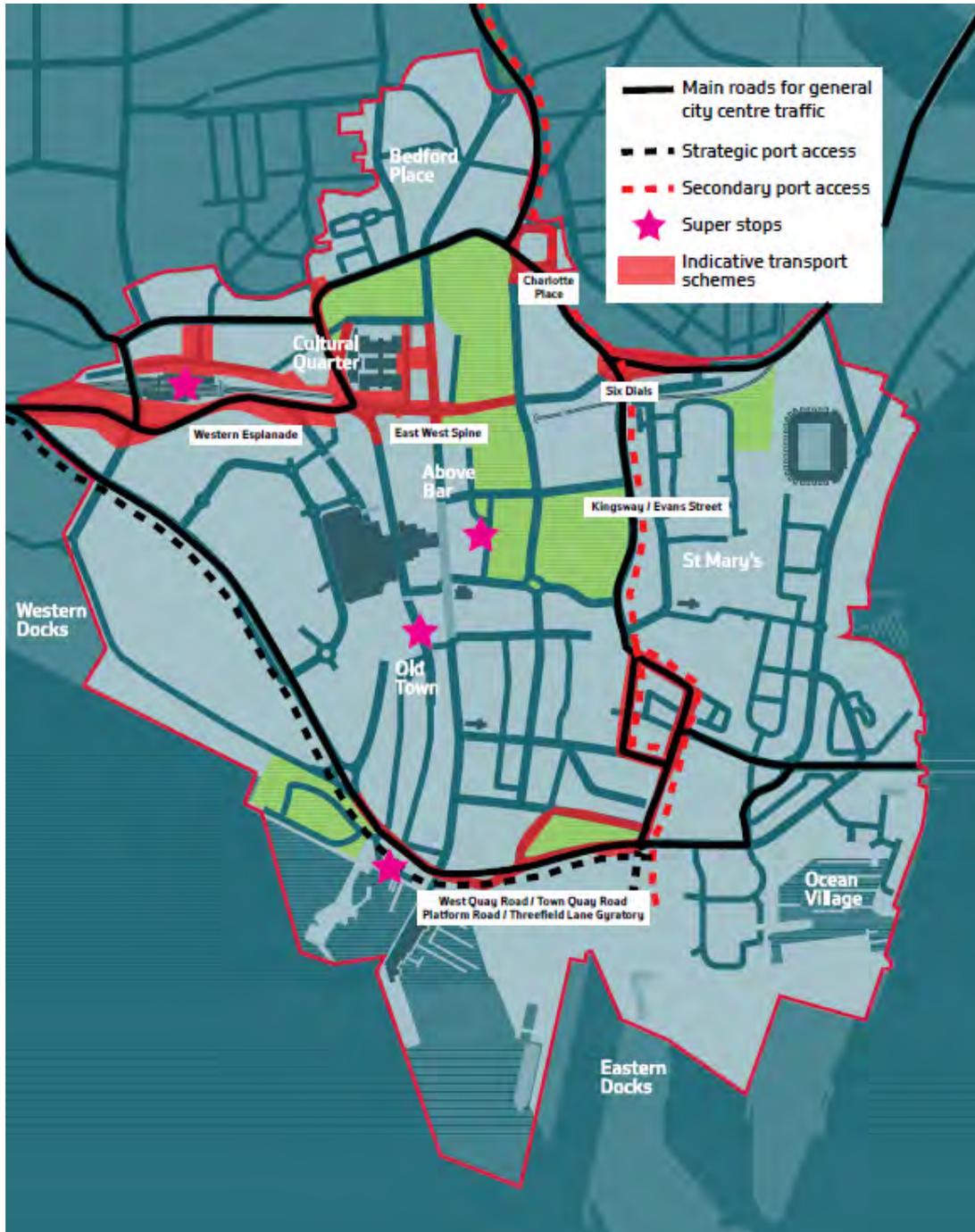


- 4.179 A range of major funding has recently been secured from the Department for Transport or is in prospect, to help deliver the required modal shift and access enhancements to support economic growth in the city centre. The funding covers measures to promote behavioural change, smart card ticketing, public realm and road improvements.
- 4.180 The approach to individual modes of transport is as follows:
- 4.181 Pedestrian – Pedestrians will take priority within the main shopping area. This means reducing vehicular traffic in the centre and creating new or enhanced pedestrian connections throughout the city centre. The inner ring road will be transformed into a city street by reducing speeds, improving pedestrian crossings, high quality design and tree planting. The important strategic pedestrian and cycle links are set out in policy AP 19. The Legible City project is currently rolling out a comprehensive pedestrian way-finding system across the city centre, which will help promote walking journeys.
- 4.182 Cycle – Increasing the use of cycling will be achieved by creating new, and enhancing existing cycle routes into the city with improved surfaces, signage, crossings, storage facilities, and generally improving the built environment;
- 4.183 Bus – the Council will work with the bus operators to deliver improved facilities and convenient services which penetrate to the edge of the pedestrian shopping area and which link to other destinations throughout the city centre. Improvements will incorporate a network of Super-Stops. These will be key interchange points on the city centre bus network, with an enhanced range of facilities for passengers, including waiting facilities and high quality information. A Bus Strategy was completed in 2013. This provides a detailed assessment of the bus routing and associated infrastructure,

which will be needed in the city centre to support the proposed growth in bus patronage.

- 4.184 The following locations are suitable for super stops (see map 13);
- i) Vincents Walk (with an enhanced design to improve the relationship with the park)
  - ii) Civic Centre Road
  - iii) Castle Way / Albion Place / Portland Terrace
  - iv) Central Station
  - v) Major Development Zone
  - vi) Ferry Terminal
  - vii) A range of other bus stops around the city centre in areas receiving new development or as needed.
- 4.185 Train - There remains flexibility and capacity on passenger services to meet increased demand from future city growth. There may be a need for more rail capacity in the longer term, especially to accommodate a growth in passengers alongside rail freight associated with the port. Network Rail completed a South East Route Utilisation Strategy in 2012. This took into account the projected growth in passenger numbers (including from development in this Plan) and the increase in freight traffic (e.g. associated with the Port). It concluded there was no need for greater railway line capacity at Southampton Central Station. Network Rail will keep this under review. The main focus for the CCAP is on improving the facilities at Central Station, including a transport interchange, and upgrading pedestrian links from the station to the rest of the city centre, to facilitate extra passenger numbers and make rail use and connections more attractive.
- 4.186 Ferry - The links from the Isle of Wight and Hythe to Town Quay are important connections for the city, and will continue to be supported. The redevelopment of the Royal Pier site should ensure the ferry services remain integrated with the city centre and other public transport, either on site or relocated close by.
- 4.187 Car – The aim is to encourage the relocation of commuter and visitor car parks from the core, to multi storey formats on the edge, of the city centre; whilst shoppers' car parks will still be located close to the shops. Car parks will be linked to the rest of the city centre via attractive and convenient pedestrian routes. In this way vehicular traffic within the main core of the centre will be minimised (especially employee and visitor parking), enabling the pedestrian environment to be enhanced. It is important to promote appropriate adjustments to the road network to support the key aims of creating high quality spaces and pedestrian / cycle links. Microsimulation modelling work of highway capacity produced preliminary results in 2012 and further work is currently underway. Further assessment of specific schemes will need to refine these proposals, and ensure that appropriate vehicular access is maintained whilst achieving these aims. This is important to maintain the ongoing success of the city centre economy, support new development, and maintain the competitiveness of the Port (see policy AP 4). Car clubs and car sharing will be encouraged. Electric car charging points will be supported and encouraged using the guidance found in the Council's Parking Standards SPD.

4.188 Port freight – It is important to maintain appropriate access from the nationally important Port to the rest of the U.K by all modes, including by road in line with policy AP 4. The rail, and strategic and secondary road routes to the Port pass through the city centre (see Map 13). The first priority will be for access by rail and coastal shipping, where practical and viable.



**Map 13 (Indicative) Transport Infrastructure and Improvement Schemes**

4.189 Major developments require a Transport Assessment and Travel Plan, and will need to implement necessary mitigation measures, in line with policy CS 18. The Council will also obtain contributions through a Community Infrastructure Levy, which will contribute where appropriate to improvements set out in the strategic approach above. Measures related to specific

developments will also be sought where appropriate through section 106 or 278 agreements.

### **Policy AP 19 Streets and Spaces**

The Council will promote an enhanced network of streets and spaces, including new or enhanced high quality strategic links (as shown on Map 14) that will link key destinations, new, existing and reconfigured spaces, including those set out in the 'City Streets' programme. These will be pedestrian and cycle friendly, cater for people with reduced mobility, and create direct and clearly defined routes.

#### **Streets**

The strategic links are:

- i) 'East-West Spine' - From the Central Station to the northern end of the main shopping area, the Civic Centre, Cultural Quarter, Central Parks, Solent University, Six Dials to connect to Northam (as part of the east-west link);
- ii) 'Itchen Riverside Link' - From the main shopping area, through Chapel to the Itchen waterfront at Chapel Riverside;
- iii) 'Itchen Bridge Link' From the Central Station, through the Central Parks and Marsh Lane to the Itchen Bridge (as part of a wider cycle route to Woolston and Sholing)
- iv) 'The Station Avenue' - From the Central Station, establish a new avenue south through the Western Gateway to the waterfront at Royal Pier / Mayflower Park
- v) 'International Maritime Promenade' - From the Central Station, via the WestQuay shopping area, Harbour Parade, Town Walls, the waterfront at Royal Pier / Mayflower Park, via Town Quay Road, Platform Road and Canute Road to the waterfront at Ocean Village / Chapel Riverside and the Itchen Riverside;
- vi) 'Ocean Village Link' - Linking the main shopping area via Oxford Street to Ocean Village
- vii) The 'QE2 Mile' - From the Avenue to Town Quay (largely complete, including the London Road improvements)
- viii) 'The Green Mile' - From the Central Parks via Queensway to Queens Park

These strategic links will include high quality public realm; and where appropriate and practical will form part of the Green Grid. The Green Mile has particular potential to form an important part of the Green Grid. Where relevant, the detailed design of these strategic links should accord with policy AP 4 (The Port).

## Spaces

The Strategic Links and Green Grid will link:

- Existing open spaces (Policy AP 12 & Appendix 6)
- Reconfigured existing open spaces (Policy AP 12)
- New open spaces (Policy AP 13 & Table 7)

New developments along these strategic links will integrate with and facilitate their creation and provide active frontages.

An appropriate financial contribution towards creating or enhancing strategic links, the green grid and open space will be secured from developments in line with the Council's CIL policy.

- 4.190 The Plan seeks to enhance connections within the city centre to improve its cohesiveness and attractiveness; add to its open space; and encourage people to walk and cycle. The Council is producing a streets and spaces framework to provide design guidance in support of the public realm aspirations set out in the City Centre Master Plan. The strategic links will connect the key transport interchanges, main shopping area, waterfront, existing areas of open space, and other key destinations across the city centre. They will include new links through the MDZ, and the enhancement of existing links. They will give priority to pedestrians and cyclists; cater for different levels of mobility; and will enhance the crossings over busy roads, where appropriate through a remodelling of the road network. Within the MDZ they may include some new pedestrianised links. Where relevant, changes to the road network will be in accordance with policy AP 4 (with regard to the nationally important Port), recognising that the strategic links and improved connections will provide major benefits to the locally / regionally important city centre.
- 4.191 The strategic links will include high quality public realm and active building frontages. Green links will capitalise on and link to the city's parks by extending the soft landscaping of the centre's green spaces. These will form the foundation of the Green Grid set out in policy AP 12, and will include an appropriate mix of street trees, soft landscaping, green roofs / walls and linear green spaces. The Green Mile will link the Central Parks to Queensway and Queens Park (the route is different to that proposed in the Master Plan, to better connect the parks and key destinations) and by linking the waterfront to the Parks and further inland to the Common, will provide opportunities for wildlife to move inland to natural and semi-natural areas. This is in line with the approach taken in the Core Strategy (paragraph 5.4.20). The strategic links are likely to be based on a more urban approach with more hard landscaping, given the nature of the areas through which they pass. Links will also incorporate water features where appropriate, to create the Blue Grid across the centre as set out in policy AP 12. The International Maritime Promenade will connect the continuous waterfront promenades at Mayflower Park / Royal Pier / Town Quay, and at Ocean Village / Chapel Riverside / Itchen Riverside, via Platform Road and Canute Road. It will use hard and soft landscaping, and the water features, to strengthen the city's rich and distinctive maritime heritage.

- 4.192 Provided the general alignment between key destinations is achieved, the precise routes of links within the MDZ, which involve the creation of new street layouts, will be determined further through specific development scheme plans. Link i. from the Central Station to the northern end of the main shopping area will include enhancements from both the northern station entrance along Blechynden Terrace / Kingsbridge Lane; and the southern station entrance along Western Esplanade.
- 4.193 In addition to the strategic links identified above, other links will be supported and key connections are identified within the quarters.



**Map 14 Strategic links**

## Car Parking

- 4.194 The managed provision of car parking is important to attract new development to the city centre; to encourage a switch to walking, cycling and public transport in a highly accessible city centre location; and to minimise land take thus creating high quality urban places. There is already a sufficient capacity of car park spaces in the city centre. Therefore the aim is to maintain the existing overall level of car parking rather than to increase it. However there will be a need for some targeted additional car parking, particularly to encourage and directly associated with office development.
- 4.195 Within this overall approach a shift of commuter and some visitor car parking from the inner to the outer city centre (including the western MDZ) will be encouraged. As part of this shift, it may be appropriate to close and redevelop some of the existing inner city centre car parks. Each case will be considered on its merits in terms of the degree to which it will help deliver the wider development strategy; and affect the viability and operation of the existing city centre.
- 4.196 The maintenance of existing levels of shorter stay public car park provision for some visitors and for shoppers adjacent to the existing or expanded main shopping area is supported, to maintain the viability of the shopping area. Some provision could be redeveloped to create better quality car parks, potentially as part of wider redevelopment proposals. These could, for example, include consolidating existing surface level car parking in the MDZ into new multi storey facilities, to create development land. There is spare capacity in existing shopping car parks and further retail development does not necessarily generate additional trips. If new retail and leisure proposals include additional car parking, the need for this should be carefully demonstrated, taking account of existing nearby parking provision. It is recognised that any food superstore developments will require convenient parking provision.
- 4.197 Good pedestrian links will be created from all these car parks, to connect to the strategic links and key destinations within the city centre.
- 4.198 The Council's Parking Strategy (2008) proposed no overall increase in city centre car parking. However the level of car parking is a key determinant in attracting development to the highly accessible city centre in the first place. This helps to manage and reduce car use (particularly when associated with development travel plans). In addition the primary aim of car parking policy is to reduce car use rather than car ownership. City centre living is likely to encourage some people not to own a car. Nevertheless appropriate car parking provision should be made for residential developments.
- 4.199 To achieve the overall aim of reducing car use, a managed approach will be taken to the level of car parking in new development. The 2008 Parking Strategy is superseded by this Plan. Policy CS 19 sets out a general approach for the amount of car parking which will be supported as part of new developments. The actual level of provision for a specific development will be determined taking account of:
1. The city centre car parking standards set out in Table 8;
  2. The distance of the development from

- a. the Central Station and main bus hubs;
  - b. available nearby existing car park capacity
3. Development viability
  4. The specific needs of the development, where it is clear these are different to standard types of development.
  5. The principle that car parking is shared between different users at different times wherever possible, and provided in a high quality 'multi storey' format, to minimise the land required.

4.200 The standards in Table 8 relate to the high accessibility areas, which cover a large part of the city centre. These are generally consistent with the Parking Standards SPD (2011) for the area outside the city centre. The main exception is for office car parking, where a higher maximum standard is proposed. This reflects the balance between promoting city centre investment and encouraging sustainable travel choices. The Parking Standards SPD's approach for areas which are not 'high accessibility' will be applied to the equivalent areas within the city centre. Car club spaces can be in addition to the standards.

**Table 8 Proposed City Centre Car Parking Provision**

Land Use	Maximum provision (high accessibility area <sup>2 3</sup> )	Notes
<b>Offices</b>	1 space per 100 sq m	This provides for more car parking than set out in the Local Plan Review and Parking Standards SPD, reflecting experience regarding the balance between viability and transport objectives.
<b>Retail type</b>		
Non food	1 space per 67sq m	Retail development will need to assess availability of nearby existing car parking to demonstrate a clear need for additional provision. Any parking should generally be available to serve the city centre as a whole.
Food superstore	1 space per 25 sq m	
Café / Restaurant / Bar	1 space per 200 sq m	
<b>Hotels</b>	1 space per 3 bedrooms	
<b>Cinemas / Conference facilities</b>	1 space per 15 seats	
<b>Residential type <sup>1</sup></b>		
Bedsit/ 1 bed	1 space	
2 beds	1 space	
3 beds	2 spaces	
4+ beds	2 spaces	
Sheltered accommodation	1 space	

<b>Mixed Use Development</b>		Where mixed use developments have uses with different peaks of parking demand, it is expected that parking provision should be shared between these different uses to avoid unnecessary over-provision of spaces.
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<sup>1</sup> The residential standards in Table 8 do not apply to Houses in Multiple Occupation (HMOs), which will be set out in the HMO SPD.

<sup>2</sup> High accessibility areas are within 300 metres of bus routes with 20 buses or more per hour by direction; or 500 metres of the Central Station; and cover a large part of the city centre.

<sup>3</sup> All floorspaces based on Gross Floor Area (GFA)

- 4.201 The Core Strategy and transport strategies identify three indicative locations for park and ride facilities on the edge of the city. The expectations for the scale of office development have now reduced as a result of the recession. Initial work suggests that, as a result, strategic park and ride facilities for city centre growth would not be required at this stage. However there is a caveat, that changes in traffic flows are not evenly spread. There are higher increases in demand particularly on approaches from the east, which may require more extensive interventions here. This will be assessed in more detail using the TfSH strategic transport model.
- 4.202 The Council will support other appropriate park and ride proposals which benefit the city's overall transport and development strategy by serving other key destinations in the city (e.g. the University of Southampton, General Hospital, or cruise line terminals).

### **Policies to be replaced / retained**

<p><b><i>What transport policies will be replaced in the CCAP (for city centre sites)?</i></b></p> <p>Local Plan Review:</p> <ul style="list-style-type: none"> <li>- TI 1 Safeguarding for Transport Improvements</li> </ul> <p><b><i>What transport policies will still apply to the city centre?</i></b></p> <p>Core Strategy</p> <ul style="list-style-type: none"> <li>- CS 18 Transport: reduce – manage - invest</li> <li>- CS 19 Car and cycle parking</li> </ul>
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# PART C

## Quarters and key site policies



## Chapter 5 – Quarters and key sites

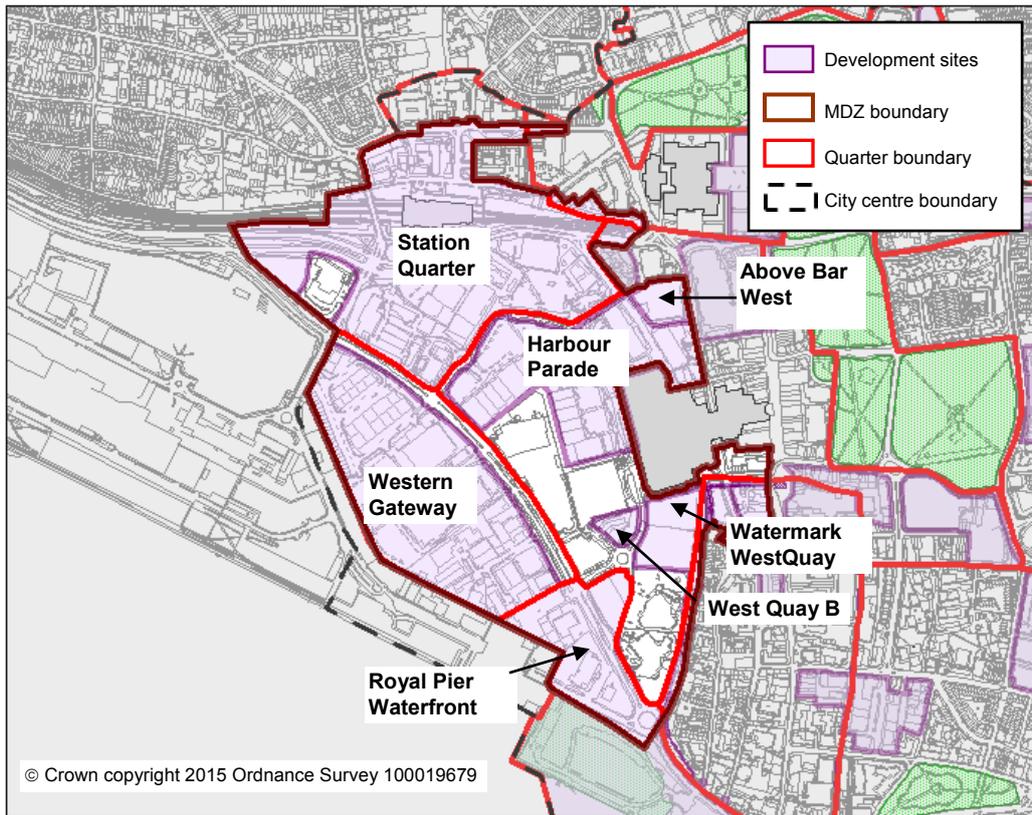
5.1 The city centre is formed of 13 urban quarters and each plays an important role within the centre. They are (see map 15):

1. Station Quarter
2. Western Gateway
3. Royal Pier Waterfront
4. Heart of the city
5. Itchen Riverside
6. Old Town
7. Cultural Quarter
8. Solent University
9. Holyrood / Queens Park
10. Ocean Village
11. St Marys
12. Bedford Place
13. Central Parks



**Map 15 City Centre Quarters & Major Development Zone**

## Major Development Zone



**Map 16 Major Development Zone**

5.2 The Major Development Zone (MDZ) was known as the Major Development Quarter in the Core Strategy. It has been renamed to avoid any confusion because the zone covers a number of the 13 quarters. It currently comprises 55 hectares of low density development in the western city centre, between the Central Station, main shopping area and waterfront. The Core Strategy identifies the MDZ as a strategic site for comprehensive high density mixed use redevelopment to enhance the city centre's regional commercial status.

5.3 The MDZ includes the following quarters:

- Station Quarter (part)
- Western Gateway
- Heart of the City (part)
- Royal Pier Waterfront (part)
- Old Town (part)

5.4 The MDZ will deliver substantial new retail and leisure development, and will create a new business district in the Station Quarter and Western Gateway, incorporating major office development (as part of a mix of uses). This will make a significant contribution to the economic growth needed in Southampton and South Hampshire, and promote

development in a highly sustainable location. The retail development will be phased (see policy AP 6). The MDZ can also include new residential communities provided flood risk and the Port are appropriately addressed (policies AP 4 and AP 15). It offers an exciting opportunity to create a series of new mixed use neighbourhoods within the city centre, where new streets, public squares and pedestrian links will fundamentally enhance connections between the Central Station, main shopping area and waterfront.

- 5.5 The broad strategy within the MDZ is as follows:
- 5.6 The Station Quarter: To create an enhanced and distinctive 'gateway' to the city centre, incorporating high density office development, a significantly improved public transport interchange at the Central Station, new public squares and new links to the waterfront and main shopping area (see policy AP 21 MDZ – Station Quarter).
- 5.7 The Heart of the City: To support a phased expansion of the main shopping area and associated leisure uses, creating links through from the existing shopping area and station to the wider MDZ (see policy AP 25 MDZ – North of West Quay Road).
- 5.8 The Western Gateway: To promote major office and leisure led 'gateway' development, creating a positive entrance to the city, and incorporating links from the station and main shopping area to the waterfront, including at Royal Pier Waterfront (see policy AP 22 MDZ – Western Gateway).
- 5.9 The Royal Pier Waterfront and the Old Town are largely outside the MDZ but development and links within these quarters need to be closely integrated with the MDZ.
- 5.10 Each quarter can accommodate a wider mix of uses as well, as set out in the relevant policy.

### **Policy AP 20 Major Development Zone**

In line with Core Strategy policy CS 2 the MDZ will form a comprehensive high density mixed use development to enhance the city centre's regional commercial status. Development within the MDZ as a whole, and within each phase of the MDZ, will follow a comprehensive planned approach which ensures that each phase integrates with surrounding phases of the MDZ and the wider area as follows:

Development will create a high standard of design which has a good relationship with, and adds to, the positive features of Southampton's cityscape, incorporating the principles in policy AP 16 (Design) and policy AP 17 (Tall Buildings).

High quality, clearly defined pedestrian and cycle friendly strategic links will be provided throughout the MDZ which connect to the wider area (see policy AP 19). This will create a high quality network which links to each of the following key destinations within and around the MDZ, the:

1. Central Station
2. key bus set down points
3. main shopping area in each of the following three areas:
  - a. Asda / the Marlands shopping centre / Civic Centre Road;

- b. WestQuay Shopping Centre;
  - c. Watermark WestQuay / Bargate Street
4. Quays Swimming and Diving Complex
  5. IKEA
  6. waterfront at: Royal Pier / Mayflower Park; and the 'Leisure World' area
  7. new destinations which are created (e.g. retail, leisure, office).

The remodelling of Western Esplanade, West Quay Road and any other road within the MDZ which is in accordance with policy AP 18 (Transport and Movement) and policy AP 4 (The Port) will be supported where this enhances pedestrian and cycle movements and aids the successful development of the MDZ.

Routes will be provided to enable bus networks to effectively serve each of the areas within the MDZ, the Central Station and the wider city centre. New or improved high quality bus interchange 'super stops' will be provided for these areas in accordance with policy AP 18.

New high quality civic squares and green spaces will be created which integrate into the overall street pattern, destinations and strategic views. The Civic squares are set out in policy AP 13 (Public open space in new developments) and policies AP 21, AP 22, AP 25 and AP 29 for each quarter within the MDZ.

Strategic views will be maintained or created from key public areas within the MDZ, in accordance with policy AP 16 (Design). Appropriate long views and local views of the waterfront, Port and cruise liners will be maintained or created. Local views will be maintained or created to the Town Walls; and the Solent Flour Mills.

Where relevant, development should accord with policy AP 4 (the Port).

Development will achieve an appropriate degree of safety in respect of flood risk; and provide, or safeguard land for, a strategic shoreline defence as indicated on the Policies Map; in line with policy AP 15. Where appropriate and practical, development will facilitate safe access through to other phases of the MDZ.

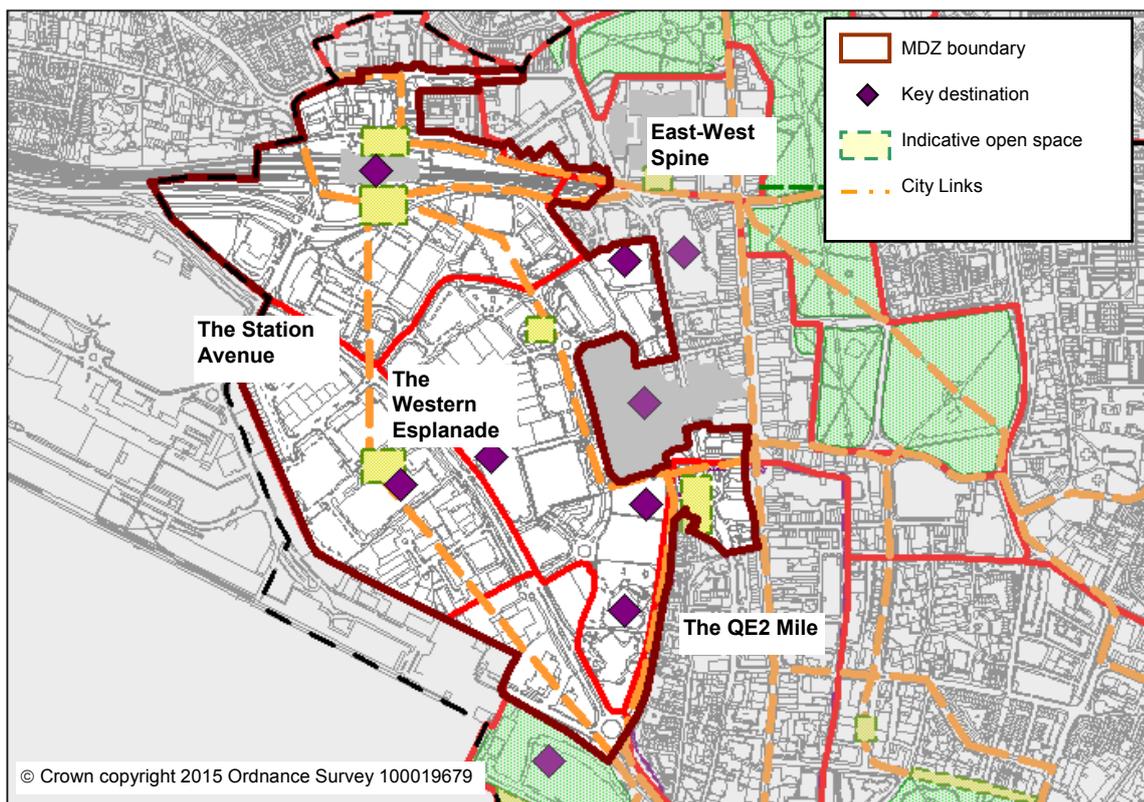
- 5.11 The MDZ's boundary is identified on the Policies Map and represents an opportunity to transform the western part of the city centre through redevelopment. In policy terms, major city centre development is not however limited to the MDZ. This Plan identifies a range of other sites for major development as well.
- 5.12 Policies AP 20 and the policies for each quarter, set out the key strategic principles. The Council's City Centre Master Plan illustrates in more detail one way in which these principles could be achieved. However the MDZ will be delivered in successive phases over the longer term and the Council wishes to maintain appropriate flexibility, provided the principles set out in these policies are met. A developer will prepare a 'development scheme plan' for their phase of development, and for surrounding phases of development as appropriate (to the level of detail appropriate), in consultation with the Council and the relevant land interests. This plan will demonstrate how their phase of development:
- meets the principles of these policies;
  - helps to create the strategic links to key destinations;

- integrates with the surrounding area and the wider city centre; and
- maintains the ability to integrate with future surrounding phases of development in a way which enables these future phases to be successfully developed, in line with the principles of these policies.

5.13 This 'development scheme plan' will take into account land ownership, commercial viability, phasing and other deliverability considerations. A comprehensive 'development scheme plan' for a wider area will not be required for proposals to change the use of or make minor alterations to an existing building.

### Improved links and spaces

5.14 The MDZ creates the opportunity to fundamentally enhance strategic links across the city centre in accordance with policy AP 19 (Streets and Spaces), and create new high quality civic squares in accordance with policy AP 13 (Open space). These will be pedestrian and cycle friendly streets and spaces, and surrounding development (including multi storey car parks) will create active frontages. They will enhance the attractiveness of the MDZ and city centre, and improve links to key destinations, the waterfront and parks.



### Map 17 Routes within the Major Development Zone

5.15 Maintaining and creating strategic views to key landmarks, and more local views to local landmarks, will enhance the distinctiveness of the MDZ. This does not mean views of each landmark must be maintained from every point across the MDZ. It does mean that as people move along key streets and spaces within the MDZ they will enjoy views of different landmarks. Views towards the waterfront, of the general Port

infrastructure and of the cruise liners add significantly to the interest and distinctiveness of the city centre. There are no plans for the City Cruise terminal to relocate within the Port. However views to the cruise liners should be designed to be adaptable in case the terminal does relocate within the Port. It would be inappropriate for the street layout of the MDZ or Western Gateway as a whole to be orientated with a strong focus on achieving views of the cruise liners, along a 'grand avenue' for example. It will be appropriate to achieve long views of the cruise liners (and port infrastructure) over the top of lower rise (e.g. 4 – 5 storey) buildings, which would also at least partially screen any alternative port uses. Development within the Western Gateway will be designed to create local views to face the cruise terminal. Development should be designed in accordance with AP 4 (Port) where relevant: in the Western Gateway and close to West Quay Road.

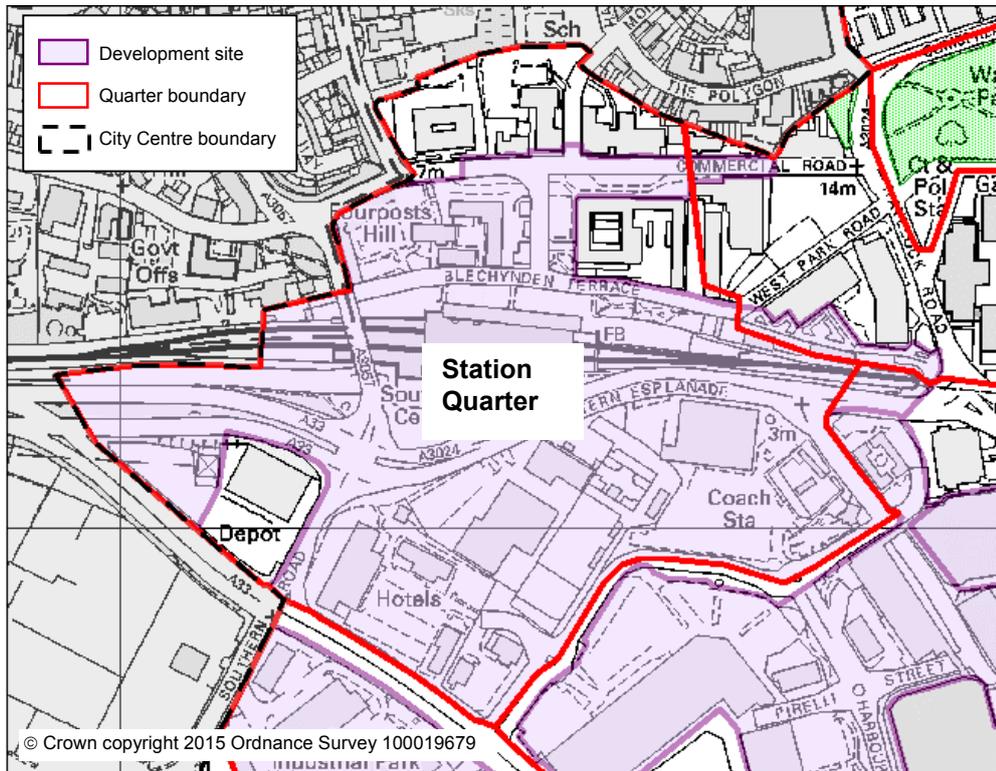
- 5.16 A strategic shoreline flood defence will be provided, or land for it safeguarded, on the southern part of the MDZ, to provide comprehensive protection for the area from tidal flooding and form part of the wider city's defence. Policy AP 15 identifies solutions to make development safe in the meantime. It seeks that more vulnerable (e.g. residential) uses will be located, where possible, in the areas least at risk (e.g. away from the shoreline and closer to higher ground). More vulnerable uses are suitable within the Station Quarter, and the Heart of the City. A more controlled approach is appropriate for the Western Gateway (see policy AP 22).
- 5.17 The policy approach for each area within the MDZ is set out further in the respective quarter section. The approximate extent of the quarters within the MDZ is indicated on map 15. However they do not represent precise policy boundaries. A development scheme based on the policy concept for one quarter can extend slightly into another quarter within the MDZ provided it does not prejudice the policy aims for that quarter.

#### **Table of policies to be replaced / retained**

<p><b><i>Which site allocations for the MDZ will be replaced in the CCAP?</i></b></p> <p>Local Plan Review:</p> <ul style="list-style-type: none"> <li>- See separate Quarters</li> </ul> <p><b><i>Which MDZ policies will still apply?</i></b></p> <p>Core Strategy:</p> <ul style="list-style-type: none"> <li>- CS 2: Major Development Quarter</li> </ul> <p>Local Plan Review:</p> <ul style="list-style-type: none"> <li>- None</li> </ul>
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## Station Quarter

### Area description



### Map 18 Station Quarter

#### Character of the area

- 5.18 The Central Station offers good train services to most urban areas in South Hampshire, to Southampton Airport, London and more widely across the region and UK. There are good bus connections to the station from across the city, and a taxi rank. Significant improvements to the station entrances were completed in 2012. The area surrounding the station has a disjointed feel, with poor transport interchange facilities and links to the wider city centre, but further improvements are planned. The majority of the quarter lies within the MDZ.
- 5.19 To the south the Western Esplanade dual carriageway forms a barrier to wider pedestrian movement into the MDZ and the rest of the city centre. The existing routes are unwelcoming, ill-defined and convoluted, passing through an uninspiring area of retail warehouses, hotels, car parks, and a major electricity substation. To the south lies the Port and West Quay Road, part of the strategic access to the Port.
- 5.20 To the north the area is dominated by 1960s / 70s office blocks, small scale shops and restaurants, 1960s flats (the Grade II listed Wyndham Court), car parks and busy roads. The pedestrian routes to the main shopping area are poor and unclear, leading uphill, and passing behind a multi storey car park. There is a small area of under-utilised open space at Blechynden Terrace.

## Development goals

- 5.21 The Central Station is a key 'gateway' to the city centre. It will be fundamentally enhanced to present a more attractive and distinctive sense of arrival and handle increasing numbers of passengers.
- 5.22 Improvements to the entrances of the Central Station were completed in 2012. In the medium term, improvements to both the bus interchange and the public realm on the north side of the station are under construction as part of Solent Transport's 'Better Connected South Hampshire Fund'.
- 5.23 These improvements will contribute to the longer term aim, that passenger and interchange facilities for rail, pedestrians, cyclists, buses, taxis, and cars will be excellent. A high density development hub, including major office development, hotels, small shops, restaurants, cafes and bars, residential and other uses, will be created around the station. Together with further investment in the station, this will realise the commercial potential of this accessible location, and form a first phase of the wider mixed use business district. In the longer term the main shopping area will expand westwards, potentially towards the Station Quarter.



## Design guidance

- An overall development scheme plan should be prepared for the quarter in line with paragraphs 5.12 and 5.13 showing how high quality design will be delivered and an overall level of consistency and coherence achieved;
- Within the development site, development should meet the criteria set out in policy AP 21 – creating a landmark arrival point, incorporating public realm improvements and new squares to the north and south and a new 'Station Avenue' green link towards the waterfront. The Station Square and Avenue should be framed by active commercial frontages;

- Development in the wider quarter should integrate with development proposals for the station redevelopment and respect the character and setting of nearby listed buildings and residential properties to the north, in line with policy AP 16.
- The quarter is within two Local Areas of Archaeological Potential; LAAP 7 'Bannister's Park' and LAAP 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).
- Development should use the existing topography to maintain and create some views of the port and cruise liners so far as possible and appropriate, including from roof gardens / terraces, in line with policies AP 16 and AP 20. Views of the Solent Flour Mills should also be considered.
- Development close to West Quay Road and where relevant key connections should accord with policy AP 4 (The Port).

### **Key connections to be improved**

5.24 Links to the wider MDZ and the rest of the city centre will be fundamentally improved. This will include creating new streets and enhancing existing links, with new public squares creating a focus, as part of the strategic links identified in policy AP 19. In particular:

- Two new routes will radiate out from the southern Station Square:
  - (i) 'The Station Avenue' green link leading south to the Western Gateway and waterfront; and
  - (ii) 'The International Maritime Promenade' leading to the WestQuay shopping area, along the Town Walls to the Royal Pier Waterfront;
  - (iii) The existing Western Esplanade road will be remodelled to enhance these links and facilitate the creation of the development hub.
- A route will lead from the new square on the northern side of the station:
  - (i) The 'East West Spine' to the Civic Centre / Guildhall area, Central Parks and northern part of the main shopping area (this will also form part of the 'Itchen Bridge Link').
- Enhanced links will also be created:
  - across the railway, including for non-rail users where possible, to better connect the Quarter;
  - to residential areas to the north of the city centre

### **Site policies**

Policy AP 21 MDZ - Station Quarter

## **Policy AP 21 MDZ - Station Quarter**

Development will create a high quality and distinctive gateway and point of arrival for the city centre.

Office, residential, hotel, leisure, appropriate food / drink, small-scale retail (under 750 sq m gross) and retail development (A1) which meets policies CS 3, AP 6 or AP 7, will be promoted. New development within this area and the redevelopment of existing office buildings north of the station will include office development in line with policies AP 1 and AP 2.

At the Central Station, enhanced transport interchange facilities will be created for rail, bus and taxi passengers, cyclists and pedestrians. The re-provision and enhancement of existing car parking capacity for rail users in a multi-storey format will be supported.

A major new civic square will be created at the southern entrance to the station, and a new civic square at the northern entrance to the station together with widespread public realm improvements.

The public open space at Blechynden Terrace can only be redeveloped as part of a comprehensive scheme on the northern side of the Central Station which provides a greater overall amount of enhanced public open space, and including so far as practicable the same amount of green space or link.

Realignment and / or remodelling of the Western Esplanade will be supported to reduce the impact of the traffic, help enable the development of the Station Quarter and to improve pedestrian links across and along the street to the wider MDZ and city centre. This can include moving the road to the south and / or narrowing it to a single carriageway.

Development will screen the major electricity substation to the south of Western Esplanade. An onsite rationalisation of this substation to reduce its footprint will be supported. Alternatively, a relocation of the substation to a suitable site will be supported.

Development will integrate with, and not prejudice, the proposal for an enhanced transport interchange and any proposed rail network improvements in the Central Station area.

Development will meet the principles set out in policy AP 20 for the MDZ overall.

- 5.25 Development will support and not prejudice enhancements to the Central Station, including improvements to the interchange facilities, public realm, new squares, and any need for additional rail running lines needed to handle increased rail traffic.
- 5.26 Access to the Central Station by walking, cycling and public transport will be encouraged and prioritised. Existing car parking capacity for rail users will also be maintained and improved, and may be rationalised using a high quality multi storey format, to create more development space or public realm. Any increase in car parking at the station for rail users will need to be justified as part of an integrated strategy which promotes access by means other than the car first. If a new multi storey car park

is provided for rail users, the appropriateness of combining this with any additional car parking for existing office uses in the Station Quarter will be considered in the light of the Plan's approach to car parking. Safe and secure cycle parking will be provided. If the coach station wishes to relocate towards the Central Station, to increase its capacity and better integrate with local bus services, this will be supported.

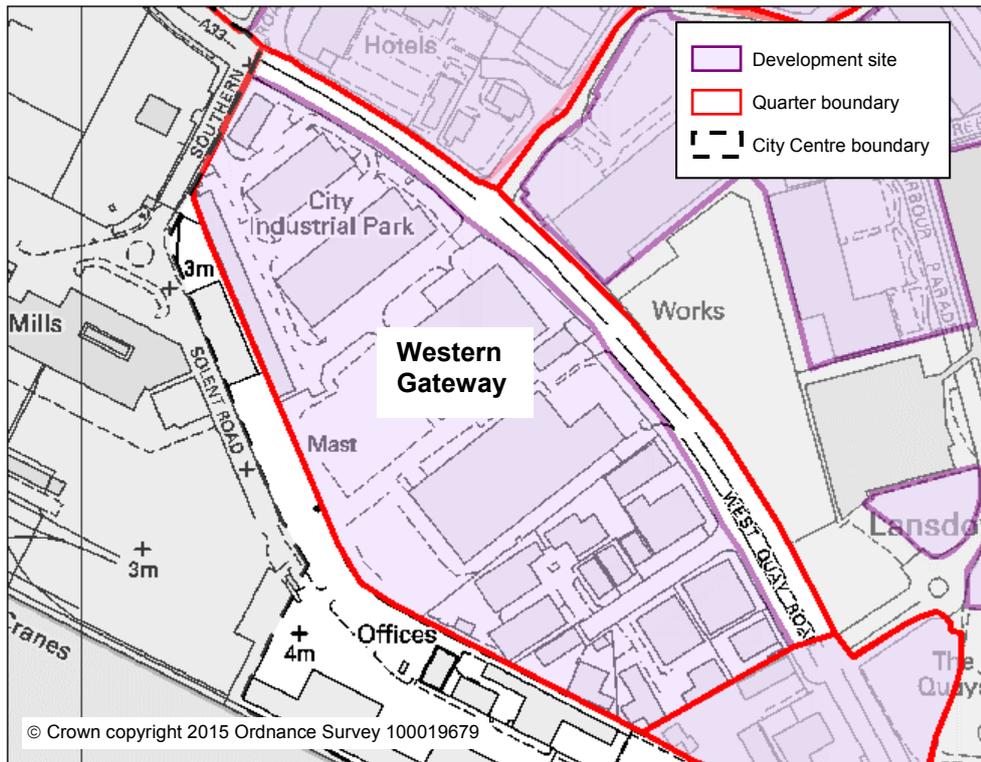
- 5.27 The policy sets out the significant benefits to the city centre of narrowing Western Esplanade from a dual to a single carriageway. A highway assessment illustrates that this can be achieved whilst maintaining satisfactory vehicular access. An assessment of the detailed scheme design will be needed to confirm this.
- 5.28 In terms of its location this area, with its excellent accessibility by public transport, has commercial potential to deliver major office development, to establish the city centre as a prime office location; alongside residential development and / or hotel development. A range of small scale retail units, restaurants, cafes and bars, will be supported to complement the station and civic squares. The Council is undertaking further feasibility work to seek to unlock this potential. The extent to which additional retail, or other uses can create the value to secure delivery of the comprehensive vision for the Central Station will also be considered and balanced alongside policies AP 1 (offices), AP 6 and AP 7 (retail), CS 2 and 3 where necessary.
- 5.29 In determining whether a greater overall amount of replacement open space is being provided with regard to any future development of the Blechynden Terrace open space, this will include new open space and public realm improvements which have already been provided on the northern side of the Central Station since 2012. The strategic link from the station to Havelock Road should so far as possible be a green link (see policy AP 12) to counteract any loss of green space at Blechynden Terrace.
- 5.30 The potential development areas around the station include parcels of land immediately to the west of the city centre boundary. It is appropriate for the development of the Station Quarter to include these areas of immediately adjoining land for suitable uses.

#### **Table of policies to be replaced / retained**

<p><b><i>Which site allocations for the Station Quarter will be replaced in the CCAP?</i></b></p> <p>Local Plan Review:</p> <ul style="list-style-type: none"><li>- MSA2: Southampton Central Station</li></ul> <p><b><i>Which Station Quarter policies will still apply?</i></b></p> <p>Core Strategy:</p> <ul style="list-style-type: none"><li>- CS 2: Major Development Quarter</li></ul> <p>Local Plan Review:</p> <ul style="list-style-type: none"><li>- None</li></ul>
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# Western Gateway

## Area description



Map 19 Western Gateway

### Character of the area

5.31 The Western Gateway sits entirely on land reclaimed during the 1920s. It forms the south western part of the MDZ. It lies to the south of West Quay Road, a busy dual carriageway which provides strategic access into the city centre and Port from the motorway network. The Gateway creates the first impression of the city centre for many people arriving by car. The Quarter is separated from the waterfront by a relatively narrow strip of land within the Port of Southampton (currently including the City Cruise terminal). There are direct connections to publically accessible waterfront to the south east, at Royal Pier Waterfront. In adjacent quarters to the north of West Quay Road lie hotels, fast-food restaurants, retail warehouses (potentially part of an expanded shopping area in the future), IKEA, and P&O Carnival's Headquarters.

5.32 The Gateway itself consists predominately of low density industrial / commercial units, which are generally well occupied. It also includes the Leisure World complex (cinemas, casino, nightclub, restaurants / bars), housed in a converted large warehouse building with extensive surface car parking.

### Development goals

5.33 The existing industrial and leisure areas have high occupancy rates and generate an existing use value. Therefore in commercial terms the quarter is unlikely to undergo comprehensive redevelopment in the short to medium term. The existing uses serve a useful role and the Plan supports their continued operation.

- 5.34 At present it is anticipated that the Leisure World site might come forward for redevelopment in the medium term, as competing leisure schemes are developed elsewhere in the city centre. A redevelopment of the City Industrial Park is likely to follow in the longer term; and the West Quay Industrial Estate is the least likely to be redeveloped, given the multiple land interests.
- 5.35 However commercial circumstances can change and there is no 'in principle' planning reason to prevent an earlier partial or comprehensive redevelopment of the quarter. Careful planning is needed to manage what is likely to be a phased redevelopment of the area over the long term. Therefore it is important that the Plan sets out a policy for redevelopment.
- 5.36 A redevelopment of the area will create a high quality mixed use district with excellent connections to the Central Station, Heart of the City, and waterfront at Royal Pier Waterfront. The quarter will, along with the Station Quarter, incorporate a new business district, accommodating large scale office and leisure developments and supporting facilities. The City Cruise terminal may become a new waterfront destination, should the Port wish and be able to facilitate this (although there are no plans to do so at present). Alternatively a nearby development within the Western Gateway will establish a local destination with views of the waterfront, port and cruise liners. Hotel and conference facilities could also be developed in the area nearby. There is also the potential to create a new residential community close to West Quay Road, separated from the Port, and subject to managing flood risk.

### **Design guidance**

- An overall master plan should be developed showing how high quality design will be delivered and an overall level of consistency and coherence achieved;
- Development should create new high quality landmarks, a high quality gateway for the city centre at the western end of the quarter, development blocks fronting onto streets and informal squares and spaces;
- Development should take advantage of the proximity and views of the waterfront, port and cruise liners from the streets and pedestrian routes, as well as from terraces, roof gardens and balconies facing towards the waterfront and looking out over the new open spaces and green links. Views of the Solent Mills should be fully considered in development proposals and conserved;
- The quarter is within Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).
- Redevelopment along West Quay Road should include active frontages with building entrances, fenestration and active uses. Development should be set back from the road to enable the creation of a high quality tree-lined boulevard;
- Development and where relevant key connections should accord with policy AP 4 (the Port);
- See paragraph 4.164 regarding the MoD's explosives consultation zone.

## Key connections to be improved

- As part of the strategic link (iv) 'The Station Avenue' in policy AP 19, establishing a new avenue from the Central Station, to the waterfront at Mayflower Park / Royal Pier
- Establishing links from the Heart of the City into these new routes
- Remodelling West Quay Road to help create these links, by establishing a prestigious city street fronted by development which enhances pedestrian connections across and along the road, whilst remaining a strategic vehicular access for the city centre and Port in line with policies AP 4 and AP 18.
- Creating pedestrian friendly links through the Western Gateway, connecting commercial and residential communities.
- Maintaining the potential for a local link to the City Cruise terminal and creating a local destination with views of the waterfront, port and cruise liners.
- Maintaining the road connection between the Eastern and Western docks

## Site policies

### Policy AP 22 MDZ – Western Gateway

#### **Policy AP 22 MDZ - Western Gateway**

A major mixed use redevelopment of all or part of the Quarter will be supported, and in commercial terms this is more likely to occur over the medium to longer term. A redevelopment of all or part of the Quarter will meet the following criteria.

Development will create a high quality and distinctive gateway to the city centre and waterfront.

Office and leisure development will be supported. A redevelopment of the City Industrial Park and / or West Quay Road industrial area will include office development in line with policy AP 1.

Small scale retail development (A1) (under 750 sq m gross) and food and drink uses will also be supported.

Residential and hotel development will be supported if they are designed to:

1. be safe in terms of flood risk (in line with policy AP 15); and
2. accord with policy AP 4 (The Port); creating an appropriate level of amenity for the occupants. The layout will ensure the main aspect of residential uses are screened from or do not face the Port. This is more likely to be achieved as a comprehensive redevelopment of all or a significant part of the Quarter.

Development will create high quality pedestrian and cycle friendly links as part of the 'Station Avenue' green link from the Central Station, through the Western Gateway to Royal Pier Waterfront.

A comprehensive redevelopment of all or a significant part of the Western Gateway will create a new civic square; or else each phase of development will create a pocket park as appropriate.

Development of the Quarter will maintain the potential for a local link to the City Cruise terminal; and will maintain or create local views of berthed cruise liners, the waterfront and the port, from street level and from higher level publically accessible spaces, where possible. This can include a local destination (e.g. cafes etc.).

A remodelling of West Quay Road will be supported which significantly improves pedestrian and cycle links across and along the street whilst not having a significant adverse effect on key vehicular access routes to the city centre and port, in line with policies AP 4 and AP 18.

Development will meet the principles set out in policy AP 20 for the MDZ overall.

- 5.37 The area is currently occupied by industrial and leisure uses. In the medium to longer term, as viability improves, the Western Gateway area will accommodate large scale office and leisure development, and create a gateway to the city centre. The Council will then establish an industrial relocation strategy to help businesses relocate where possible.
- 5.38 The Council will work with the key land interests in and around this area with the aim of preparing a more detailed master plan to secure the comprehensive redevelopment of the area (in phases) in line with this and the MDZ policy.
- 5.39 The high quality 'Station Avenue' green link through the Western Gateway to Royal Pier Waterfront can be created either through the centre of the quarter, or along West Quay Road (fundamentally enhanced in terms of pedestrian movement). In any case a local pedestrian / cycle friendly route should be provided running south east through the centre of the quarter.
- 5.40 A new civic square in the Western Gateway will link in to and enhance the 'Station Avenue' green link. It will also enhance the attractiveness of this major quarter. The Council's first preference is to create a significant new public square within the quarter along the new 'Station Avenue' from the Central Station to the waterfront. This is likely to require a comprehensive redevelopment and the agreement and co-operation of different land interests. If this is not possible, a comprehensive public realm strategy which extends the concept of the Green Grid will be developed to ensure a coordinated approach through each phase of development. In this scenario each development will provide its own 'pocket' parks that will contribute to the whole approach as set out in the public realm strategy.
- 5.41 The layout of the development should maintain the ability to create a local link through to the City Cruise Terminal at a future date. Any actual connection to the City Cruise Terminal will only occur if the Port supports and is able to facilitate it in the light of security and customs regulations. The local viewing public spaces should be within the Western Gateway and set back from the Port boundary, to enable wider views of the ships, minimise safety / security concerns and ensure the space remains relevant to the development should the cruise line terminal relocate.



- 5.42 Policy AP 15 (flood risk) seeks where possible for more vulnerable uses (i.e. residential and hotel) to be located in the areas least at risk of flooding. However promoting residential and hotel development in the Western Gateway will generate strong planning benefits by delivering a mix of uses across a large quarter; and may help to secure a viable overall development scheme. These factors are recognised by policy AP 15. Taking a proportionate approach, residential and hotel development will be supported in the Western Gateway once a strategic flood defence has been implemented, or safe access has been achieved. Otherwise support for these uses will take account of whether the overall development could realistically be delivered on an alternative site at lower flood risk within the MDZ in the next 5 years; and of the planning and viability benefits of supporting these uses within the Western Gateway.
- 5.43 The principle of residential / hotel uses within the quarter is supported but the layout and design of development will require very careful consideration with respect to the Port (see policy AP 4).

## Table of policies to be replaced / retained

### ***Which site allocations for the Western Gateway will be replaced in the CCAP?***

Local Plan Review:

- REI10 iii and xiii: Industry and Warehousing (City Industrial Park and West Quay Road site)

### ***Which Western Gateway policies will still apply?***

Core Strategy:

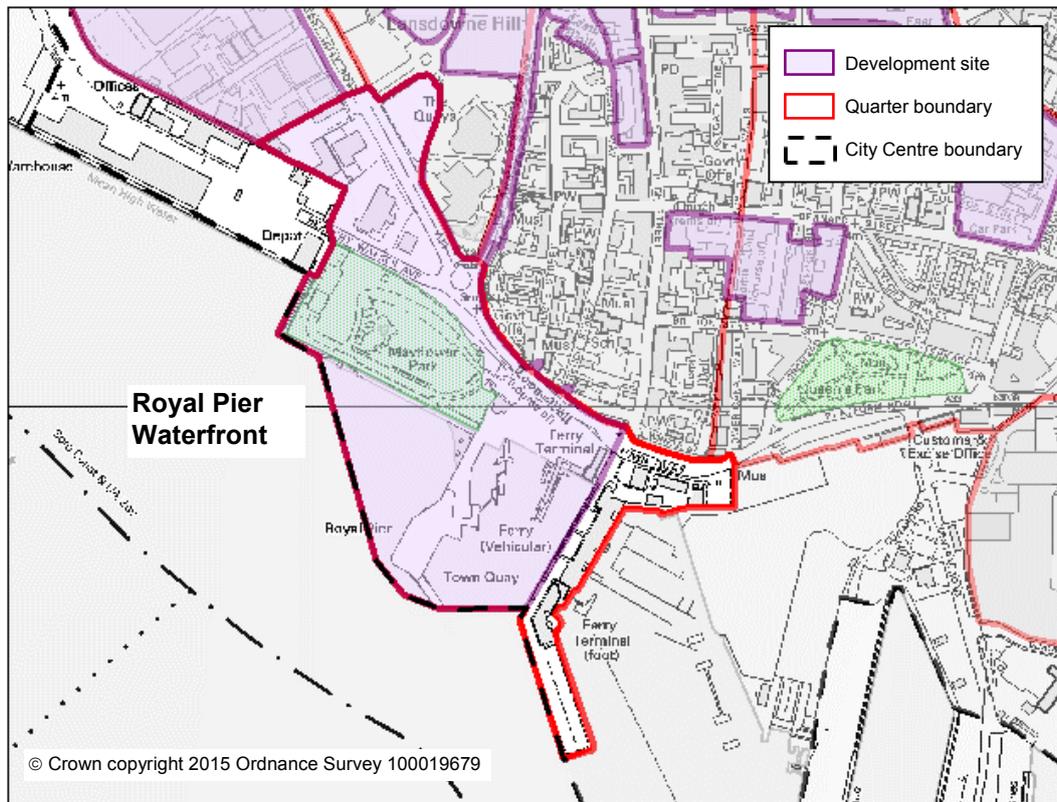
- CS 2: Major Development Quarter

Local Plan Review:

- None

# Royal Pier Waterfront

## Area description



### Map 20 Royal Pier Waterfront

#### Character of the area

5.44 This area represents the largest area of publically accessible waterfront in the city centre. It includes Mayflower Park (created to replace the public land lost when the Civic Centre was built and now the site of the International Boat Show) and ferry terminals to the Isle of Wight and to Hythe. To the east of the park is the derelict Royal Pier structure and Town Quay. Immediately to the north are the imposing medieval Town Walls. In addition to the listed pier, there are two other distinctive listed buildings, both in use: the Pavilion building (within the development site) and the former Harbour Board Offices (outside the site). Royal Pier waterfront is adjacent to the Port.

5.45 West Quay Road / Town Quay runs along most of the northern edge of the quarter. It is a busy road and part of the strategic access to the Port carrying traffic to and from the eastern and western docks and cruise liner terminals as well as being used as a cross-city route. These roads are significant barriers to pedestrian and cycle movement between the Royal Pier area and the rest of the city centre.

5.46 The current mix of uses includes:

- Open space at Mayflower Park
- Restaurants including the Royal Pier Pavilion building
- Ferry terminals

- Car parking
- Offices
- Hotel and leisure (casino)
- Car dealers / industrial / commercial uses
- An entrance to the port

### Development goals

- 5.47 Much of the quarter has been identified as one of the Major Developments in the city and a preferred developer has been appointed. In the future, redevelopment will deliver dramatic improvements to this waterfront and transform this area into an international quality waterfront destination. It will have a mix of uses that could include culture, leisure, office, residential and ancillary retail uses and major new waterfront open spaces. Current proposals include development fronting Town Quay road and on the site of Royal Pier, improvements to Mayflower Park with changes to its boundaries and new public spaces, the relocation of the ferry services, a landmark building, improved public access to the waterfront and links through and to the site.
- 5.48 The Royal Pier Waterfront is a key opportunity to develop and connect the city to its waterside, delivering an exciting and attractive place that all those visiting the city expect to see in a maritime city. Part of the quarter is within the MDZ and the opening up of the waterfront with a world class scheme will also facilitate development elsewhere in the MDZ by raising the profile of the city.



### Design guidance

- An overall development scheme plan should be prepared for the quarter in line with this Plan showing how high quality design will be delivered and an overall level of consistency and coherence achieved;
- A vibrant waterfront should be created in accordance with policy AP 23 with continuous public access, active commercial frontages and terraces, roof gardens

and balconies facing on to the waterfront, and views of the cruise liners. Development should deliver attractive overlooked routes which encourage movement to and along the river front;

- The quarter is within Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).
- An appropriate green infrastructure is to be established to include a remodelled Mayflower Park with boundary changes to form an attractive key city space (taking into account the operational needs of the Boat Show)
- Flood defences to be integrated within the design
- Development and where relevant key connections should accord with policy AP 4 (the Port).
- See paragraph 4.164 regarding the MoD's explosives consultation zone, which will affect the design of development.
- Opportunities should be considered to relocate the ferry terminal from its location in the middle of the site, to create an extended Mayflower Park and to incorporate tall buildings including a landmark building on the site of the end of Royal Pier

### **Key connections**

- As part of the following strategic links identified in policy AP 19:
  - iv 'The Station Avenue' from the station through the MDZ via a green / blue link.
  - v 'The International Maritime Promenade' from Central Station and the main shopping area along the foot of the walls to the waterfront, to Ocean Village via Platform Road and Canute Road
  - vii to Town Quay via the 'QE2 Mile' along the High Street
- Provide high quality pedestrian crossings across Town Quay road to reduce severance between the city centre and waterfront
- Maintaining appropriate road access for the Port
- To the Red Funnel ferry terminal, if relocated

### **Site policies**

Policy AP 23 Royal Pier Waterfront

### **Policy AP 23 Royal Pier Waterfront**

Land at Mayflower Park and Royal Pier will be developed for a major mixed use development. The following uses are acceptable: cultural and leisure attractions which could include a large casino; food and drink, small-scale retail (under 750 sq m gross) or retail development (A1 uses including speciality retail) which meets policies CS 3 or AP 7 or clearly delivers overriding regeneration benefits; employment use classes B1 (a) and (b); residential and hotel uses. The redevelopment will include public open space at Mayflower Park and consider opportunities for a water basin and moorings.

Development will be permitted which:

- (i) Creates a high quality international waterfront destination
- (ii) Enhances the waterfront location and delivers an increased amount of publicly accessible waterfront
- (iii) Creates high quality spaces from which to view cruise liners
- (iv) Re-provides at least the same amount of high quality open space as at Mayflower Park or improves the existing open space
- (v) Respects the Old Town and listed buildings and structures including the Town Walls and Royal Pier pavilion
- (vi) Retains and enhances strategic views to and from the Old Town and Town Walls
- (vii) Reduces the severance of Town Quay and West Quay Road and improves pedestrian and cycle links to the site,
- (viii) Provides high quality pedestrian and cycle links within the development with a continuous waterfront promenade and safeguards the route of the strategic link from the Western Gateway redevelopment
- (ix) Ensures all the ferry services remain integrated with the city centre and other public transport, either on site or relocated close by.
- (x) Where relevant, development should accord with policy AP 4 (the Port)

Development will achieve an appropriate degree of safety in respect of flood risk; and provide a strategic shoreline defence within the site, as indicated on the Policies Map; in line with policy AP 15.

- 5.49 Mayflower Park and Royal Pier together represent the largest area of accessible waterfront in the city centre and this site is within half a mile of the Bargate. A preferred developer has been chosen for the Royal Pier Waterfront site and is working with the Council to progress a comprehensive mixed use development scheme and a master plan for the site (as required in the Design Guidance).
- 5.50 Mayflower Park is the site of the annual Boat Show and is used periodically for events but is an underutilised area of open space for most of the year. Redevelopment proposals must include provision for the Boat Show and reprovision of open space of at least the same size as currently available and forming a key part of the delivery of a world class waterfront development. In order to deliver this, the boundaries of the park will be realigned and its location shifted within the site. The public realm and open space should also link into the Green Grid within the city centre (see policy AP 12).

- 5.51 Reclamation should be considered to extend Mayflower Park and may be used elsewhere to deliver development land, subject to meeting nature and marine environment conservation requirements, and navigational considerations. The construction and design of development will need to take account of habitat issues (see 4.152 and Appendix 3). Any construction activity would require consultation with the Harbour Master and Statutory Port Authority and in accordance with AP 4 and AP 23. Port operations must not be adversely affected. The boundary of the site shown on Map 20 is coincident with that of the master plan agreed by the landowners (SCC, the Crown Estate and ABP). Any application boundary may extend beyond this into the River Test in order to enable construction of the rock revetment required for land reclamation, the provision of sockets to anchor pontoons for the Boat Show and to enable demolition of the remaining parts of the old Royal Pier structure. All of these works need to be designed in detail and their potential impacts fully assessed to the satisfaction of ABP and the Marine Management Organisation (MMO).
- 5.52 There are two sets of strategic views which development proposals should seek to retain and enhance, as set out in policy AP 16 (Design). First, there are strategic views across the site to the water and from the water across the site to the Town Walls and St Michael's Church spire (see map 11). Second, there are also a series of glimpse views from the Old Town to the water, in particular from French Street and Bugle Street which are locally important and helps establish a visual connection between the city centre and the water. Redevelopment should consider whether local views can be retained within a viable development with an appropriate layout and design. The scheme must respect the nearby Old Town and Town Walls and improve links across Town Quay and West Quay Road. The site is also an important archaeological area, requiring detailed consultation with the Council and English Heritage to ensure the archaeological issues and conservation issues are fully addressed.
- 5.53 Redevelopment should make best use of its waterfront setting and, in addition to open space, appropriate uses include leisure and cultural attractions (D2), supporting cafes, bars, restaurants (A3-A5) and retail (A1) (including speciality retail appropriate to a waterfront location) and local needs convenience retail (A1), business developments (B1), hotel (C1), housing consistent with policy AP 4 (the Port), water basin and large ship visitor moorings. Part of the site is identified as a late night hub where late night opening hours and uses including a large casino are supported subject to licensing. Within the Hub the latest opening hours of 3am will apply as stated in table 5 with the exception of a large casino which requires 24 hour opening. As the site is separate from the retail core, any retail uses should support other uses on the site and complement instead of compete with the primary shopping area. To meet policy CS 3 and national guidance, retail development will have no significant adverse impact and meet the sequential approach; or clearly deliver overriding regeneration benefit, for example by securing the delivery of a viable scheme or creating an attractive waterfront and mixed use active frontages. Small scale retail is defined in paragraph 4.64 and convenience retail development should be developed in accordance with policy AP 7.
- 5.54 The Red Funnel Isle of Wight Car Ferry occupies a key position between Royal Pier and Town Quay. In order to deliver a comprehensive scheme and maximise the potential of the site, this should be relocated to an alternative position preferably within the Port.
- 5.55 The City Centre Master Plan includes a vision for a series of landmark buildings between the Central Station and Chapel Riverside including key gateways such as Royal Pier (policy AP 17).

5.56 Policy AP 15 identifies solutions to address flood risk. These should be factored in to the planning, design and layout of the site at an early stage. The Flood and Coastal Erosion Risk Management Strategy indicates that the strategic shoreline defence for the city should run through the site. Given the importance of creating strong public access to and along the waterfront, the defence will be provided with and integrated into the wider design of the development, in line with policy AP 15.

#### **Table of policies to be replaced / retained**

***What site allocations in the Royal Pier quarter will be replaced in the CCAP?***

Local Plan Review:

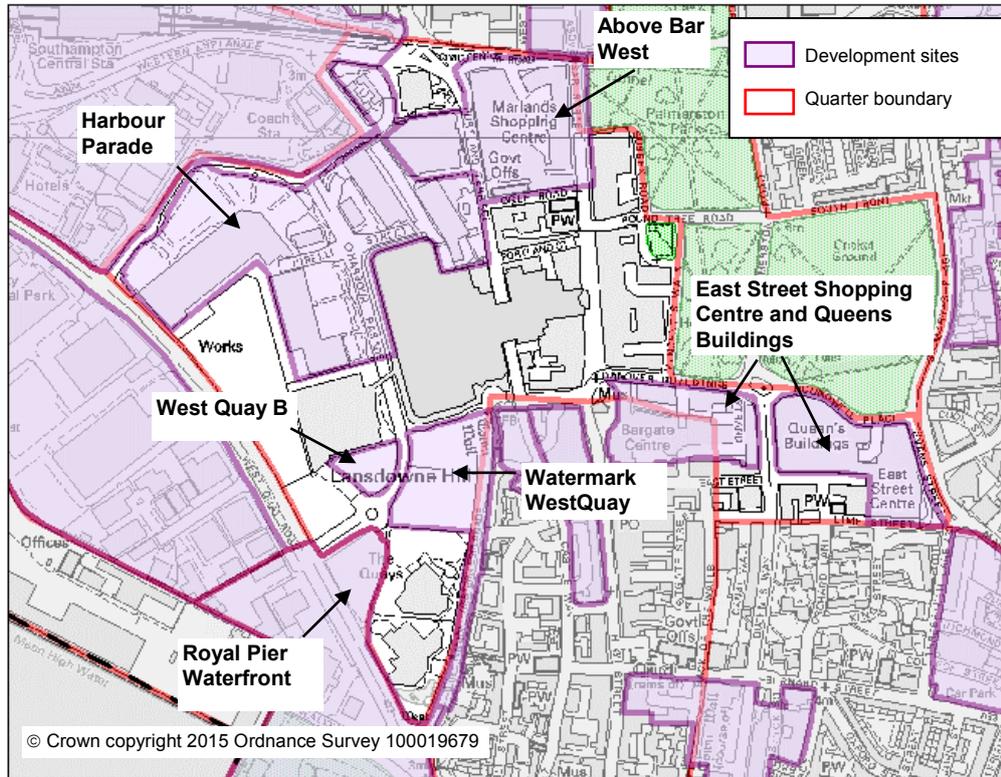
- MSA 4 Royal Pier and Town Quay
- TI 1 (i) and (ii) Safeguarding for Transport Improvements

***What Royal Pier policies will still apply?***

- None

# Heart of the City

## Area description



Map 21 Heart of the City

### Character of the area

5.57 The Heart of the City incorporates the main shopping area. This includes the 'prime' areas of the WestQuay Shopping Centre (opened in 2000) and Above Bar. The latter is a vibrant mainly pedestrian street of 2 to 4 storey typically 1950s buildings, replacing those destroyed during the war. It is one of the few parades of this date and construction surviving in Hampshire and is Locally Listed. The street is medieval in origin. It forms part of the QE2 Mile which runs north – south through the city centre, from the Cultural Quarter, alongside the Central Parks, through the historic Bargate, to the Old Town and waterfront. Just one block of shops separates Above Bar from the Central Parks to the east, although the parks are not easily visible from the main shopping street. The shopping area also includes the Marlands Centre and Asda superstore. There are weekly / specialist markets around the Bargate and East Street offers a variety of independent shops. The adjoining East Street Shopping Centre has a particularly poor environment and is almost entirely vacant but has planning permission for the comprehensive redevelopment of the site for a supermarket. The Bargate shopping centre and parts of East Street are within the medieval town but are an integral part of the main shopping area. Most of the city's bus routes traverse the main shopping area, providing good accessibility.



- 5.58 The Heart of the City Quarter also extends westwards into the MDZ, on reclaimed land. This is a lower density part of the quarter dominated by retail warehouses, IKEA, surface and multi storey car parks, the Quays Swimming and Diving complex and the De Vere hotel. There is a significant change of level from this part of the Quarter up to Above Bar. To the south lies West Quay Road, part of the strategic access to the Port.

### Development goals

- 5.59 The aim is to develop a modern, attractive and vibrant core to the city with the first priority being to enhance the existing shopping area. A series of developments will strengthen the shopping and leisure role of the area, (including Watermark WestQuay) and a redevelopment of the East Street and Bargate Shopping Centres. The QE2 Mile public realm improvements will be completed, events and markets will be supported. In the longer term there may be a partial or full redevelopment of Asda / Marlands Shopping Centre (Above Bar West), which will open further links into the MDZ, exploiting the difference in levels; and of the eastern side of Above Bar (Above Bar Parkside), which will create views of, links to and enhance the setting of the parks, with retail arcades, cafes and restaurants. Improvements to the design of the Vincent's Walk bus interchange would enhance the park and will be supported.
- 5.60 In the longer term, a coherent expansion of the shopping area westwards into the MDZ (at a higher density than current retail uses) will also be promoted. This will be phased and integrated to complement and strengthen the existing shopping area. The retail warehouse park and adjacent areas will be redeveloped to create 'city centre format' shopping streets or malls, and to form a retail circuit with the existing shopping area. Early consideration is being given to an East Street Neighbourhood Plan.

## Design guidance

- A master plan should be produced for each of the major elements in the quarter showing how high quality design will be delivered, the physical change of levels addressed and how proposals fit with development in the wider MDZ;
- Tall buildings are generally appropriate on the park edges and at Watermark WestQuay. Buildings on Above Bar should step back above 4 storeys to retain the scale of frontages;
- Development should respect and enhance the setting of the park;
- Active frontages should be achieved to the principal frontages, with building entrances and uses overlooking the public realm; active commercial uses are encouraged on the park side;
- Materials should be high quality reflecting the location and respecting the setting of the Bargate and Town Walls;
- The quarter is within Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).
- Roof top penthouses/studios and workspaces are encouraged to exploit city and park views, with terraces, balconies and roof gardens;
- Development should respect listed buildings in Portland Street, Portland Terrace and Ogle Street;
- Development close to West Quay Road and where relevant key connections should accord with policy AP 4 (the Port).

## Key connections to be improved

- The following strategic links identified in policy AP 19 will be improved:
  - (i) the 'East-West Spine'
  - (ii) 'Itchen Riverside Link'
  - (v) 'The International Maritime Promenade'
  - (vii) the 'QE2 Mile'
- The potential for a retail circuit will be created between the existing and expanded shopping area, with improved links in the Asda / Marlands and West Quay shopping centre areas; and strengthening of east – west links between the new superstore (redevelopment of East Street Shopping Centre) and Watermark WestQuay.
- Maintaining appropriate road access for the Port.

## Site policies

Policy AP 24 East Street Shopping Centre and Queens Buildings (Debenhams)  
Policy AP 25 MDZ - North of West Quay Road

### **Policy AP 24 East Street Shopping Centre and Queens Buildings (Debenhams)**

Retail-led mixed use developments will be supported at East Street Shopping Centre and Queens Buildings including retail (A1), food and drink. Residential, hotel and office uses will be supported above the ground floor. A superstore will be supported on the East Street Shopping Centre.

Development will be permitted provided that;

- (i) Proposed uses are in accordance with the retail policy on primary and secondary retail frontages (Policy AP 5)
- (ii) Active frontages are provided alongside main routes
- (iii) Improved links are created through the East Street Shopping Centre redevelopment to St Marys to include an at-grade crossing across Kingsway / Evans Street
- (iv) The setting of the Grade II\* registered park is respected and enhanced
- (v) It achieves an appropriate degree of safety in respect of flood risk.

- 5.61 The largely vacant East Street Centre acts as a barrier between St Marys Street and the city centre. Planning permission has been granted to redevelop the centre to accommodate a food store. The redevelopment of the East Street Shopping Centre provides the opportunity to reinstate the route across Kingsway / Evans Street to the St Mary's area and to revitalise the eastern end of East Street. Redevelopment will also complement proposals to remodel Kingsway and change the nature of the ring road with an at grade crossings and by filling in the subway.
- 5.62 Queens Buildings (Debenhams) look out over Hoglands Park and contribute to the setting of the park. It is on an important east west connection across the city centre and should include an active frontage. Development should have a positive relationship to the parks and building heights facing the park could be seven or more storeys. Although the East Street Shopping Centre and Queens Buildings sites are unlikely to be developed at the same time, the range of uses appropriate is the same for both sites.
- 5.63 Policy AP 15 identifies solutions to resolve flood risks issues.

### **Policy AP 25 MDZ - North of West Quay Road**

- a. At Watermark WestQuay, as shown on the Policies Map, development will be mixed use, and include retail (A1), food / drink or leisure uses. This site is also suitable for office, hotel and residential uses. Development will respect and enhance the Town Walls and their setting and create a major civic square at the foot of the Town Walls, with adjoining buildings providing active frontages. The development will enhance pedestrian / cycle links from the Bargate, through the site:
  - to Mayflower Park and the waterfront by enhancing the Western Esplanade (from the site to West Quay Road); and
  - to Harbour Parade, to connect with the wider MDZ.
- b. At the WestQuay Western Site B office development will be supported, in line with policy AP 1.
- c. At Above Bar West (Asda / Marlands shopping centre), as shown on the Policies Map, development will either include a major retail anchor store or another retail / leisure use which will maintain support for the vitality of the northern end of the primary shopping area. The site is also suitable for food / drink, office, hotel or residential uses. Any redevelopment will create a new pedestrian friendly street through the site linking Above Bar Street with the wider MDZ. Ground floor frontages will be retail led uses in line with policy AP 5. The setting of the Grade II\* registered park will be respected and enhanced.
- d. On the Harbour Parade site, as shown on the Policies Map, an appropriate retail expansion in line with policy AP 6, food / drink, and leisure uses, will be promoted. This will create a major and coherent expansion of the shopping area sufficient to maintain and enhance the regional shopping status of the city centre, in line with forecast needs to 2026, and longer term if appropriate. Within the shopping area streets will include ground floor retail or leisure uses which create so far as reasonably possible continuous 'active frontages' linking to the existing shopping area. Office, hotel and residential uses will also be supported on upper floors. A new civic square will be created adjacent to the geothermal / CHP station. The capacity of the existing combined heat and power station will be safeguarded from other development.
- e. An enhancement and increase in capacity of the coach station, with improved pedestrian links to the local bus network will be supported.
- f. Development will meet the principles set out in policy AP 20 for the MDZ overall.

5.64 Watermark WestQuay will considerably strengthen the city centre offer in the short term, and link in to the WestQuay Shopping Centre. It will create a high quality and distinctive civic square by the Town Walls, fronted by retail and leisure uses; reconnecting the city centre to the Walls, the waterfront, and wider MDZ.

5.65 The Asda store and the Marlands shopping centre are individually both key retail anchors at the northern end of the shopping area. A major retail or leisure use will be retained on the site, or in each part of the site if developed separately, to maintain the

vitality of the northern end of the shopping area. Ground floor retail frontages will be provided to Above Bar Street, Civic Centre Road, Portland Terrace, and the new route through the site from Above Bar Street to the MDZ.

- 5.66 The target for comparison retail growth in the city centre is 90,000 sq m (gross), with 53,810 sq m proposed 2013 - 2026. The first priority is to focus this retail development within the existing primary shopping area (PSA), in line with policy AP 6. However, in the longer term it is unlikely that all these needs can be met in the existing PSA. The Harbour Parade site provides the opportunity to create a coherent expansion of the shopping area in the medium to longer term to meet these wider regional needs. Therefore space will be safeguarded in this area for significant retail development (which can be part of a mixed use development). The amount of space to be safeguarded will be based on an up to date assessment at the time of a planning application of the need for expansion which cannot be met within the PSA. This will take account of unmet need and likely delivery from 2006 to at least 2026, and for the next 10 years if this extends beyond 2026, taking into account policy AP 5. Currently there is expected to be a longer term need for approximately 30,000 sq m (gross) of comparison retail development outside the existing PSA, and this will be kept under review.
- 5.67 The Harbour Parade site includes West Quay Retail Park and will accommodate an expansion of the existing shopping area into the MDZ (subject to policies Core Strategy policy CS 2 and to policy AP 6). It will incorporate new key routes from the adjacent existing shopping area and Cultural Quarter to link with the expanded shopping area, wider MDZ, Central Station and waterfront. Specifically:
- Development within an expanded retail area will be orientated to enable links into the WestQuay Shopping Centre, both at the John Lewis street level entrance; and to maintain the potential for a better quality link to the shopping floors of the centre, which are above street level. This could potentially be a new link, or a better quality link from street level to the existing footbridge which crosses Harbour Parade into the centre.
  - New shops should be provided along Western Esplanade adjacent to the WestQuay Shopping Centre as appropriate to create active frontages and enhanced links.
  - Individual phases of development will maintain the ability to create a new shopping circuit over the long term, from Above Bar, through both the WestQuay Shopping Centre and Watermark WestQuay, the expanded shopping area, the Asda / Marlands Shopping Centre, and back to Above Bar street.
- 5.68 The existing combined heat and power (CHP) station within the MDZ provides sustainable energy in the city centre. There is the ability to increase the generating capacity of this station within its existing footprint. The Council will also support an appropriate expansion of this facility within the MDZ (in accordance with policy AP 14). Development schemes will safeguard the capacity of the existing facility (either in situ or by suitable relocation).

## Table of policies to be replaced / retained

### ***Which site allocations in the Heart of the City quarter will be replaced in the CCAP?***

Local Plan Review:

- MSA6: WestQuay Phase 3

### ***Which Heart of the City policies will still apply?***

Core Strategy:

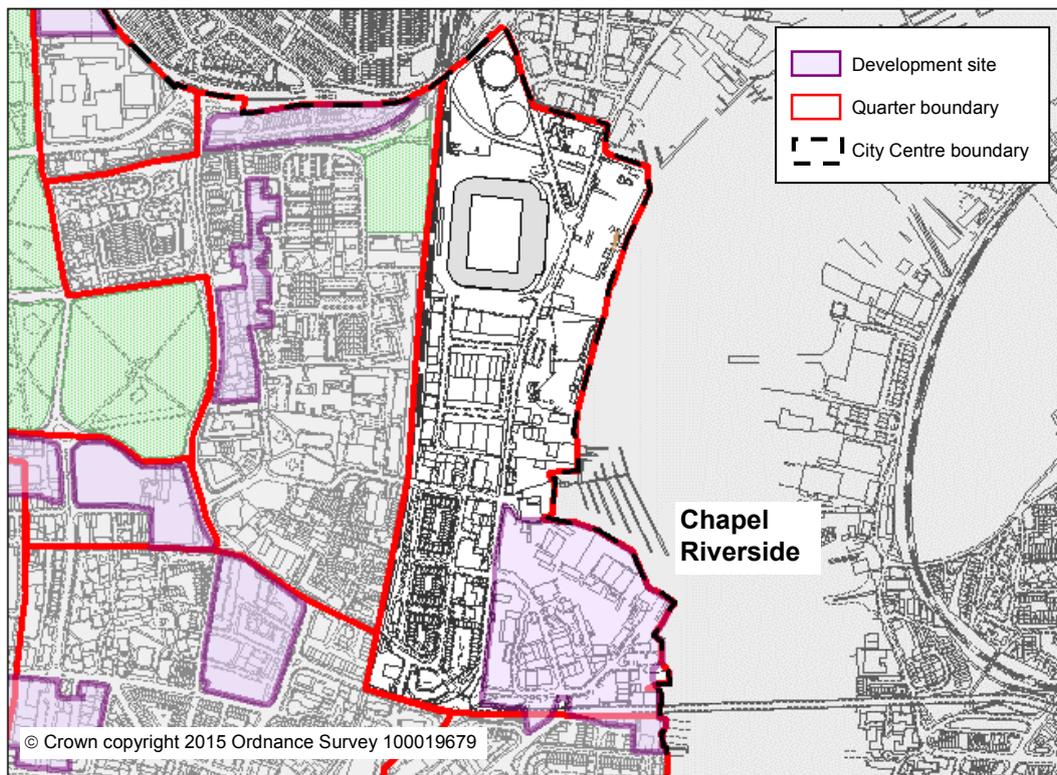
- CS 2: Major Development Quarter

Local Plan Review:

- None

## Itchen Riverside

### Area description



### Map 22 Itchen Riverside

#### Character of the area

- 5.69 This Quarter lies entirely within the Middle-Saxon town of Hamwic, which is a site of international archaeological importance. The Quarter has a diverse character comprising a working riverfront with industrial areas, residential behind, and the football stadium. As a result there is limited public access to the waterfront.
- 5.70 Moving north from the Itchen Bridge the waterfront includes water sports clubs, the Council's former depot, the listed American wharf building and leisure boat pontoons. The remainder and majority of the waterfront is taken up by active wharves, importing sand and gravel needed to support the construction industry in Hampshire.
- 5.71 Marine Parade runs north south behind the waterfront, and is busy with industrial traffic. To the west of Marine Parade lie the Basepoint Enterprise Centre, new residential development of Chapel, an industrial area (the Central Trading Estate), Southampton Football Club's St Mary's Stadium and two
- 5.72 The Quarter is bounded to the west by a railway line to the Port beyond which lie the predominately public housing areas of St Mary's and Holyrood / Queens Park. To the south lies Ocean Village marina and residential / leisure quarter. Pedestrian access from the wider city centre is constrained by the railway line, the need to walk along and cross busy roads, and the perceived distance from the shopping core.



## Development goals

- 5.73 This area provides one of the main opportunities to create a waterside residential / leisure mixed use community, including family accommodation, to enhance the attractiveness of the city centre as a place to live. In the short term, the key development site opportunity is at Chapel Riverside, offering the potential for a mixed marine / leisure / residential led waterside development.
- 5.74 The wharves to the north provide an important supply of minerals. The Council will ensure that South Hampshire's need for sand and gravel continues to be met, in line with paragraphs 4.34-4.36 and the Hampshire Minerals and Waste Plan. If the wharves can be relocated to a suitable site outside the city, or are no longer needed, there will be an opportunity to redevelop the wharves to provide (for example) a mix of waterfront residential, leisure and alternative marine employment uses. This could link the football stadium in to a wider waterside leisure based destination, with a new riverside walkway south to Ocean Village; and enhance links from the waterfront back in to the core of the city centre; providing a substantial regeneration benefit which the Council will support. The current expectation is that if this occurs, it is more likely to be in the longer term. The Council will support appropriate expansion of the football stadium. The Central Trading Estate is safeguarded for employment use. However if either the wharves are relocated, or if Southampton Football Club devise appropriate expansion plans for the stadium, it might be appropriate to pursue a regeneration incorporating the Central Trading Estate (whilst retaining some employment use, and where possible helping businesses to relocate).
- 5.75 While the mineral wharves are still in operation, the design and layout of nearby development should ensure that an appropriate level of amenity is created for residential occupiers, such that the operations of the nearby mineral wharves are not significantly constrained (e.g. by pollution legislation). This is in line with Policy 16 of the Minerals and Waste Plan.
- 5.76 The city's strategic flood defence will run through the area, and the plans for this should integrate with new development. The Flood and Coastal Erosion Risk

Management Strategy indicates that in the medium term to 2060 an interim flood wall will be required; and that as redevelopment occurs a strip of raised land should be created to form a more durable defence.

### **Design guidance**

- Master plans should be developed for the Chapel Riverside site, and for the Itchen Riverside redevelopment when it comes forward, each of which will consider the links between and beyond their respective sites;
- A vibrant waterfront should be created with continuous and attractive public access, active commercial frontages and terraces, open spaces, roof gardens and balconies facing on to the waterfront. Development should deliver attractive overlooked routes which encourage movement to and along the river front, and create a positive relationship with the football stadium;
- Development should carefully consider its roof profile when viewed from the River and Itchen Bridge;
- New development should respect listed buildings and structures including American Wharf and the Cross House.
- The quarter is within the Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area, which includes Saxon and Medieval cemeteries and associated occupation, in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).
- Development will protect biodiversity in line with policy CS 22
- The Transco PLC Southampton Holder Station on Britannia Road is a major hazard site. The Health and Safety Executive must be consulted regarding any housing or other potentially incompatible land uses within up to 300 metres of the site, as indicated on the Policies Map (depending on the type of development).

### **Key connections to be improved**

- As part of the following strategic links identified in policy AP 19:
  - (i) 'East-West Spine' from the 'Cultural Quarter', via Northam Road with the additional link on to the football stadium to be maintained and improved
  - (ii) 'Itchen Riverside Link' from the 'Heart of the City' to the Chapel Riverside area (and / or via the Marsh Lane – Chantry Road footbridge)
  - (iii) 'Itchen Bridge Link' from the Central Station, through the Central Parks and Marsh Lane and over the Itchen Bridge
- From Ocean Village, via an attractive new continuous waterside walkway and cycle way to the football stadium; and from the Oxford Street area towards Chapel Riverside

## Site policies

### Policy AP 26 Chapel Riverside

#### **Policy AP 26 Chapel Riverside**

At Chapel Riverside, as defined on the Policies Map, a high quality landmark waterfront development will be supported.

The development will be designed to integrate with links into the city centre and to promote a continuous public promenade and cycle way along the waterfront to the north and south. Within the development this promenade will include high quality waterfront public realm and 'active' frontages (e.g. restaurants, bars, etc). Wherever possible, the development should maintain strategic views across the site. Development will respect the site's archaeology and respect and enhance built heritage in line with policy CS 14.

The development will include a mix of uses, which can include all or some of the following: leisure; food and drink uses; residential; office; hotel; marine employment; education / skills; small-scale retail (under 750 sq m gross) or retail development (A1) which meets policies CS 3 or AP 7.

The development will provide public hard and for water sport activities

Development will achieve an appropriate degree of safety in respect of flood risk; and provide a strategic shoreline defence within the site, as indicated on the Policies Map; in line with policy AP 15.

- 5.77 Chapel Riverside offers an exciting opportunity to create a waterfront destination on the River Itchen, to complement Ocean Village and to create public access to and along the riverside. Following the relocation of the city's household waste recycling centre and a small waste transfer station from Chapel Riverside to Dock Gate 20, the Council's aim is to promote a waterfront development
- 5.78 A 'landmark' development means creating high quality and distinctive buildings on this key approach to the city centre visible from across the water and the Itchen Bridge. The Characterisation Study identifies a number of strategic views from the Itchen Bridge across the site to the churches of St Michael's and St Mary's, and the Civic Centre Campanile (clock tower) which are protected in policy AP 16. A clear justification will be required if these views are proposed to be lost; which considers the scale of impact, and scheme viability (having applied reasonable commercial flexibility). The design should respect and enhance the setting of the American Wharf and Cross House listed buildings, and where feasible reflect the wider maritime history of the area.
- 5.79 The development will facilitate links to the heart of the city and Oxford Street; and the provision of a continuous public waterside walkway from Ocean Village, towards (in the future) the football stadium.
- 5.80 The area contains internationally-important archaeological and heritage assets. Development will be considered in the light of policy CS 14 and the NPPF.
- 5.81 The Southampton Water Activity Centre / public hard and Crosshouse public hard lie within the site and are important community facilities for water sports. Public hard and

associated facilities should be retained or re-provided and integrated into the development to meet the needs of these users (including for local car parking).

- 5.82 In respect of retail development the site is in an 'out of centre' location. Any proposal with retail floorspace of 750 sq m or more will be considered against national retail and Core Strategy policy CS 3. Retail development which is still clearly of a scale and type to be directly ancillary to the wider proposal and / or meets neighbourhood needs will be supported, subject to considering these policies.
- 5.83 The site can include some office or small scale business uses, although given the overall aim of delivering a key waterfront site, this is not a requirement. Marine employment is an important sector in South Hampshire's economy. The site benefits from a waterside location and can create an opportunity to provide space for marine industries, provided waterside access is designed to protect the adjacent ecology designation. If the site is to be successfully developed for this use, it is possible other uses would need to be excluded. In this case the requirements for a mix of uses and a landmark will not apply. A public promenade should still be provided along the waterfront where possible.
- 5.84 In transport terms, the site enjoys a city centre location although is some distance from the main rail and bus interchanges. Proposals for a major destination facility on the site will require innovative solutions to link with these interchanges and, along with all uses, to reduce and manage the level and effects of road traffic, in line with policy AP 18.
- 5.85 Policy AP 15 identifies solutions to resolve flood risk issues. These should be factored in to the planning, design and layout of the site at an early stage. This site is particularly low lying and may need to be raised to ensure that flood depths do not affect the structural soundness of development. This will be established through a flood risk assessment.
- 5.86 The Flood and Coastal Erosion Risk Management Strategy indicates that the strategic shoreline defence for the city should run through the site. Given that this area is subject to greater and more immediate flood risk, and the importance of creating strong public access to and along the waterfront, the defence will be provided with and integrated into the wider design of the development, in line with policy AP 15.
- 5.87 The site includes major storm overflow tanks. These form a part of the city's drainage infrastructure, and it is expected that they will need to remain. A continuous public promenade will be provided along the waterfront. The presence of the storm tanks may constrain the ability for some schemes to fully provide active frontages along all of this promenade, although this will need to be demonstrated. Development may need to be designed to mitigate odours from the tanks. Development will need to respect nearby ecology designations (for example in relation to any tall buildings, and recreational disturbance, and access to the waterfront for marine industries Core Strategy policy CS 22) and manage any site contamination (Local Plan Review policy SDP 22) (see paragraph 4.152 and Appendix 3).
- 5.88 Development can either occur on a comprehensive basis across the site or in phases on parts of the site. A proposal for partial development of the site will be accompanied by a master plan for the whole site to illustrate how it could join with future phases to be consistent with the comprehensive objectives for the site set out in this policy.

## Table of policies to be replaced / retained

### ***Which site allocations in Itchen Riverside will be replaced in the CCAP?***

Local Plan Review:

- None

### ***Which Itchen Riverside policies will still apply?***

Core Strategy:

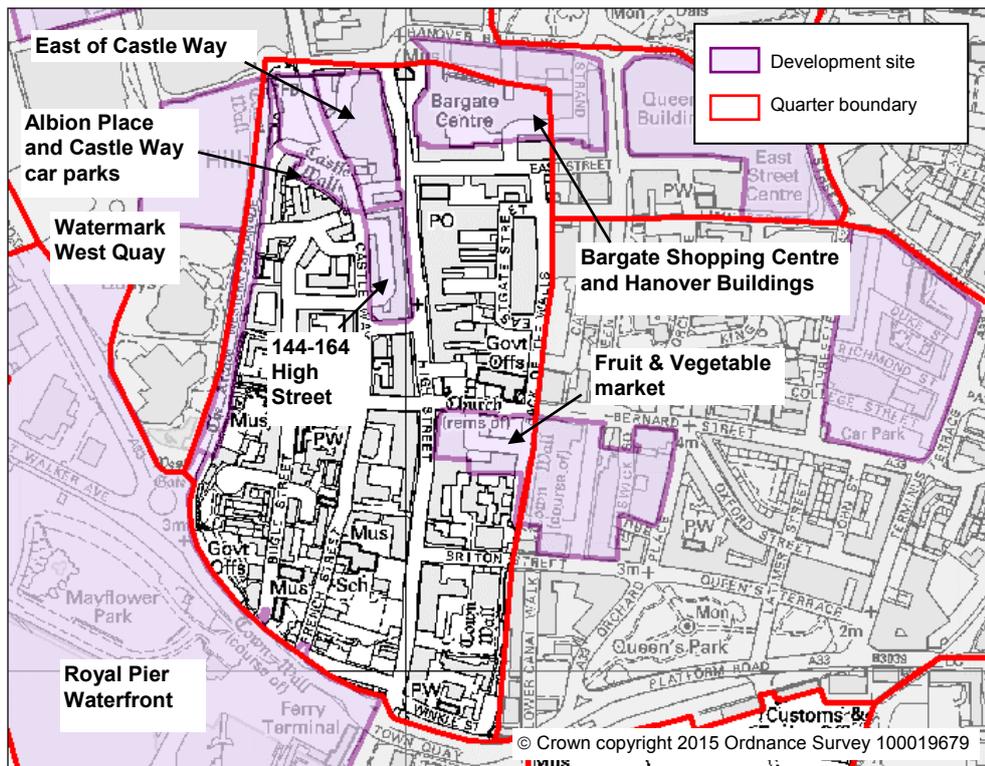
- None

Local Plan Review:

- None

# Old Town Quarter

## Area description



### Map 23 Old Town

#### Character of the area

- 5.89 The Old Town is the historic medieval core of the city, defined by the Town Walls and ditches. This quarter has an attractive character due to its mix of historic buildings which reflect many eras of the city's history, and it is a popular residential neighbourhood and a burgeoning area for small independent restaurants. It has seen several major residential schemes implemented in recent years such as those at the French Quarter. There have been major street enhancements with the QE2 Mile forming a high quality pedestrian friendly street running through the Old Town linking the main shopping area to the waterfront.
- 5.90 The quarter falls within the Old Town Conservation Area and can be divided into 3 areas. The Medieval Old Town is mainly residential with a few small scale businesses set amongst narrow streets and 2 – 3 storey buildings. The commercial High Street and land behind has a mix of shops and offices, pubs, bars, cafes and hotels. There will be redevelopment of industrial and warehouse units on the Fruit and Vegetable Market site at the junction of Queensway and Bernard Street which crosses the Old Town and Holyrood / Queens Park quarters. There is a lively character to the northern High Street but with most activity focussed towards the evening economy. Upper floors have some office and ancillary accommodation related to their ground floor uses. East Street and the northern part of the High Street lie within the Primary Shopping Area and within the evening zone where later opening hours are permitted.

5.91 The area is rich in buildings, archaeology, structures and sites that are Scheduled or listed as being of national importance and whose settings should influence all development decisions in the area and adjacent areas. Amongst these protected buildings, there are pockets of poor quality post war development, which reflects the post-war rebuilding of the city. The Town Walls have not only defined the way the city has developed but have immense importance in terms of linking Southampton to its past. A Conservation Area Appraisal was undertaken in 2008 to review the conservation areas within the Old Town, and it identified those characteristics that make the Old Town special. That appraisal will be used to inform the approach to proposals for development in the Old Town. In addition the Old Town Development Strategy sets out urban design principles and a framework for development and should continue to guide future development.

5.92 Current uses and key elements include:

- Residential – including family homes with gardens, flats and elderly persons accommodation
- High Street and East Street ground floor retail and food and drink uses and upper floor commercial uses
- Restaurants, bars and cafés
- Hotels and leisure
- Bargate Shopping Centre
- The Bargate and Town Walls
- Medieval vaults
- Fruit & Vegetable Market
- Significant archaeology and a large number of Listed Buildings
- Car parking (Eastgate Street multi storey car park and Gloucester Square)
- Surface car parking (Albion Place and Castle Way)
- To the south lies Town Quay Road, part of the strategic access to the Port

### **Development goals**

5.93 Significant redevelopment has already taken place within the Old Town including the French Quarter, Merchants Quarter and City Court. This Quarter includes major development sites at Fruit and Vegetable Market (also in Holyrood/Queens Park), east of Castle Way (West Quay Eastern Site) and the Bargate Shopping Centre. There will also be significant public realm improvements such as around the Bargate. Outside these sites, there will be selective redevelopment of the degraded parts of the Old Town, alongside sensitive management of the historical assets. The Old Town will also be promoted as a restaurant quarter, part of an evening zone and will benefit from stronger links through the quarter. There are also opportunities to attract speciality shopping and boutique hotels to the quarter.

5.94 The Fruit and Vegetable Market site is located in a key position between the High Street and main shopping area to the north-west and Ocean Village and Oxford Street to the south-east. It is identified in the Master Plan as a key site for a mixed use development. It is proposed that to the east of Castle Way (West Quay Eastern Site) redevelopment will be retail-led; whilst proposals for redevelopment of the Bargate Shopping Centre may include retail, food & drink and upper floor residential, hotel and office uses. A mix of uses will be sought in any future development of 144-164 High Street, together with replacement of Albion Place and Castle Way surface car parks with open space, and possible limited development which complements visitor and

leisure use in this important historic site and highly sensitive to the setting of the Town Walls.

- 5.95 The Council aspires to bring back into use the historic vaults of the Old Town (primarily in the south and west of the quarter) and continue to improve the public realm. Town Quay Park is designated open space, and benefits from the character of surrounding heritage assets. Any proposals to enhance this open space must protect, conserve and where possible bring back into use the medieval vaults.



### Design guidance

- The area around the Bargate provides the transition from the modern city on Above Bar to the historic Old Town on the High Street and should be enhanced to better reflect the sense of enclosure and historic setting of the Town Walls and to create a better 'sense of place' to the entrances to the medieval Old Town
- The quarter is within the Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).
- The fine grain of the streets should be maintained and re-instated where possible and appropriate
- Active frontages will continue to be encouraged with opportunities taken for public realm improvements
- Particular effort should be made in regard to scale and massing of development and new development must respond sympathetically to the strong historic character of the Old Town taking opportunities to reinstate the Medieval street pattern rhythm of development fronting the High Street and other streets where appropriate

- Development should respect listed buildings and the medieval vaults
- Development should avoid a ‘pastiche’ approach and there is a place for high quality contemporary design that follows design principles for this quarter
- Materials should be high quality reflecting the location and respecting the setting of the Bargate and Town Walls
- Important views north towards the Bargate and west to St Michael’s Church spire which dominates the character area along St Michael’s Street should be maintained.
- High level links between the Bargate and the Town Walls should be reinstated
- Views of the Town Walls should be opened up and the location of remaining Walls exposed as part of public realm improvements schemes, where possible.
- Where relevant, development and key connections should accord with policy AP 4 (the Port).
- For the very southern end of the quarter, see paragraph 4.164 regarding the MoD’s explosives consultation zone.

### **Key connections**

- As part of the following strategic links in policy AP 19:
  - (v) ‘The International Maritime Promenade’ from the Bargate west through the future Watermark WestQuay development into the wider MDZ
  - (vi) ‘Ocean Village Link’ linking the main shopping area along the High Street and on to Ocean Village
  - (vii) the ‘QE2 Mile’ along the High Street to the Old Town and waterfront
- Connections to the lower part of the Old Town including Tudor House Museum and east along Bernard Street to Oxford Street, Ocean Village and the waterfront

### **Site policies**

Policy AP 27 Fruit & Vegetable Market (*NB. site also in Holyrood / Queens Park quarter*)

Policy AP 28 Bargate sites (East of Castle Way, Bargate Shopping Centre and Hanover Buildings)

Policy AP 29 Albion Place and Castle Way car parks

Policy AP 30 144-164 High Street

### **Policy AP 27 Fruit and Vegetable Market**

Development of this key site provides the opportunity to regenerate the area, reconnecting it with the shopping area and the waterfront, and enhancing the setting of the surrounding heritage assets.

A residential led mixed-use scheme will be supported including offices and research and development. Small scale retail (A1) (under 750 sq m gross), food and drink (A3 and A4), non-residential institutions that encourage activity on the High Street and Bernard Street frontages will also be supported.

Any proposal for the development of the area will:

- (i) Result in improvements to the public realm
- (ii) Include appropriate open spaces
- (iii) Achieve an appropriate degree of safety in respect of flood risk in line with policy AP 15
- (iv) Achieve the re-identification of the line of the medieval wall through the design of the buildings, public art and public realm
- (v) Be designed to mitigate any conflicts with the existing B2 industrial use and nightclub at Orchard Place.

- 5.96 The site is partly within the Old Town conservation area and is also wrapped around by the Oxford Street conservation area to the east. Both of these have been subject to character appraisals which should be used to inform redevelopment proposals for the site.
- 5.97 The line of the medieval Town Walls runs through the site as does that of the town ditch. This is within an area of national archaeological importance and is likely to contain significant and important archaeological remains. Further information is detailed in the Old Town Conservation Area Appraisal. Early discussions should be held with the Council's historic environment team.
- 5.98 The Council will support a residential – led mixed use scheme including uses that generate additional street life, including office uses, food and drink, small scale retail, and non-residential institutions. Part of this site includes the Martin's Rubber firm (B2 use) and 1865 nightclub and was previously safeguarded for employment (Brunswick Square). As the redevelopment of the site will bring strong planning benefits it is considered appropriate to release the site from this safeguarding. The redevelopment of the wider site should provide an element of employment generating uses i.e. small scale office and small business units that are compatible with a residential environment.
- 5.99 The site has the potential to facilitate movement and improve activity along important routes towards Queens Park, Oxford Street and Town Quay / Royal Pier and as part of the Green Mile identified in AP 19. To maximise this potential the High Street and Bernard Street frontages should include uses (at ground floor level) that generate activity.
- 5.100 The redevelopment of the site offers an important opportunity to vastly improve the surrounding public realm and contribute to the strategic links from the High Street to Oxford Street and from Central Parks to Queens Park. Any proposal would therefore need to clearly demonstrate how it will incorporate hard and soft landscaping into the

scheme, and create strong and attractive routes as part of the development to contribute to these strategic links.

- 5.101 The site is a key site in the city centre and is one of the few big enough to be able to provide public open space as part of its redevelopment. Proposals should therefore seek to provide open space/s as part of the redesign and improvements to the public realm.
- 5.102 There are a number of listed buildings and scheduled ancient monuments located on the edge of the site which will be affected by any redevelopment proposals. These include St Michael's Church, Holy Rood Church, the former Globe Public House on Bernard Street, 55-58 and 123-126 High Street. It is vital that these are considered from the outset to ensure that development enhances their setting and retains strategic views to St Michaels Church spire. The medieval wall is still very noticeable to the south of the site; redevelopment should seek to re-identify the line of the wall as part of the design proposals. The line of the medieval town ditch (moat) is still readable in the development between Canal Walk and Queensway.
- 5.103 Policy AP 15 sets out solutions to resolve flood risk, which should be factored in to the planning, design and layout of the site at an early stage.

#### **Policy AP 28 Bargate sites (East of Castle Way, Bargate Shopping Centre and Hanover Buildings)**

Retail-led mixed use redevelopment is promoted on the site to the east of Castle Way (corner of Bargate Street / Castle Way), Hanover Buildings and the Bargate Shopping Centre. Appropriate uses include retail (A1), food and drink and upper floor residential, hotel, commercial B1 (a) and (b), cultural and leisure uses. The Bargate Shopping Centre is identified as Primary Retail Frontage however flexibility will be shown to deliver retail or leisure uses next to the Town Walls.

Development will be supported where;

1. The access to, views and setting of the Town Walls are improved by opening out the areas immediately surrounding the walls, introducing attractive pedestrian routes and uses with active frontages alongside them and improving legibility and linkages with other sections of the Town Walls
2. Proposed uses are in accordance with the retail policy on primary and secondary retail frontages
3. Active frontages are provided alongside main routes
4. Improved pedestrian links are created through the site
5. The Shopmobility facility is retained or provided in a similarly central location
6. Development fronting High Street provides a high quality entrance to the Bargate shopping centre and enhances the setting of the Bargate
7. The build edge around Bargate is realigned to follow the historic street pattern and development safeguards the opportunity for, or facilitates, a

high-level bridge link. Development should seek to retain and incorporate the Art-Deco façade of the former Burtons building into any new development proposals.

8. Development includes pedestrian links to the East Street shopping area along the line of the Town Walls and the redevelopment of the Eastern site includes a connection through from the High Street to Castle Way continuing the line of East Street.
9. Development respects and enhances the setting of the Grade II\* registered park.

5.104 The Bargate area is part of Southampton city centre's main retail area and is important in linking Above Bar and the WestQuay shopping centre to the north with the High Street and down to the waterfront. The Eastern Site is part of the MDZ and has a key strategic location between the Watermark WestQuay development site and Above Bar and the Bargate. It has a central location on the cross roads between the QE2 Mile and on a key east west route. However there are high number of vacancies in the retail units around the Bargate and the Bargate Shopping Centre itself is vacant and boarded up. This quarter will therefore see significant change during the plan period including the redevelopment of a failing shopping centre.

5.105 Redevelopment of the Bargate Centre, Hanover Buildings and the Eastern Site provide opportunities for high quality retail led redevelopment and public realm improvements to open up and improve the surroundings of the Town Walls and the Bargate monument itself. Although these sites are identified as part of the primary shopping area, there will be flexibility about the mix of uses to capitalise on this heritage which could include additional food and drink uses in the Bargate Centre next to the Town Walls and hotel, residential commercial and leisure uses on a new frontage along Castle Way. In addition these sites are within the Bargate and Below Bar evening zone and are appropriate for extended opening hours. Redevelopment should strengthen East Street as a shopping area by improving pedestrian links and entrances to the street and by drawing people south of Bargate Street.

5.106 The Bargate is a medieval town gate which forms the principal entrance to the Old Town and is a key local landmark. It is a Grade I Listed Building and Scheduled Ancient Monument. Until the 1930s the Bargate was connected to the Town Walls, following which adjoining sections of wall were demolished to make way for new roads. Redevelopment should realign the new buildings more closely around the Bargate to follow the historic street pattern and mark the entrance to the Old Town. Developers should also investigate the potential and viability of retaining the façade of the Burtons building on the corner of Bargate / Hanover Buildings within the design of the new buildings. There is also an opportunity in the future to physically connect the Bargate at a high level with the remaining Town Walls. Development should be designed to either safeguard or to facilitate this link. Development must also open up access to Town Walls east of the Bargate to Polymond Tower and improve their setting. In addition, the line of the Town Walls south from Polymond Tower through the Bargate Shopping Centre site should provide a new pedestrian link to East Street with interpretation provided. Servicing will be a key consideration in any development proposal in order to ensure that these improvements are not compromised.

5.107 The scale and height of new development should respect and enhance the setting of the Bargate and Town Walls.

- 5.108 Redevelopment of the Hanover Buildings site provides the opportunity for a retail led redevelopment to reveal the Town Walls, opportunities to provide active frontage to the rear of the properties and maximise views over the park. Hanover Buildings is identified as secondary shopping frontage with no restrictions on the balance between A1 and A2-A5 retail uses.
- 5.109 The Shopmobility facility (east of Castle Way) provides an important service to enable all people to be able to move around the city centre. If it is relocated from the site it should be to a similar location in the city centre close to bus services and the primary shopping area.

**Policy AP 29 Albion Place and Castle Way car parks**

Albion Place car park, immediately in front of Castle Bailey Wall, will be developed as new public open space.

Limited development will be supported at Castle Way car park only if it complements visitor and leisure use in this important historic site and is highly sensitive to the setting of the Town Walls. Development will be small scale, have no negative impact on the Town Walls or their setting; and retain views looking into and out from this part of the Old Town. If development cannot be achieved which meets these criteria, Castle Way car park will provide new public open space.

Castle Way / Albion Place / Portland Terrace is identified as a location for a bus super stop. Proposals will be supported for this super stop and supporting facilities providing they are of high quality design and have no negative impact on the Town Walls and their setting.

The design of new public space and any development on these sites must improve the setting of the Castle Bailey and Town Walls, include the provision of a public footpath along the Town Walls and maintain links from Bargate to Watermark WestQuay.

- 5.110 Land to the north of the Castle Bailey Walls is allocated for new public open space and could include a seating area with landscaping. Converting the car park (Albion Place) to open space will improve the setting of the Castle Bailey Walls and the Town Walls, and provide an attractive place to sit for residents, shoppers and visitors.
- 5.111 The Castle Way car park is part of phase 2 of the development agreement with Hammersons on Watermark West Quay. It may be suitable for small scale mixed use development with some open space providing it has no negative impact on either the structure of the Town Walls or their design and setting. Any proposed development should retain views of the Town Walls looking into and out of the Old Town. Development must be small lightweight structures and not lead to damage or deterioration of the walls during construction or use. Development must retain access and a spacious, landscaped pedestrian route alongside the Town Walls.
- 5.112 It also provides the opportunity for a bus super stop to better serve the city centre, West Quay and the Old Town in general. The redevelopment of this stop and any supporting facilities such as waiting areas will be subject to the same criteria above and should also assess the impact of traffic vibrations on the walls and pollution from

lay over buses. If the provision of a super stop has a negative impact, alternative locations nearby should be considered.

#### **Policy AP 30 144 -164 High Street**

The land fronted by 144-166 High Street is allocated for a retail led mixed use redevelopment including retail (A1), food and drink, offices and residential. Further uses for tourism are appropriate including hotel. Development at ground floor level will provide active frontages with residential and offices confined to the upper floors.

Proposals for redevelopment will be permitted which deliver comprehensive development to respect the character and setting of buildings fronting the high street.

- 5.113 The style of this block typifies much of the post war building in the city centre. There is potential for redevelopment of the block to provide opportunities for retail led mixed use redevelopment including food and drink and tourism uses. The frontage is identified as secondary retail frontage and therefore a range of uses would be acceptable at ground floor level which provides active frontages. The major public realm improvements along the High Street (part of the QE2 Mile) are stimulating investment in restaurants, and bars, and the Council wishes to encourage such uses.
- 5.114 The site falls within the designated evening zone and is appropriate for extended opening hours (See policy AP 8). The impact of these types of neighbouring uses needs to be taken into account in the redevelopment of this site.
- 5.115 The Old Town Conservation Area Appraisal refers to the rich mix of architectural styles characterising the stretch of buildings (nos. 12 to 37) which front the High Street opposite 144 – 164 High Street. In particular, an Italianate style runs through banks, chambers, and commercial buildings, with strong vertical rhythm and rich in architectural details. A number of these buildings are statutorily protected as heritage assets and others still recognised for their historic importance. The block reflects the sense of symmetry and grand scale in the proportions of these buildings through simpler details.
- 5.116 Proposals for redevelopment should have careful consideration for the character and setting of the buildings between nos. 12 to 37 which lies directly opposite the block. In particular, a proposal should respect the established form of building height and quality of architectural design.

## Table of policies to be replaced / retained

### ***What site allocations in the Old Town will be replaced in the CCAP?***

Local Plan Review:

- MSA 6 West Quay Phase 3
- MSA 9 Lower High Street

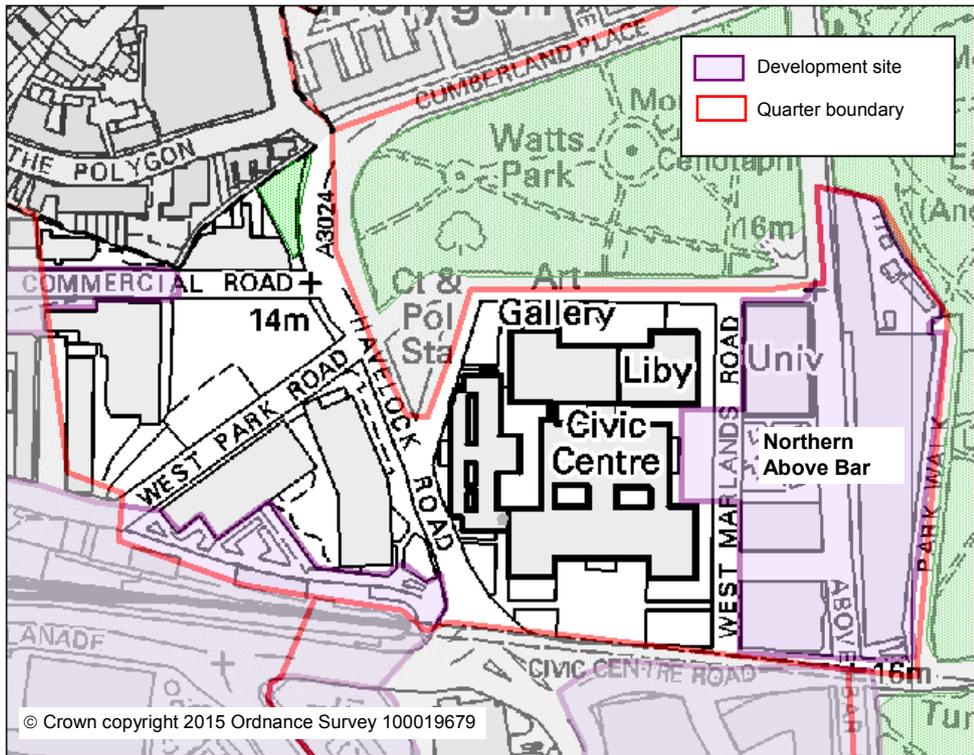
### ***What Old Town policies will still apply?***

Core Strategy:

- CS 2 Major Development Quarter

# Cultural Quarter

## Area description



**Map 24 Cultural Quarter**

### Character of the area

- 5.117 The Cultural quarter is located to the north of the main shopping area. The distinctive Grade II\* listed Civic Centre with its clock tower (campanile) acts as a key landmark within the city centre and provides a strong identity as a symbol of civic pride for the city. Other buildings on Above Bar Street are locally listed whilst the Victorian Central Parks wrap round the north and east areas of the quarter.
- 5.118 Guildhall Square forms a major new civic space fronted by the Guildhall, the Sir James Matthews Building (Solent University) and new offices with links through to the parks. The busy main roads (Havelock Road and Civic Centre Road / New Road) create some challenges for pedestrian and cycle movement towards the Central Station and main shopping area.
- 5.119 The current mix of uses includes:
- Offices
  - Civic Centre Guildhall (regional entertainment venue)
  - Civic Centre library, art gallery and regional SeaCity Museum

- Retail, business services and restaurants / cafes around Guildhall Square and along Above Bar Street
- Educational uses of Sir James Matthews Building for Southampton Solent University
- Mayflower Theatre
- BBC Broadcasting Centre
- Residential



### Development goals

- 5.120 A new arts complex with auditorium, studios, media hub and gallery spaces is being developed on the eastern side of Guildhall Square as part of a mixed use scheme to include ground floor cafes and restaurants with residential units at upper floor levels exploiting the views over the parks.
- 5.121 The area will be the focus for civic and cultural activity with an increasing number of events being held in the Guildhall Square, complementing the attractions in the Arts Complex, the SeaCity Museum, library, Guildhall, art gallery, theatre and adjoining parks.
- 5.122 The new Mayflower Halls development includes student accommodation and a retail unit. Development in the quarter will help to link Mayflower Theatre and the Central Station to the Guildhall Square and the QE2 Mile.

## Design guidance

- Development should respect the character and setting of nearby listed buildings and parks and the strategic view to the Civic Centre campanile
- The quarter is within two Local Areas of Archaeological Potential; LAAP 7 'Bannister's Park' and LAAP 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).
- Tall buildings are appropriate on the park edges
- Active commercial frontages should be achieved to the principal elevations including the park side
- Redevelopment of the eastern side of Above Bar should better exploit views across the park, and establish routes and incorporate views through from Above Bar to the parks.

## Key connections to be improved

- As part of the following strategic links in policy AP 19:
  - (i) 'East–West Spine' to include civic space improvements at the front of the Civic Centre (link vi follows the same route from the station and along New Road)
  - (vii) the 'QE2 Mile' from Above Bar, along the High Street to the Old Town and Waterfront
- From Guildhall Square into Andrews Park and across to Southampton Solent University
- Enhanced crossing points for pedestrians and cyclists from Central Station, along Civic Centre Road and New Road, including new spaces and redesigning routes

## Site policies

### Policy AP 31 Northern Above Bar

#### **Policy AP 31 Northern Above Bar**

Guildhall Square and Northern Above Bar may include:

- (i) educational and cultural facilities;
- (ii) leisure uses - restaurants, cafes and bars at ground and mezzanine levels;
- (iii) small scale retail uses (A1) (under 750 sq m gross)
- (iv) residential at first floor level or above;
- (v) offices (Use Class A2 and/or B1a) at first floor level of above;
- (vi) hotels

Development which meets the following design principles will be supported:

- a. Andrews Park is connected to Guildhall Square through the creation of a pedestrian street, through the new Arts Complex site;
- b. At ground floor level active frontages are provided to Above Bar Street, the new pedestrian street to Andrews Park and to the park side;
- c. Development is of a scale and design compatible with the Guildhall that respects the primacy of the Guildhall portico and Civic Centre campanile and presents a high quality frontage to both Guildhall Square and Andrews (East) Park;
- d. High quality public space is provided incorporating public art;
- e. Development respects and enhances the setting of the Grade II\* registered Parks.

5.123 This part of Above Bar Street will be a dynamic and creative space which nurtures the creative economy, contributing to the long term prosperity of the city. It is a major opportunity for the city centre to develop its cultural and leisure profile and assets, including further enhancing the commercial leisure sector adjacent to the main shopping core to complement the retail offer. To achieve this the Council needs to facilitate a mix of uses and cultural elements. Retail uses should be small scale (less than 750 sq m) or accord with policies CS 3 and policy AP 5.

5.124 The quarter is already made up of high quality cultural elements such as the City Art Gallery, Mayflower Theatre, the Guildhall, SeaCity Museum and newly refurbished Guildhall Square. The New Arts Complex will create contemporary arts spaces for a range of occupiers.

5.125 In design terms the frontage to Andrews Park should be treated as being of equal importance to the frontage to Above Bar Street. The Council's parks depot, including open storage, should be re-provided on site or in a suitable alternative location.

#### **Table of policies to be replaced / retained**

***What site allocations in the Cultural quarter will be replaced in the CCAP?***

Local Plan Review:

- MSA 5 Civic Centre and Guildhall Square
- MSA 10 Mayflower Plaza

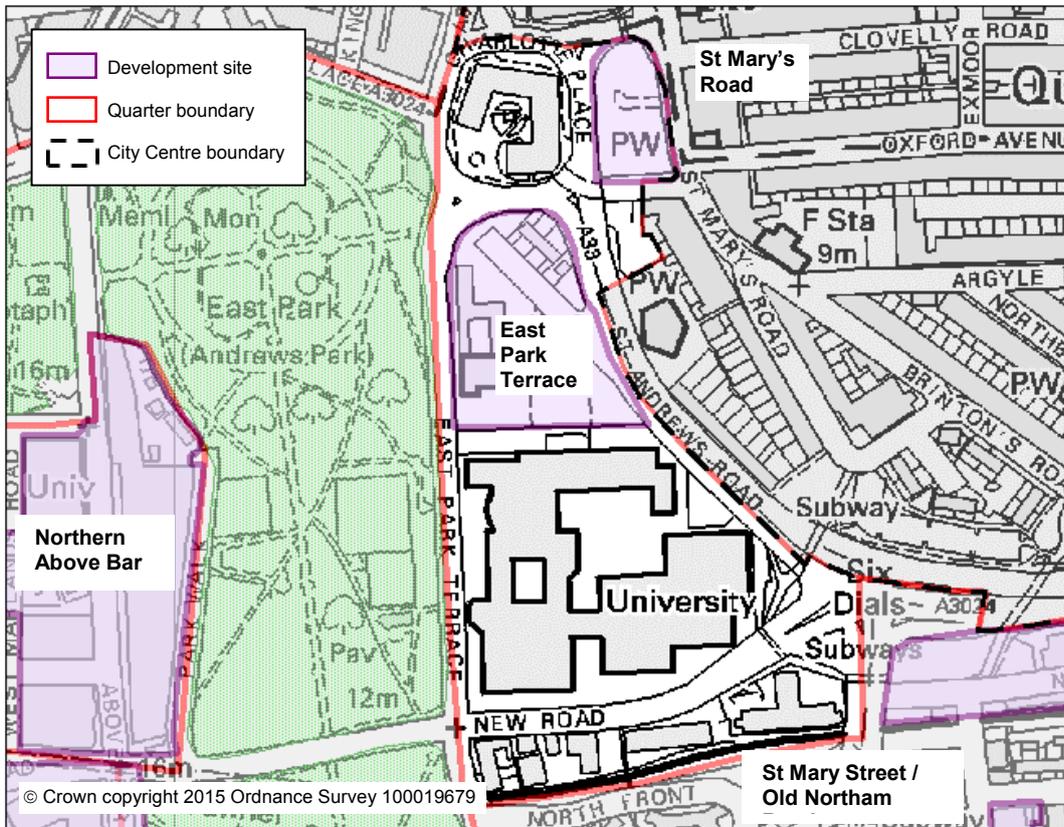
***What Cultural Quarter policies will still apply?***

Core Strategy:

- CS 2 Major Development Quarter

# Solent University Quarter

## Area description



Map 25 Solent University Quarter

### Character of the area

- 5.126 The Solent University Quarter is one of the smallest quarters. The area is dominated by the main campus of Southampton Solent University on East Park Terrace. The Quarter is located east of Andrews Park (a Grade II\* registered park) and is in the northern half of the city centre. The remainder of the Quarter consists of Charlotte Place (offices and a hotel) located within a large roundabout and vacant sites at East Park Terrace and St Marys Road. To the east of the Quarter are the Six Dials road junction and St Andrew's Road, to the north is the Charlotte Place roundabout (all part of the secondary access to the Port) and to the south running through the Quarter is New Road, all of which have a major impact on pedestrian connectivity.
- 5.127 The main role of the Quarter is educational associated with Southampton Solent University. Other uses include offices and hotels. Within close proximity to the site there are also residential, sport and leisure uses, small shops, places of worship and the Royal South Hants Hospital. The northern part of the Quarter forms an important route from the city centre into the adjacent residential neighbourhood of Newtown & Nicholstown, a deprived inner city multi-cultural community.

## Development goals

5.128 It is expected that the University will intensify its use of the existing campus (which is safeguarded in Core Strategy policy CS 11 for University use) and also expand onto adjacent land to the north. In the longer term, additional development land may be created as part of the redesign of the Six Dials road junction.

5.129 Other future uses for the Quarter could include:

- Research
- Offices
- Residential or Student accommodation
- Hotel
- Sport and Leisure
- Community uses



## Design Guidance

- Buildings to have a positive relationship with all of the highly visible frontages (to the Park, Charlotte Place and St Andrews Road) and make a strong architectural statement at the northern end of the East Park Terrace site, opposite Charlotte Place
- Ensure that all future tall buildings at the Solent University campus address the street and parks sympathetically and with regard to the human scale of the existing established grain in the adjacent residential neighbourhood to the Quarter
- Public realm will be improved with a new University square on the axis of the Guildhall and the site made more permeable to pedestrians (north to south and east to west)
- Accessibility and connectivity to the parks will be improved

- The quarter is within the Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).
- Redevelopment of the existing Southampton Solent University campus may enable land to be freed up at the Six Dials road junction. Redevelopment should create a 'Gateway' development and help to enable the removal of subways and the provision of improved pedestrian access from the east (St Mary's).
- Where relevant, development access and key connections should accord with policy AP 4 (The Port).

### Key connections

- As part of the strategic link (i) 'East-West Spine', east to Northam and St Mary's and west to link through the parks to the Cultural Quarter, the shopping core and the Central Station.
- Across Charlotte Place roundabout linking to the St Mary's Road site and into the surrounding residential area (including a link to the Royal South Hants hospital and minor injuries unit)
- Improved links between the main East Park Terrace campus across Andrews Park to the University building in Guildhall Square

### Site policies

Policy AP 32 East Park Terrace  
Policy AP 33 St Mary's Road

#### Policy AP 32 East Park Terrace

Development of this prominent edge of park site provides an important opportunity for the expansion of the Southampton Solent University while making a strong architectural statement and improving the public realm.

Development for educational uses and related facilities (e.g. student accommodation, research, media, arts, culture and sports facilities etc) enabling the expansion of Southampton Solent University and related activities will be supported.

If all, or part, of the site is not needed for Solent University's expansion then the following uses would be acceptable as part of a mixed development or a joint venture with the University:

- (i) B1 (a) and (b) Office/s in line with policy AP 1;
- (ii) Residential;
- (iii) Education (e.g. new secondary school);

- (iv) Hotel;
- (v) Community uses; and
- (vi) Media / Arts

Development will be designed to respect and enhance the setting of the Grade II\* registered parks and improve the connectivity with the surrounding area making it more accessible to pedestrians and cyclists and providing a more attractive public realm. It should be set within an overall masterplan to guide future proposals.

Development will also result in a strong architectural statement being made at the north end of the East Park Terrace site that makes the most of this prominent location on Charlotte Place, together with public realm improvements along St. Andrew's Road to create a more prominent and attractive frontage to this key approach into the city. This should be factored in to the planning, design and layout of the site at an early stage

- 5.130 East Park Terrace is a cleared site situated on the eastern edge of the Grade II\* registered historic park, Andrews Park, and immediately to the north of the current University campus. To the east the site is bounded by St Andrews Road; to the south is the existing main campus of Southampton Solent University and to the north is the redeveloped Charlotte Place Island.
- 5.131 The heights of buildings in this locality vary considerably ranging from 2 to 16 storeys, with the majority of buildings in proximity to the site consisting of 4 storeys or more. The site is in an important location with three highly visible frontages – to Andrews Park, to St Andrews Road and to Charlotte Place.
- 5.132 As the site is adjacent to the main campus of Southampton Solent University the site offers an opportunity for the University to expand its educational facilities. It also offers an opportunity to provide related facilities, such as sports, research and development, media / arts / cultural facilities, student accommodation etc. These research and other facilities could be linked to start up enterprises from the University or private ventures which in turn could positively contribute to graduate retention rates. The CCAP does not seek to safeguard a specific parcel of the expansion site in order to give the University greater flexibility over the location of any new buildings.
- 5.133 In order to allow for greater flexibility, if all or part of the site is not needed by Solent University then redevelopment of the site also has the potential to provide a mix of different uses which could include any of the following; offices, hotel, other educational use, residential, and community uses not associated with the adjacent University. The site may have the potential to provide a secondary school in the city centre. This use could have a particularly beneficial relationship with the University, and should receive careful consideration.
- 5.134 The edges of the Central Parks are identified as areas that could take greater building heights. The site overlooks Andrews Park and development offers an important opportunity to define the edges of the park, and improve accessibility and connectivity through the site both east to west and north to south.
- 5.135 The site also occupies a prominent location on Charlotte Place and development on this part of the site will be required to make a strong architectural statement. Redevelopment should take the opportunity to improve the quality of the surrounding public realm, increasing the amount of soft landscaping and making it a more attractive place for pedestrians and cyclists.

### **Policy AP 33 St Mary's Road**

In order to bring this site into active use and to realise its development potential the Council will adopt a flexible approach to the uses within the development.

The following uses will be supported either individually or as part of a mixed use scheme:

- (i) Residential and/or Student Accommodation;
- (ii) Office use;
- (iii) Sport and Leisure;
- (iv) Educational uses to provide for the expansion of Southampton Solent University;
- (v) Research facilities;
- (vi) Hotel;
- (vii) Community uses;
- (viii) Small scale retail (A1) (under 750 sq m gross) and food and drink uses (as part of a mixed use scheme only)

- 5.136 The site is an island site bounded by Charlotte Place to the west, St Marys Road to the east, Compton Walk to the south and the A335 to the north. The site is directly opposite the St Marys Leisure centre and local centre, is close to the East Park Terrace site, although separated by a very busy road. The surrounding area is characterised by a mix of uses including: the main campus for the Southampton Solent University, offices, hotel, residential uses, and small shops / businesses. The heights of buildings in this locality vary considerably ranging from 2 to 16 storeys. However, this site is close to the lower rise residential neighbourhood of Newtown & Nicholstown. Opposite the site (to the east) the buildings are generally around 3 storeys in height with commercial uses on the ground floors and residential uses above.
- 5.137 The site has been vacant for a significant time and in order to facilitate development the policy includes substantial flexibility to allow for a range of uses and allows for single uses or a mixed use scheme. Given the proximity to residential units it is considered that any sport/leisure uses should be carefully managed as late night uses are unlikely to be appropriate but early evening uses would be supported. The site now has a resolution to grant planning permission for student accommodation.
- 5.138 Proposals should take the opportunity to improve the public realm, improving the links to the rest of the city centre, and making it a more attractive place for pedestrians and cyclists.

## Table of policies to be replaced / retained

***What site allocations in the University Quarter will be replaced in the CCAP?***

Local Plan Review:

- MSA 3 Charlotte Place

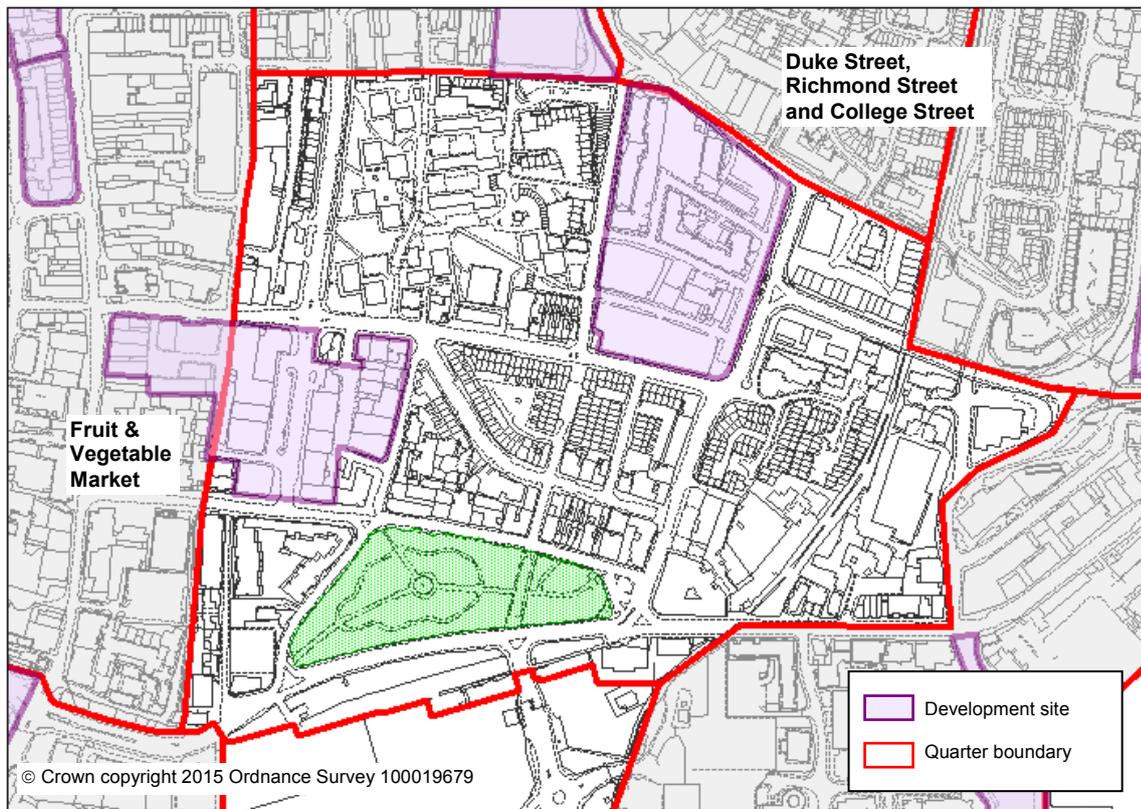
***What University Quarter site policies will still apply?***

Core Strategy:

- CS 2 Major Development Quarter

## Holyrood / Queens Park

### Area Description



### Map 26 Holyrood / Queens Park

#### Character of the area

- 5.139 The Holyrood / Queens Park quarter stretches from the Town Walls in the west to the edge of Ocean Village and St Marys. It is a mixed residential and employment area centred on the Holyrood Estate. It includes Oxford Street with its vibrant bars and restaurants and Queens Park, a formal Victorian Park dominated by trees and grass. There are some high quality historic buildings fronting the park such as the Grade II listed South Western House.
- 5.140 The Oxford Street conservation area covers about half of the quarter. Its buildings largely date from the Georgian and Victorian period and are closely associated with the development of the railway and the docks in the mid nineteenth to early twentieth century. The Oxford Street Conservation Area Appraisal provides further detail on its character, special interest and condition The Canute Road Conservation Area also covers part of the quarter.
- 5.141 Outside the conservation area, the Holyrood Estate consists of mainly four-storey flat roof blocks of flats from the 1950s and 1960s. There are a number of warehouses, industrial and associated buildings around Brunswick Square and Orchard Place. There is a cluster of tall buildings of up to 17 storeys around Dukes Keep and Mercury Point.

5.142 The current mix of uses includes:

- Residential – including Holyrood Estate, town houses and flats above shops (Oxford Street area)
- Restaurants, cafes bars and clubs
- Low rise light and general industrial and warehouses.
- High rise blocks containing offices and student accommodation around Dukes Keep
- College Street car park
- Small scale shops on Queensway.
- The strategic and secondary access roads to the Port, which lies to the south.



### **Development goals**

5.143 This area will experience some change with the redevelopment of the College Street car park site which may be part of a wider comprehensive development of the Duke Street, Richmond Street and College Street area. The quarter will continue to be mixed use including bars and restaurants in Oxford Street. Part of this street has benefited from public realm enhancements, and the aim is to extend this. Queens Park will continue to be a protected open space. The removal of the gyratory will significantly enhance the parks and Queens Terrace, and create opportunities for bars / restaurants fronting the park. The Fruit & Vegetable Market site is also partly within this quarter around Brunswick Square and Orchard Place (see Old Town section and policy AP 27).

## Design guidance

- Development should seek to maintain or reinstate the fine grain of historical development and increase permeability in the quarter
- Development should respect the character and setting of buildings (including listed buildings) and the changes in scale between conservation areas and high rise blocks
- The quarter is within the Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).
- Development should respect the character of Queens Park
- Flood resilience measures to be incorporated as appropriate
- Improvements are required to the public realm along Bernard Street and Queensway
- Development should reinforce the location of the historic walls (along the western boundary of the quarter) exposing them as part of a public realm improvement scheme where possible
- Where relevant, development and key connections should accord with policy AP 4 (The Port).

## Key connections

- As part of the following strategic links in policy AP 19:
  - (iii) 'Itchen Bridge Link' from Central Station, through the Central Parks, along Threefield Lane and Marsh Lane
  - (v) 'International Maritime Promenade' from Town Quay, along Platform Road to Canute Road, including removing the Queens Park gyratory (see below)
  - (vi) 'Ocean Village Link' from the High Street to Bernard Street and through to Oxford Street
  - (viii) The 'Green Mile' from the Central Parks via Queensway to Queens Park
- Highway improvements to Platform Road / Orchard Road / Queens Terrace, and to Dock Gate 4, removing the Queens Park gyratory and enhancing the public realm of Queens Terrace, significantly improving links to and the setting of Queens Park (under construction)
- Marsh Lane / Threefield Lane gyratory – opportunity to redesign road system and take out gyratory

## Site policies

Policy AP 27 Fruit & Vegetable Market (NB. Site also in Old Town Quarter)

Policy AP 34 Duke Street, Richmond Street and College Street

### **Policy AP 34 Duke Street, Richmond Street and College Street**

Land around Duke Street, Richmond Street and College Street is allocated for mixed use development. Acceptable uses include residential, student accommodation, offices, media/creative industries/workshops, food and drink, small scale retail (A1) (under 750 sq m gross), hotel uses. Development will:

- provide active frontages along Bernard Street and Threefield Lane
- respond to the increase in height towards Richmond Street and protect and enhance the setting of the adjacent conservation area and listed buildings

Part of this site is identified as an intermediate office area where a significant proportion of office floorspace should be retained in line with policy AP 2.

Development must achieve an appropriate degree of safety in respect of flood risk in line with policy AP 15.

- 5.144 The College Street sites comprise a public car park with 168 spaces next to the recently developed Empress Heights site in College Street. Subject to addressing flood issues, a range of uses would be acceptable on these sites including residential, student accommodation, employment and leisure uses. This would build upon the planned public realm improvement scheme for Platform Road. Active frontages are required along Bernard Street and Terminus Terrace.
- 5.145 The sites lie between listed buildings on the edge of the Oxford Street Conservation Area and Mercury Point, one of Southampton's tallest buildings at 17 storeys. The redevelopment must respond to the changes in the height and character of the area. It should follow a block structure with public fronts and private backs; provide pedestrian movement through the site; and improve soft and hard landscaping.
- 5.146 The redevelopment of the College Street site may be part of a wider development of land within the Marsh Lane / Threefield Lane gyratory. This is identified as an intermediate office area and therefore may be developed for a mixed use development such as residential, student accommodation or hotel uses provided that a substantial proportion of office floorspace is retained.
- 5.147 The SWMP indicates that parts of this site are at risk of surface water flooding.
- 5.148 Policy AP 15 identifies solutions to resolve flood risk. These should be factored in to the planning, design and layout of the site at an early stage.

## Table of policies to be replaced / retained

### ***What site allocations in Holyrood / Queens Park will be replaced in the CCAP?***

Local Plan Review:

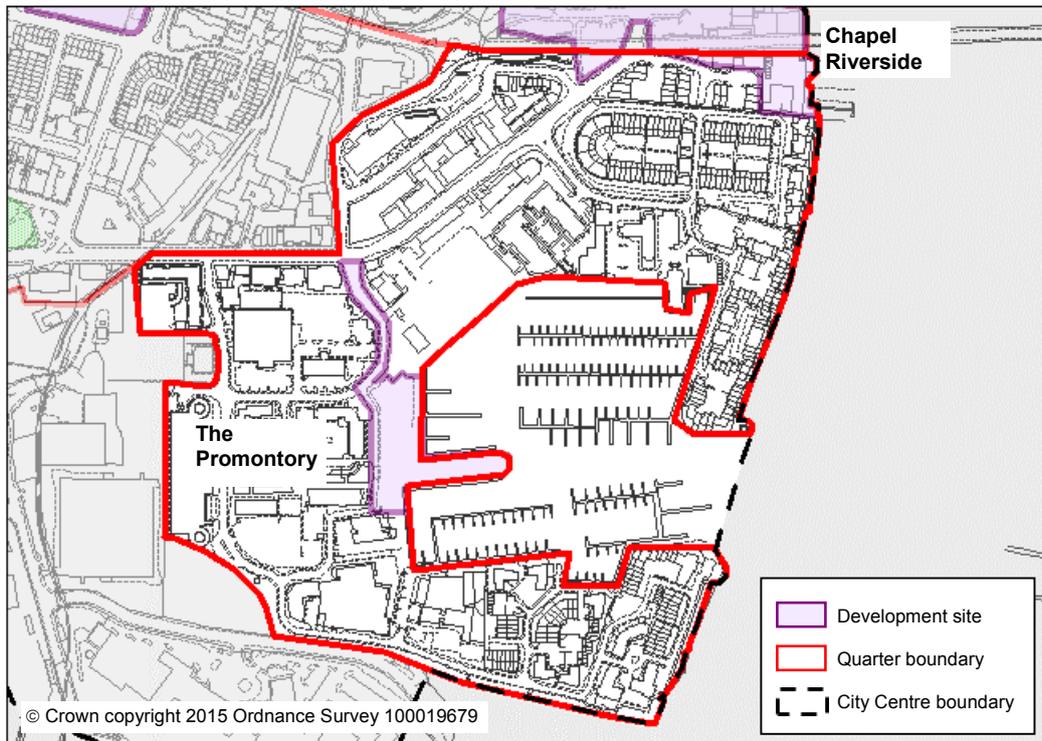
- H1 (i) Housing Delivery (part)
- REI 11 (v, vi) Light Industry (Brunswick Square and College Street)
- TI 1 (iii) Safeguarding for Transport Improvements (adjacent to site)

### ***What Holyrood / Queens Park policies will still apply?***

- None

## Ocean Village

### Area description



### Map 27 Ocean Village

#### Character of the area

- 5.149 In the south of the city centre, the Quarter is focused around a large marina and dock basin formed by historic docks dating back to 1838. The Quarter is defined by the Eastern Docks and the National Oceanography Centre to the west and south, the Itchen Bridge and Canute Road to the north and the River Itchen to the east.
- 5.150 Ocean Village is a prime waterfront destination with a marina and a base for ocean yacht racing. There are many leisure opportunities which could be enhanced by future development, and already includes an independent art house cinema and waterside activities. Major new high density development has consolidated the role of Ocean Village as a residential and leisure quarter with new bars and restaurants adding to the appeal. The architectural style varies with buildings up to 11 storeys. The potential of the Quarter has been constrained by the adjacent docks; the distance and lack of clear pedestrian links from the main shopping area.
- 5.151 The Quarter also boasts heritage assets such as the listed nineteenth century quay walls, and a number of historic dock buildings and features survive, including a section rail tracks preserved in the dockside. The Quarter partly lies within a local area of archaeology known for the potential of submerged prehistoric landscapes, and maritime archaeological features such as vessels.

5.152 The current mix of uses includes:

- Offices – modern business park, ‘Innovation Centre’ (provides flexible office space for start-up and growing R&D and technology companies);
- Residential - high quality flats and town houses
- Food and drink - restaurants and bars;
- Marina
- Leisure – water based recreation including Southampton Water Activity Centre, cinema complex and independent art house cinema;
- Light industrial – at Floating Bridge Road;
- Multi-storey car park.

### **Development goals**

5.153 The approach for this area is to continue to enhance the role of the quarter as a place to live and visit, whilst also encouraging businesses. The area will see further development which meets these objectives, including: a flagship hotel building on the promontory quay and adjacent surface car park to include a waterside events space; and completion of a high density residential block in the final phase of ‘Admirals Quay’ development to provide mixed used commercial and residential blocks on the north quayside.

### **Design guidance**

- Use of innovative, distinctive and bold architectural design is supported to create landmark buildings
- Development should respect the setting and character of the listed buildings and conservation area to the north along Canute Road
- The quarter is within the Local Area of Archaeological Potential 8 ‘City Centre and Itchen Ferry’. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).
- Ground floor uses facing the public realm should be active commercial frontages where possible
- Provision for green infrastructure, clear routes through the quarter in association with development prioritising pedestrian and cycle movements and for flood risk management should be made
- Where relevant, development and key connections should accord with policy AP 4 (The Port).



- A very small part of the Ocean Village Quarter, as indicated on the Policies Map, is within the Port's explosive safeguarding area. The Health and Safety Executive must be consulted as appropriate.

### **Key connections to be improved**

- As part of the strategic link (vi) 'Ocean Village Link' in policy AP 19 with streetscape improvements around the north entrance of Ocean Way and pedestrian approach along Canute Road from Queens Park to improve links to the quarter from the wider area.
- As part of strategic link (iii) 'Itchen Bridge Link' from Central Station to the Itchen Bridge with an additional link down Saltmarsh and Royal Crescent Road
- Continuous public access to waterfront with a continuation of a waterfront connection along the Itchen from the north

### **Site policies**

Policy AP 35 Ocean Village

#### **Policy AP 35 Ocean Village**

Development in this quarter will be supported which enhances Ocean Village as a high quality waterfront destination by promoting a mix of uses for employment, residential and leisure development which can include all or some of the following uses: offices; food and drink; leisure; hotel; water based recreation; residential; small-scale retail (under 750 sq m gross) or retail development (A1) which meets policies CS 3 or AP 7.

Development will be supported which:

- a) Provides residential uses on upper floors and an active commercial frontage on the ground floor
- b) Demonstrates that where possible an active frontage fronting onto the waterfront will be provided
- c) Uses innovative and distinctive architectural design
- d) Creates a continuous route for public access along the waterfront
- e) Respects the surrounding heritage assets
- f) Demonstrates that the future use of Southampton Water Activities Centre is not prejudiced
- g) Development at the Promontory Quay shall be a flagship quality development providing a public space for events and exhibition to replace the adjoining surface car park
- h) Where relevant, development should accord with policy AP 4 (the Port).

Development will achieve an appropriate degree of safety in respect of flood risk; and where appropriate provide a strategic shoreline defence within the site, as indicated on the Policies Map; in line with policy AP 15

- 5.154 Ocean Village successfully integrates a mix of residential, business and leisure uses. There is significant potential to provide additional waterfront leisure, business and residential opportunities through the remaining development sites, in particular a waterside events and exhibition space in recognition of the role this site currently offers for world yachting and special events.
- 5.155 Of the sites with planning permission, construction of Admirals Quay (residential led development) has started and of the Promontory site (flagship hotel) is expected to commence shortly. Many of the building frontages along Neptune Way lack street level activity and there is little sense of enclosure which should be addressed by redevelopment proposals.
- 5.156 The quality of architectural design must aspire to be innovative and distinctive to create landmark buildings to enhance Ocean Village as a high quality waterfront destination. Proposals must ensure that the heritage assets in and adjacent to the Quarter are respected, which includes the character and setting of listed buildings and the conservation area along Canute Road, aspects of the port's heritage such as the listed quay walls, surviving historic buildings and features, the submerged maritime and pre-historic archaeology (see policy AP 16 'Design'). The construction and design of development will need to take account of habitat issues (see paragraph 4.152 and Appendix 3).
- 5.157 It will be important to improve the links with the main shopping area to continue building on the success of Ocean Village as a place to visit, work and live. The connection between the main shopping area of the city centre via Oxford Street will be improved through the 'Ocean Village Link', and pedestrian links through the quarter will be improved. See policies AP 19 Streets and Spaces and AP 12 'Green Infrastructure and Open Space'.
- 5.158 Policy AP 3 safeguards the Floating Bridge Road industrial site on the edge of the Quarter. This will be reviewed once the Chapel Riverside development has been completed, as the redevelopment of the Floating Bridge Road site will then help integrate Chapel Riverside with Ocean Village and create a continuous connection along the waterfront. Any redevelopment of the industrial site should demonstrate that

the future use of the adjacent Southampton Water Activity Centre within the Itchen Riverside Quarter is not prejudiced. Any loss of offices should be in accordance with Policy AP 2.

- 5.159 Policy AP 15 'Flood Resilience' identifies solutions to resolve flood risk issues. These should be factored in to the planning, design and layout of the site at an early stage. This will be established through a flood risk assessment.
- 5.160 The Flood and Coastal Erosion Risk Management Strategy indicates that the long term strategic shoreline defence for the city should run through the site. Given the built up nature of the area, the defence is likely to be provided by a raised quay wall or a nearby defence wall.

#### **Table of policies to be replaced / retained**

***What site allocations in Ocean Village will be replaced in the CCAP?***

Local Plan Review:

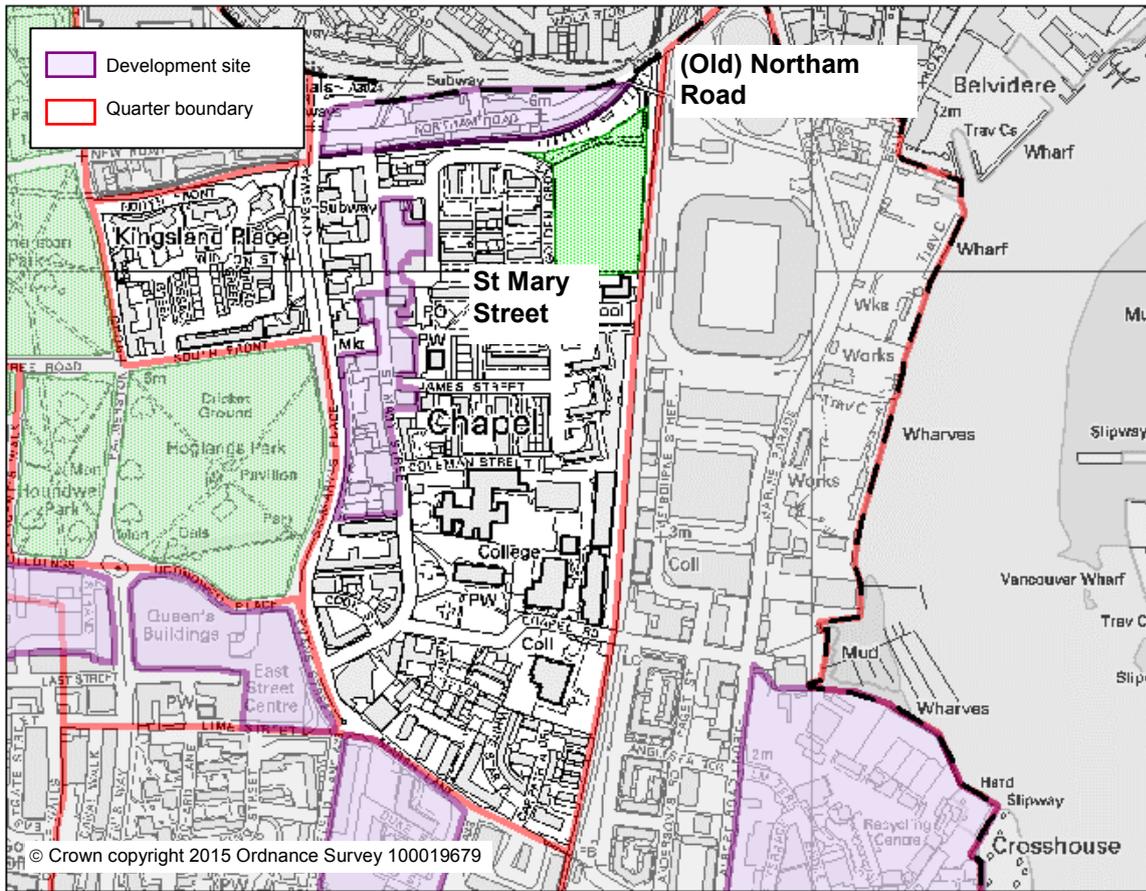
- MSA11: Land at Ocean Way, Maritime Walk and fronting Alexandra Docks

***What Ocean Village policies will still apply?***

- None

# St Marys

## Area description



### Map 28 St Marys

#### Character of the area

- 5.161 St Marys is a historic part of the city centre which lies on the site of the Saxon town of Hamwic, and to the east of the main shopping area. Its fine-grained urban character has building heights generally between 2 and 4 storeys, and the quarter contains a number of listed and locally listed buildings and a key city centre landmark (St Mary's Church) at the southern end. It is predominantly a residential area providing large amounts of affordable housing in Golden Grove and the Kingsland Estates (public sector). It has large ethnic minority and student populations. The quarter is separated from the city centre core by Kingsway, a busy dual carriageway (part of the secondary access to the Port), from Newtown & Nicholstown by the Six Dials road junction and from the riverfront by the railway line to the docks.
- 5.162 The two main commercial streets - St Mary Street and Northam Road (known as Old Northam Road) used to be successful shopping streets, with St Mary Street providing local shops to serve the residential population as well as specialist shops and a market attracting customers from across the city. Northam Road was known as a centre for antiques and second hand goods, again attracting customers from a wide area. Despite public funding and improvements to the public realm, the area remains in need

of regeneration. The Council continues to support the commercial focus of the street and improvements to the quality of housing, by working with landowners to address the decline of the fabric of the buildings and the number of vacant units.

5.163 The current mix of uses includes:

- Market, independent shops, pubs, cafes, sandwich bars, hot – food shops, small scale offices and small supermarkets in St Mary Street
- Shops, mix of services and residential in Northam Road
- St Marys Church, City College (Further Education), St Marys Primary School and community buildings
- Residential including the Kingsland and Golden Grove estates (dominated by the 16 storey Albion Towers)

### **Development goals**

5.164 Recent developments in St Marys have included new homes along Chapel Road and significant redevelopment enhancing the facilities of City College. There is a current proposal for the redevelopment of the Chantry Hall site. It is expected that the St Mary Street and Kingsland areas will experience minor change in the plan period through redevelopment sites coming forward for shops, housing and other uses. Northam Road has the potential for more significant changes due to the derelict nature of some of the buildings and the levels of new investment now being put in.

5.165 Although limited change is expected within the quarter, there are significant changes expected nearby – within the Southampton Solent University campus, the redevelopment of the East Street Centre to provide a new food superstore, and redevelopment of the Chapel Riverside site near the Itchen Bridge. Such developments emphasise the need to improve connections between the St Mary's Quarter, the main shopping area, the University and the Itchen Riverside.

### **Design guidance**

- Development on St Mary Street and Northam Road should be fine grain, predominantly two to four storeys (or equivalent) in height, except of up to 5 storeys on St Mary's Place, and with consistent building lines
- Development should respect the character and setting of St Marys Church and churchyard and other listed and locally listed buildings
- The quarter is within the Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).
- Development should respect and enhance the setting of the parks
- The strategic views towards St Mary's Church and across the quarter towards the Civic Centre clock tower should be protected (see policy AP 16)

- Where possible, development fronting Kingsway should incorporate active frontages and development on St Mary Street should retain active frontages where they currently exist (either through the provision of active commercial frontages in accordance with policy AP 5 or through the design of windows, doors and detailing of residential properties)
- Where relevant, development access and key connections should accord with policy AP 4 (The Port)
- Whilst the site is still designated by the Health and Safety Executive, they must be consulted on relevant developments within 300 metres of the Transco PLC Southampton Holder Station on Britannia Road

### **Key connections to be improved**

- As part of the strategic link (ii) 'Itchen Riverside Link' in policy AP 19, links connecting the quarter to East Street and the Itchen riverside via Chapel Road
- As part of strategic link (iii) 'Itchen Bridge Link' via Marsh Lane
- Across Kingsway and Hoglands Park to the city centre core
- Six Dials and links to the area from the north (with consideration given to removing the pedestrian subways in the Six Dials area)
- As part of the strategic link (i) 'East – West Spine' to the Cultural Quarter and Central Station and to the Stadium

### **Site policies**

Policy AP 36 St Mary Street and Northam Road

#### **Policy AP 36 St Mary Street and Northam Road**

##### **St Mary Street and Northam Road**

Development proposals will be expected to sustain and enhance St Mary Street and Northam Road by:

- (i) Respecting the character of the area including its historic buildings and the fine grain, scale and height of buildings. Tall buildings of 5 storeys or greater will not be permitted in order to provide a comprehensive approach to development
- (ii) Seeking improvements to the local environment and improved linkages to the city centre and Central Parks across Kingsway and to surrounding areas
- (iii) Promoting residential uses above ground floor level throughout St Mary Street and Northam Road

### **St Mary Street**

- (vi) Within the St Mary Street secondary shopping area as identified on the Policies Map, small scale retail (A1) (under 750 sq m gross), other local retail and food and drink uses; leisure / community uses; and employment opportunities will be permitted at ground floor.
- (vii) To the north and south of the defined St Mary Street shopping area, a greater range of uses may be appropriate. Other ground floor uses may be permitted (including residential) providing proposals are for high quality redevelopment which respect the character of the area
- (viii) Development should respect and enhance the setting of the Grade II\* registered parks

### **Northam Road**

- (ix) Proposals will be required to respect the character of the street, in particular the locally listed buildings at 72-92 Northam Road and King Alfred Public House (numbers 51 and 53) and 7-33 Northam Road
- (x) Retail uses (A1) and those that offer a direct service to the public will be supported in order to promote activity in the street and complement the existing retail uses. Ground floor residential uses will not be permitted.

- 5.166 St Mary Street continues to provide for the day to day needs of surrounding residents and students of City College and the Solent University, together with some specialist shops and services. It is a short distance from the city centre core across the Central Parks. However its draw as a destination bringing in people from outside the area is currently limited despite the number of independent and ethnic shops and The Joiners music venue which is an important cultural landmark for the city and has a national reputation.
- 5.167 The role of St Marys has changed over time with retail trends reducing the viability of the second hand furniture and antiques trades, which used to be the focus for the properties on Northam Road. Proposals for an antique centre in Northam Road have not yet been achieved. However the first phase of a regeneration scheme along the road has been completed.
- 5.168 Policy AP 36 seeks to retain commercial uses in the core of St Mary Street and meet the need for local convenience retailing and services whilst providing more flexibility in terms of land uses outside the shopping area. All redevelopment must respect the character of the area and preserve strategic views within and across St Marys. In order to improve linkages into the city centre core, the Council will work to reduce the severance of Kingsway and St Marys Place and improve crossings to St Mary Street as part of the redevelopment of the East Street Centre. The Council will also investigate the remodelling of the Six Dials junction in order to improve connections northwards to Newtown and Nicholstown possibly linked to development at the Southampton Solent University campus. This could include the removal of pedestrian subways in the Six Dials vicinity.



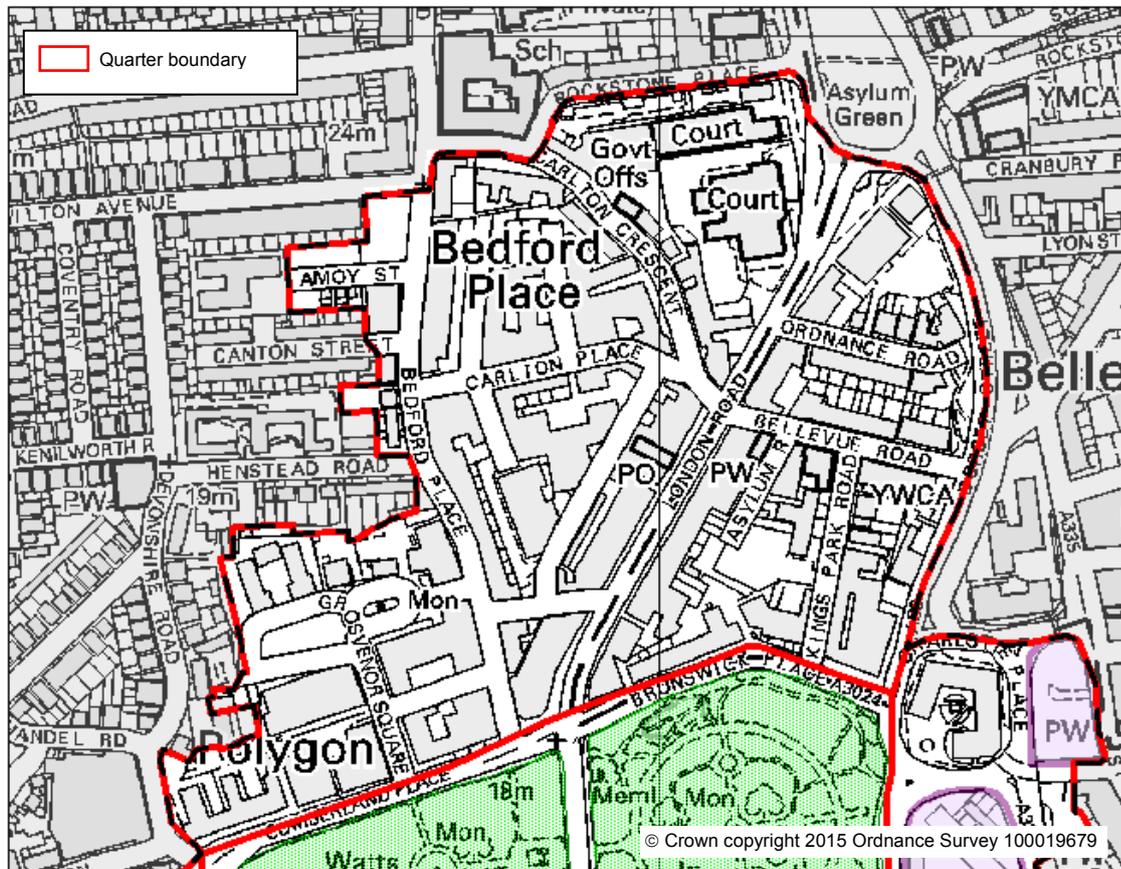
- 5.169 The policy seeks to protect the character of Northam Road and in particular encourage the retention of the locally listed buildings on the street.
- 5.170 In 2011 around one third of the ground floor units were vacant, and there is a prominent vacant site in the middle of the street. The Council is working with a key landowner to progress a programme of renovation and refurbishment of properties.
- 5.171 The plan proposes to allow a wider range of uses at ground floor which will provide flexibility for developers (subject to addressing the design principles, amenity issues and protecting the locally listed buildings). The Council's objective is to support the reinvestment in Northam Road by promoting a wider range of uses that provide a direct service to the public. Uses permitted will include A1 - A5 (retail), B1 (offices), and other local service needs such as community or health facilities (D1). Development should include active frontages and be of an appropriate scale.

**Table of policies to be replaced / retained**

<p><b><i>What site allocations in St Marys will be replaced in the CCAP?</i></b></p> <p>Local Plan Review:</p> <ul style="list-style-type: none"> <li>- MSA 12 St Mary's Area</li> </ul> <p><b><i>What St Marys policies will still apply?</i></b></p> <ul style="list-style-type: none"> <li>- None</li> </ul>
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## Bedford Place area (including London Road, Kings Park Road)

### Area Description



Map 29 Bedford Place

### Character of the area

- 5.172 The Quarter is a lively mixed use area, busy during the day with shoppers and workers from the offices nearby. It is an area for evening entertainment with people visiting the many pubs, restaurants, cafes, nightclubs and hot food takeaways. The quarter includes the two principal streets of Bedford Place and London Road which have seen significant investment to improve their public realm. The areas between include the Carlton Crescent Conservation Area with its historic streets and mix of small shops and businesses, public houses, two law courts, office and residential uses.
- 5.173 Immediately to the north, east and west of the quarter are older residential neighbourhoods providing homes for families, as well as single people and couples. The Polygon area, in particular, has a significant proportion of privately rented accommodation, occupied by students and small households. Whilst these residential areas are not included within the boundary of the City Centre Action Plan the combination of nightclubs, pubs and bars in the Bedford Place area together with a population of younger people living in shared houses nearby causes annoyance to other residents in the area. This problem is being tackled across with the city with more restrictions placed on new shared houses. In addition, where planning permission is

needed new nightclubs will not be permitted here and the opening hours of licensed premises will continue to be restricted.

5.174 The current mix of uses includes:

- Magistrates Court and Combined Court
- Small scale offices, which are occupied by significant number of legal businesses in order to be close to the Courts.
- Larger scale offices on Grosvenor Square, Cumberland Place, Brunswick Place and Charlotte Place.
- Shops and professional services in Bedford Place and London Road with a mix of local shops and speciality shops (Bedford Place) and large number of estate agents and banks (London Road).
- Residential
- There is one small, but important park in Rockstone Place, however the Central Parks lie close by, across a busy road.
- Car parking – multi storey and surface (Grosvenor Square, Kings Park Road)



### Development goals

5.175 The changes in Bedford Place will be smaller scale incremental change including the development of a number of residential sites. Policies will continue to encourage a mix of uses including local shops, to provide for the day to day needs of the adjoining residential areas and workers, and speciality shops serving a wider catchment. It is expected that night time economy uses will continue, albeit with restrictions on opening hours. The southern part of the quarter and Carlton Crescent are identified as prime office areas where office floorspace is safeguarded in line with policy AP 2. Residential may be appropriate in accordance with retail policy AP 5.

## Design guidance

- Development within or adjacent to the Carlton Crescent Conservation Area should respond positively to the architecture of the area and respect the setting of listed buildings;
- The quarter is within two Local Areas of Archaeological Potential; LAAP 7 'Bannister's Park' and LAAP 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).
- Development on Bedford Place should be in context with the existing urban fabric and its scale, materials and colours and seek to incorporate the principles and materials of traditional shopfront design;
- Development on London Road should seek to retain the consistency in built form and retain extended views to the Civic Centre campanile;
- Any changes to the public realm on London Road should support the QE2 Mile improvements;
- Active commercial frontages should be maintained and enhanced on principal routes;
- Taller commercial buildings on the park frontage should be retained and extended where possible or replaced by high quality tall buildings to provide an edge to the park;
- Development should respect and enhance the setting of the park

## Key connections

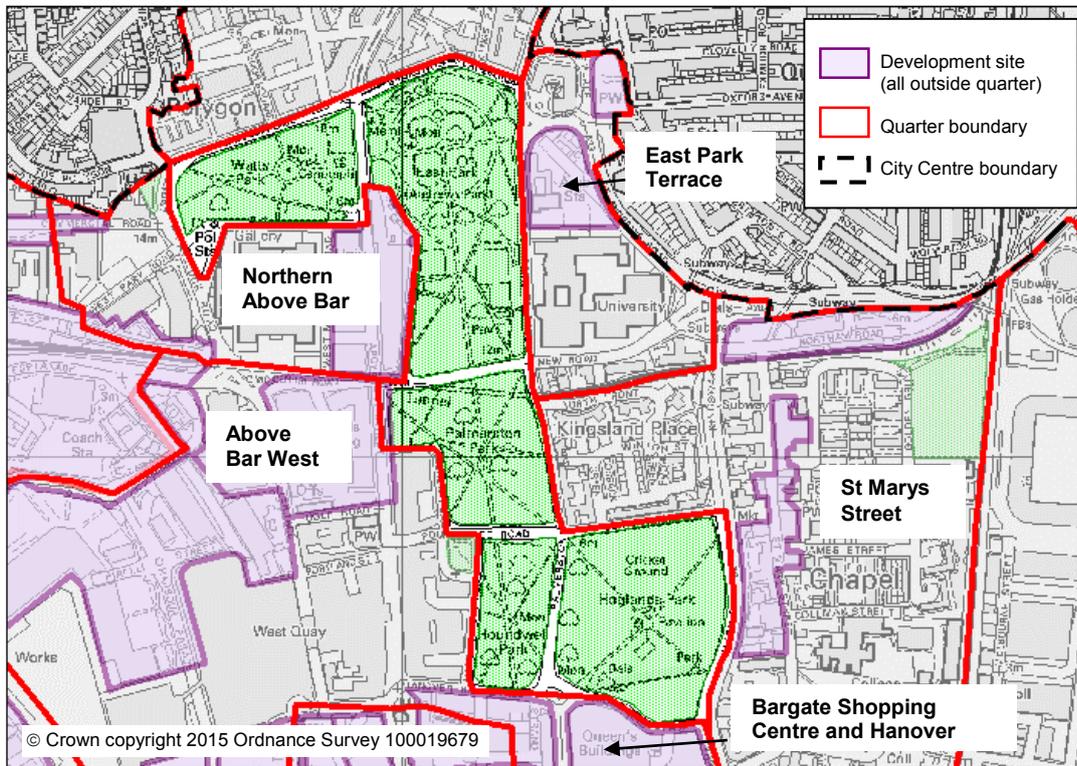
- As part of the strategic link (vii) 'QE2 Mile' identified in policy AP 19, linking the Avenue to Above Bar and the High Street via London Road and continuing down to the Waterfront
- Bus, pedestrian and cycle routes down London Road to Above Bar
- Into and across the parks to the rest of the city centre (overcoming the barrier of cross-city and city centre traffic on Cumberland Place / Brunswick Place)
- To the residential areas in the west, north and east

## Site policies

None

# Central Parks

## Area description



**Map 30 Central Parks**

### Character of the area

- 5.176 The Central Parks cover an extensive area at the heart of the city centre (over 21 hectares) consisting of a series of five interlinked formal parks and outdoor sport facilities. They are enclosed and overlooked by a variety of uses including shops, offices, homes, hotels and the Southampton Solent University. These historic parks were established around 150 years ago and are Grade II\* Registered. They enjoy the legacy of tree planting from the Victorian period and form a vital part of the city centre’s ‘Green Grid’. These green open spaces contribute to the attractiveness of the city centre as a whole, as well as affording extensive areas for public recreation and events. They promote biodiversity; help reduce pollution, surface water flooding and air temperatures; and boost property values for the surrounding buildings.
- 5.177 Key pedestrian and cycle routes run through the Central Parks, connecting the different parts of the city centre. Whilst attractive and generally safe areas during the day, the parks are perceived as being more dangerous at night.
- 5.178 The parks include a mix of formal parkland (Watts, Andrews, Palmerston and Houndwell Parks) and outdoor sports park (Hoglands Park). Facilities include the bandstand in Palmerston Park, a café, tennis courts and mini golf in Andrews Park and a new childrens play area in Houndwell Park.

## Development goals

- 5.179 This will be an area of limited change. The parks are protected from development through being registered as Common Land and by virtue of being Grade II\* registered. This plan identifies the parks as key open spaces which are protected from development under Core Strategy policy CS 21.
- 5.180 The Central Parks will continue to function as a highly valued amenity space for the City and incorporates a number of leisure uses, with continued use as a place for lunchtime breaks and as a breakout area for the local college, University and shoppers.
- 5.181 A Central Parks Management Plan has been prepared to guide the management of the parks so that they continue to be improved and enhanced, and guide priorities for future funding.



## Design guidance

- 5.182 See guidance for the quarters surrounding the Central Parks. Development in these neighbouring quarters should respect and enhance the setting of the parks. See Archaeology Background Paper for information on the Local Areas of Archaeological Importance and a historical summary of the Central Parks

## Key connections to be improved

- Links through to Guildhall Square and the Solent University and in the longer term, the shopping area
- Links through to the Itchen Bridge
- Improve crossings across the road network around the parks

## Site policies

None

# PART D

## Delivery Plan



## **Chapter 6 - Delivering the Vision**

### **Overview**

- 6.1 The City Centre Action Plan sets out a clear vision to promote major growth. It is based on the assumption that economic growth will increasingly return through the medium and longer term of the Plan period; and that the city can take actions (including those set out in this Plan) to capitalise on this growth.
- 6.2 It is recognised that at present (2013) there continues to be a considerable degree of economic uncertainty and it is likely that in the short term economic growth is, at best, likely to be slow.
- 6.3 Whilst the timing and pace of economic growth over the next few years is uncertain, this Plan creates a clear planning framework to contribute to investor confidence in the city and support economic growth as it returns. It sets out clear principles and also appropriate flexibility so that change can be managed over time.

### **The Master Plan**

- 6.4 The Council commissioned the production of a City Centre Master Plan. The Master Plan team was led by David Lock Associates and was informed by expert advice on urban design, architecture, commercial viability, transport and flood risk.
- 6.5 The Master Plan sets out an exciting vision for the city centre, over the short, medium and longer term. It is generating interest and commitment from the public and investors, and provides a 'springboard' for generating ideas and evolving more detailed proposals as circumstances change.
- 6.6 The Master Plan has been a key influence on the emerging Action Plan. The Action Plan forms part of the development plan against which planning applications will be judged. In general the Action Plan sets out the key principles. The Master Plan creates a more detailed 'visualisation' for a scenario of how the city centre might develop and evolve to meet these principles. In terms of determining planning applications the Master Plan has the status of background evidence which may be a material consideration where it is consistent with the Action Plan. The floorspace figures in the master plan are based solely on a broad brush consideration of physical capacity / design and are indicative only.

### **Leadership and Partnership**

- 6.7 The Action Plan and Master Plan have evolved in the light of ongoing public consultation and engagement. The Council will continue to listen to the perspectives of all interested parties, and to exercise its leadership role for the city by moulding these into a coherent vision, as set out in this Plan.
- 6.8 The vision will be delivered by a wide range of partners – the Council, land owners, private sector businesses, other public sector organisations, residents and the voluntary sector, as follows.

## a. The Council

### 6.9 The Council:

- Has developed a more detailed 5 year delivery plan, consistent with available Council resources; and has set up an internal delivery panel, involving senior managers and drawing on a wide range of internal expertise (planning, development, design, transport, environmental, communication).
- Is marketing sites and working with developers and landowners on a range of key projects and associated development feasibility studies.
- Is considering how its own land ownerships can help maximise effective delivery.
- Will consider different development delivery vehicles, including asset backed vehicles, particularly for the MDZ area.
- Has used, and will consider the use of, compulsory purchase powers where appropriate and necessary.
- Is developing a co-ordinated understanding and set of priorities for infrastructure, alongside the relevant service providers, and will seek funding for these.
- Has prepared (and is already implementing some phases of) the 'City Streets' framework to enhance pedestrian movements at key public spaces, road junctions and transport interchanges in the city centre.
- Is implementing a Community Infrastructure Levy.
- Through a range of its functions will continue to:
  - Invest in and implement city centre enhancements (e.g. transport, public realm and open space enhancements);
  - deliver a wide range of 'day to day' services (e.g. streets / highways maintenance, parks, education, social services); which support the city centre as a place to be.
- Is and will market the city centre and develop an inward investment strategy, in conjunction with sub regional partners.
- Is and will continue to ensure its planning functions help to deliver the type of development we want, setting out key principles and being flexible where appropriate; and ensuring the planning process is as clear, certain and quick as is possible given the resources available and statutory requirements.

## **b. Partners**

6.10 A wide range of people and groups will help the Council to deliver the plan. Some will play a key role for a specific site or issue, or at a particular time. Some will have a strategic and ongoing role, including:

- (i) Local people, resident groups and communities; and people who work in or visit the city centre – opportunities to comment on this Plan, and then specific projects, and to support the type of change they would like to see in the city centre;
- (ii) Local interest groups, to contribute views and commitment on specific issues;
- (iii) Landowners and developers – working to assemble and deliver development projects which meet the aims of the Plan and are commercially viable;
- (iv) Southampton Connect (Local Strategic Partnership) – co-ordinating the actions of public agencies within the city;
- (v) Sub regional partnerships - Solent Local Enterprise Partnership / Partnership for Urban South Hampshire / Solent Transport – support to help deliver key aspects of the sub regional strategy in Southampton city centre.
- (vi) Business and other organisations – with the commitment to provide support and advice on key issues:
  - City centre traders, including the WestQuay Traders Association
  - Southampton and Fareham Chamber of Commerce
  - Business South
  - The Port of Southampton
  - Design Advisory Panel
  - Further and higher education institutions
  - Retailers
  - Businesses;
- (vii) National Government – support for infrastructure funding to realise sustainable economic growth in a city centre location;
- (viii) City Deal –Southampton and Portsmouth were awarded funding in the 2<sup>nd</sup> wave of City Deals. The Councils negotiated plans to get more powers to shape the economy of the area and develop partnerships with relevant Government departments and agencies with a particular focus on the marine sector.
- (ix) Infrastructure and service providers – including transport operators (rail, bus, ferry), affordable housing providers, the Environment Agency, health providers, and the police.

The detailed implementation of the Plan will cover a wide range of issues, including the design of specific development schemes, public realm improvements and transport measures. The Council will continue to work with the above parties to secure the implementation of the Plan.

## Achievements to Date

6.11 A number of key projects have been delivered in the city centre since 2006, are currently underway, or have received public funding, despite the economic difficulties; demonstrating the resilience of the city and creating a foundation for further success:

- One Guildhall Square – completion of major new offices with restaurant/cafés at ground floor;
- Guildhall Square – completion of high quality city square and events space, linking the Guildhall, One Guildhall Square, the Central Parks and Southampton’s proposed new arts complex (for which a development agreement, Arts Council funding and planning approval are now in place);
- Tudor House Museum – renovation and repair of the 15<sup>th</sup>-century building and re-opening as the city’s local history museum.
- SeaCity Museum – completion of a major new centre celebrating the city’s maritime connections;
- QE2 Mile – ongoing enhancement of north – south strategic link through the city centre, from the Central Parks through the main shopping area to the Old Town and waterfront (following enhancements in the Old Town there has been significant investment and new business openings);
- IKEA – completion of regional retail store;
- Upgrade of the Mayflower Theatre – a major regional venue;
- Carnival HQ – completion of prestige office HQ for Carnival Cruises;
- The opening of the new Ocean Cruise Terminal;
- WestQuay – completion of the Premier Inn hotel;
- Hampshire Police HQ – completion;
- Central Station – completion of major refurbishment of south side facilities; construction has commenced on the first phase of improvements to the north side;
- Major Government funding for transport programmes or schemes, including £3.9 million to promote walking / cycling / public transport; and £10.9 million to deliver a road scheme to enhance access to Royal Pier, the Port, and improve Queens Park (construction on which has commenced);
- Residential schemes such as Empire View, Ocean Village (including Admirals Quay under construction), the French Quarter, and Mayflower Halls (for students, completed).

- Ongoing progress on key development sites, for example Watermark West Quay and Royal Pier Waterfront.
- Flood measures. The Council has recently won from Defra / the Environment Agency £457,000 for the River Itchen Flood Alleviation study; and £472,000 for the St Denys community resilience project.

## Summary of Key Development Sectors

### c. Offices

- 6.12 Promoting major office growth in the city centre is key to delivering the aims of the South Hampshire Strategy: to improve economic performance focussed on the cities.
- 6.13 Commercially Southampton has been the strongest city centre location for office development in South Hampshire. Major new office growth has been delivered in the city centre through from the 1950s to the present day, providing a wide range of offices with opportunities for enhancement. The city centre has a wide range of office development sites and areas. Some of these offer short term opportunities as the current market picks up; others represent longer term opportunities to create a business district (by the Central Station and waterfront) with the critical mass for a structural enhancement of the city centre as a regional and national office location. As well as creating major new office space, this is likely to involve some consolidation of provision with some existing secondary office areas being redeveloped to other uses (which the temporary permitted development rights for a change of use from office to residential use will facilitate).
- 6.14 Over the last 30 years there has been considerable out of centre office development on sites along nearby motorway corridors. At present there remains a range of permitted or allocated out of centre sites.
- 6.15 Southampton is in competition with these locations, and with other regional city centres. The Plan is aiming for a significant increase in the city centre's office development rates compared to the last few years, and sets out a holistic and sufficiently flexible strategy to achieve this over the short, medium and longer term. This includes promoting and managing development; enhancing the city centre as a place for people to invest in or work; improving transport links and skills. The Council will seek with neighbouring authorities, PUSH and the Solent LEP to focus office development on centres first, and to manage and phase any appropriate out of centre growth.

### d. Residential

- 6.16 Promoting the city centre as an attractive area to live helps to create a more diverse place, with a wider range of activity at different times of the day. It locates people close to jobs and shops, creating economic and social opportunities and reducing the need to travel. The city centre has the potential to offer particular types of residential 'product' and 'lifestyle' (e.g. close to a wide range of facilities, the Solent University, the waterfront, Old Town, and parks); in both busier and relatively quiet neighbourhoods. It is important that South Hampshire and the city offers a wide range of housing and many people and families will chose to live in more suburban neighbourhoods.

Nevertheless existing and potential city centre residential developments can appeal to a wide range of people at different stages of their lives, including some families.

- 6.17 There are a wide range of existing residential communities in or very close to the city centre. These are in a variety of neighbourhoods, ranging from the Old Town, to 19<sup>th</sup> century terraced housing, to post war social housing. In addition in the past 10 to 20 years a substantial number of more modern typically 1 and 2 bedroom apartments have been developed. 2,700 dwellings have been completed in the last 10 years. Following the recession there are currently some signs of investor confidence returning. Longer term demographic trends are likely to continue to generate a need for a mix of apartments although there may be a shift in the pace and type of demand. In any case, in terms of both demand and the supply of key sites, there is likely to be strong residential growth in the city centre over the next 15 years and beyond, with sites for 5,450 dwellings identified.

#### **e. Retail / Leisure**

- 6.18 Southampton is a strong regional retail centre, currently ranked 14<sup>th</sup> in the U.K. The city centre has experienced major retail development over the past 20 – 30 years including 3 covered shopping malls and the West Quay retail warehouse park. The development rates set out in the Core Strategy Partial Review and this Plan are based on historic trends over the past 40 years which incorporate a number of economic cycles, and also recognise the growing role of the internet. As the U.K recovers from the recession, it is anticipated that the underlying strength of the city centre will enable these long term development rates to be achieved.
- 6.19 The recent recession has been particularly deep and followed a period of credit driven growth. At the same time, internet shopping has established a share of the market (particularly in certain sectors), and the city centre continues to face competition from 'out of centre' stores. Future growth may take a different shape to the most recent periods of strong growth. Any shift could be relatively subtle relative to the long term trends over the past 40 years; and the Plan is based on the need to continually monitor and review retail expenditure growth.
- 6.20 However, to capitalise on the potential for retail growth the city centre needs to compete effectively against the internet and other retail locations. It will do this by creating an attractive place for people to visit, shop, and spend time. This includes maintaining and enhancing an attractive and coherent shopping area, a range of leisure and cultural facilities, public realm, open space, walking / cycling and transport links. Retail sites will be developed which strengthen the main shopping area and draw on its distinctive features to create a sense of place. In the longer term, an expansion of the shopping area is likely to be appropriate.

#### **Infrastructure**

- 6.21 A range of infrastructure improvements are enhancing the city centre as a place to live, work, visit and invest; and in a way which is environmentally sustainable.

- 6.22 The key infrastructure issues are set out below. Specific potential funding streams are referred to for each infrastructure type.
- 6.23 In addition, there are a range of potential general funding sources which can help secure this infrastructure over the plan period, including:
- A range of Government/EU development or economic growth funds, much of which is allocated to the Solent Local Enterprise Board and Solent Transport Board from 2015, and available on a competitive basis within South Hampshire:
  - Growing Places Fund;
  - DfT Major Schemes Fund;
  - Single Local Growth Fund;
  - EU Structural and Investment Funds
  - Regional Growth Fund – the Council has recently secured £10.9 million for a city centre road scheme;
  - Local Sustainable Transport Fund – The Council has recently been awarded £3.9 million to fund behavioural change measures; and Solent Transport have received £17.9 million for the Better Connected South Hampshire programme;
  - New Homes Bonus – the equivalent to the average Council Tax revenue for each new home over a 6 year period. Over 5,000 new homes are expected in the city centre;
  - Council capital programme.
  - Support from PUSH, Solent Local Enterprise Partnership and local business / residential communities in seeking Government funding;
  - Developer contributions, including strategic (CIL) and site specific (section 106) contributions. The Council has adopted the CIL Charging Schedule and SPD on s106 contributions, and these become effective on 1<sup>st</sup> September 2013. The types of strategic infrastructure which CIL might contribute to include strategic transport, public realm, open space and flood risk measures; education, sports / community, health and cultural facilities. Section 106 contributions would relate to appropriate site specific measures, such as affordable housing, sustainability, local transport and training and employment plans.
  - New financial mechanisms, for example tax business rate retention, and incremental funding (TIF). This would allow the Council to borrow against future business rates associated with new development. The Government is currently examining options for TIF.

## Transport

- 6.24 The major development planned for the city centre will generate more trips, in a location with good public transport accessibility. The aim is to efficiently manage the increased number of trips, reducing congestion and environmental impact. This will be achieved by encouraging a switch from single occupancy car trips to walking, cycling, public transport and car sharing. In the last 10 years, the city centre has seen significant new development and a 9% increase in population, but no traffic growth. This demonstrates the ability of the city centre location to facilitate travel by other means. Transport for South Hampshire and the Isle of Wight (now known as Solent Transport) has set out a delivery programme (2012 – 2026) which includes a range of schemes which will facilitate city centre growth. This includes programmes with funding which are currently being implemented ('Better Connected South Hampshire and bus improvements). This combines with the City Council's Sustainable Travel City and City Streets programme. See Table 9 below.

**Table 9 Delivery of transport schemes**

Transport scheme	Components of the scheme	Actions underway / to do
<b>General</b>		
<i>Better Connected South Hampshire</i>	This encompasses a range of measures, including enhancements to bus corridors and bus / rail interchanges, smart ticketing, travel planning, a marketing / media strategy, and technology products.	Transport for South Hampshire (now known as Solent Transport) (including the Council): <ul style="list-style-type: none"> <li>• Have secured £17.9 million from the DFT Local Sustainable Transport Fund, with match funding from other sources to total £31 million; and will implement the programme..</li> </ul>
<i>Southampton Sustainable Travel City</i>	The aim is to implement a range of behavioural change measures, including a brand / website, campaign, travel plans (e.g. for the Central Station and WestQuay Shopping Centre), a car club and freight project.	The Council: <ul style="list-style-type: none"> <li>• Has secured £3.9 million from the DfT to fund the project; and will develop a detailed programme.</li> </ul>
<i>Sub Regional Transport Model and Transport Delivery Plan</i>	To set out the evidence and priorities for sub regional funding.	Transport for South Hampshire (now known as Solent Transport): <ul style="list-style-type: none"> <li>• Have developed the model and published the Transport Delivery Plan.</li> </ul>
<b>Rail</b>		
<i>Enhancements to the Central Station and wider Station Quarter</i>	1. Central Station Improvements	Network Rail, supported by the Council and South West Trains: <ul style="list-style-type: none"> <li>• Have improved the station entrance area on the north side, and completed comprehensive improvements to the south side entrance, under the National Station Improvement Programme.</li> </ul>
	2. Station north side transport interchange / public realm improvements	The Council: <ul style="list-style-type: none"> <li>• Has undertaken design work and public consultation; secured part funding from the Better Connected South Hampshire fund; and is bidding for further DfT funding. The first phase of enhancements commenced in 2013.</li> </ul>

Transport scheme	Components of the scheme	Actions underway / to do
	3. Station south side civic square / major development	The Council <ul style="list-style-type: none"> <li>• Has undertaken feasibility work (see Station Quarter development site)</li> </ul>
<b>Bus</b>		
<i>City Centre Bus Strategy</i>	The bus strategy will examine routeing arrangements and the specific needs regarding facilities such as bus 'super stops'.	The Council: <ul style="list-style-type: none"> <li>• Is developing the bus strategy in close liaison with the operators through the Quality Bus Partnership (this is nearing completion).</li> <li>• Has secured DfT funding (Better Bus Area Fund) for bus refurbishment, Wi-Fi installation, etc.</li> <li>• Further funding could come from a range of sources, e.g. via the City Streets Programme (see below); LTP, CIL, etc.</li> </ul>
<b>Ferry</b>		
<i>Town Quay Ferry Terminal</i>	The Plan requires that the Royal Pier redevelopment retains the ferry terminals.	The Council: <ul style="list-style-type: none"> <li>• Is undertaking feasibility work (see Royal Pier development site).</li> <li>• Has secured Regional Growth Fund money to relocate the ferry terminal.</li> </ul>
<b>Pedestrian / Cycle</b>		
<i>Improving routes into the city centre.</i>	The City Streets programme: Converting the inner ring road and other key roads into a city street, reducing its effect as a barrier to pedestrian / cycle movement into the city centre and improving the public realm.	A provisional allocation of £28.8 million has been secured for South Hampshire from the DfT (Local Major Transport Scheme Fund). A Local Transport Board has been set up. The Council: <ul style="list-style-type: none"> <li>• Has submitted a bid to the Local Transport Body, who have provisionally allocated £9 million to contribute to public realm enhancements to the north and south of the Station</li> <li>• Has and will continue to test the feasibility of specific schemes through its transport / traffic model, including at Central Station Northside and Southside, Charlotte Place, Six Dials, Kingsway –</li> </ul>

Transport scheme	Components of the scheme	Actions underway / to do
		<p>Evans Street – Threefield Lane gyratory, Bargate and Western Esplanade.</p> <p>Hammersons:</p> <ul style="list-style-type: none"> <li>• Have submitted a bid to the Regional Growth Fund for public realm enhancements associated with Watermark WestQuay.</li> </ul>
<i>Creating strategic links around the city centre.</i>	The aim is to create a network of pedestrian / cycle friendly strategic links to connect key destinations and attractions around the city centre:	
	1. The QE2 Mile and London Road. Public realm improvements run along the main north – south route through the city centre, and represent £11.2 million of investment. Assessments suggest this could attract up to an estimated level of £50 million of private sector investment.	<p>The Council:</p> <ul style="list-style-type: none"> <li>• Will develop design options for the Bargate Square.</li> </ul>
	2. Strategic Links. In addition to the QE2 Mile, this Plan identifies other strategic links between key arrival points, destinations and attractions. This will involve enhancing existing links and creating new links through development areas.	<p>The Council has:</p> <ul style="list-style-type: none"> <li>• Prepared a ‘City Streets’ framework</li> <li>• Completed a feasibility study for the ‘east west’ strategic link.</li> </ul> <p>The Council will:</p> <ul style="list-style-type: none"> <li>• Ensure that the layout of new developments are designed to help create the network of strategic links,</li> <li>• Ensure that developments create high quality frontages along strategic links.</li> <li>• Collect strategic CIL developer contributions towards enhancing the public realm along strategic links.</li> <li>• Assess the feasibility of remodelling parts of the highway network to facilitate the movement of pedestrians / cyclists across or along strategic links and other connections, and improve the public realm.</li> </ul>

Transport scheme	Components of the scheme	Actions underway / to do
		<ul style="list-style-type: none"> <li>MDZ infrastructure work</li> </ul>
<i>Enhancing Cycle Routes</i>	Cycle improvements on the western approaches to the city centre.	<p>The Council has:</p> <ul style="list-style-type: none"> <li>prepared a draft 10 year Cycling Strategy, which underpins bids for a number of major cycling schemes</li> </ul> <p>The Council is:</p> <ul style="list-style-type: none"> <li>Submitting a bid to the DfT's Cycle City Ambition Grant for £4 million of funding.</li> </ul>
<b>Car</b>		
<i>Effectively managing car use</i>	1. Platform Road / Town Quay Road This scheme will improve access to the Royal Pier development area and the Port, remove the Queens Park gyratory and enhance the Park.	<p>The Council:</p> <ul style="list-style-type: none"> <li>Has secured funding for the scheme, including a successful bid to the Regional Growth Fund for £10.9 million for Platform Road, and Town Quay complementing funding from the Council and the Port;</li> <li>Construction has commenced</li> </ul>
	2. Remodelling the road network to enhance the attractiveness of pedestrian / cycle routes and the wider public realm.	<p>The Council:</p> <ul style="list-style-type: none"> <li>Will test the feasibility of specific schemes through the transport / traffic model.</li> </ul>
	3. Managing car use with development schemes	<p>The Council will:</p> <ul style="list-style-type: none"> <li>collect strategic developer contributions through CIL towards appropriate improvements to the management of the strategic and city road network;</li> <li>collect developer contributions through section 106 agreements for site related highway measures.</li> <li>manage the level of car parking and seek travel plans for individual new developments to encourage a switch from the car to other modes of transport, whilst recognising the commercial need for a sufficient level of car parking.</li> </ul>

**f. Open space / public realm:**

6.25 The city centre is and will increasingly become a focus for major development to create a vibrant focus for businesses, shops, leisure facilities and homes. The city centre has a range of good quality open space, including the Central Parks. In order to maintain and enhance the city centre as an attractive place it is important to retain this level of open space; and provide appropriate new open space as part of additional development, and create or enhance green links to open space and the waterfront.

6.26 The Council will;

- Protect existing designated open space from development, in line with policy AP 12.
- Secure developer contributions through CIL, and where appropriate through section 106 agreements, to enhance existing or create new open space and links.
- Require major new developments to provide the appropriate level of 'on site' open space
- Work with key land interests to secure the delivery of new civic squares within quarters of new development

**g. Flood Resilience**

6.27 The Council's long term aim is to secure a strategic shoreline flood defence to provide comprehensive protection for the whole city, including the city centre. The Council will also ensure that new development includes appropriate flood measures to manage the risk in the interim period prior to the completion of a flood defence.

6.28 The Council has:

- Completed a Coastal Flood and Erosion Risk Management (CFERM) Strategy. The work has been undertaken by consultants, been subject to public consultation, and has been 'signed off' by the Environment Agency. It provides a strategic technical assessment and cost benefit analysis for the delivery of the defence.
- In partnership with the Environment Agency, produced guidance for developing in flood risk areas, to ensure new developments incorporate appropriate measures.
- In liaison with the Environment Agency, approved a Surface Water Management Plan.
- Secured from Defra / EA £457,000 for the River Itchen Flood Alleviation Scheme study, and £472,000 for the St Denys community resilience project.

6.29 The Council will:

- Develop more detailed schemes for flood defences on a phased basis, prioritising those areas where the flood risk is more imminent.
- Use the results of the CFERM to bid for Government funding, alongside contributions from developers (CIL) and other sources.
- Safeguard a route for the defence (in this Plan), which needs to be implemented in phases over the next 60 years.
- Prepare a Local Flood Risk Management Strategy.

#### **h. Water Infrastructure**

6.30 The planned city centre growth is unlikely to generate a need for strategic water supply infrastructure (given the introduction of water metering), and any strategic waste water infrastructure is likely to be provided on existing treatment sites and funded by the water industry. There is a need to ensure adequate local water infrastructure for specific development sites. The Council will seek section 106 planning agreements to phase development where necessary.

#### **i. Education**

##### *Schools*

6.31 There are a range of primary schools in or close to the city centre, and proposals to increase the capacity of two of these schools. Longer term needs will be kept under review.

6.32 There are currently no secondary schools in the city centre but a surplus of places city wide which pupils can travel to reach. However, longer term there is likely to be a need for further capacity. This is a city wide need, but is likely to particularly arise in the central area of the city, and will be kept under review. The Council's planning and education teams are currently working together to better understand the needs and evaluate a range of options for secondary school provision in the city centre. The provision of a secondary school within the city centre would enhance its attractiveness for families and reduce the need to travel. There are likely to be challenges in identifying a suitable site within the city centre, although an opportunity might emerge as development proposals evolve. City College opened a Studio School in the autumn 2013 and there may also be other proposals for free or studio schools.

##### *Further / Higher Education*

6.33 A strong further and higher education sector helps to create an attractive business environment, and students help to add vitality to the city centre. The City College has recently been enhanced. The Solent University is developing a master plan to enhance and expand its East Park Terrace Campus. The University of Southampton's internationally renowned National Oceanography Centre lies within the city centre. Further University facilities / annexes will be supported as part of appropriate proposals.

## **j. Energy**

- 6.34 The city centre has one of the most extensive district energy networks in the U.K. As well as delivering significant carbon and energy cost savings, it promotes energy efficiency and uniquely utilises geothermal heat as part of its energy provision. The operator has prepared a heat map and is currently examining the viability of proposals to identify how and where the network can be extended and enhanced, particularly by exploiting partnership opportunities with new developments and regeneration programmes. A successful programme to expand the energy network is underway, with new of planned connections to the Mayflower Halls, new Arts Centre and some commercial users in the Station Quarter. It is expected that developers will consider connection to the network as a way of meeting planning obligations. Low carbon development solutions that deliver energy and carbon savings in conjunction with national programmes such as Green Deal are specifically encouraged.

**Table 10 Delivery of development schemes**

Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
<b>Cultural Quarter</b>	<p><u>General:</u></p> <p>Summary of Plan Allocation (policy AP 31): A cultural quarter and civic space with new links to the Central Parks. A mix of uses which can include leisure, residential, offices and a hotel.</p>	<p>Recent progress: The following have been completed:</p> <ul style="list-style-type: none"> <li>• Guildhall Square, a major civic square enhancement.</li> <li>• One Guildhall Square office development.</li> <li>• Mayflower theatre extension.</li> <li>• Tyrrell and Green site is under construction.</li> <li>• SeaCity Museum.</li> <li>• Gantry affordable housing scheme.</li> </ul>
	<p><u>Tyrrell and Green Site:</u></p> <p>Current Scheme: Arts complex (performance and gallery space), commercial units and apartments.</p>	<p>Recent progress:</p> <ul style="list-style-type: none"> <li>• Support secured from Arts Council England.</li> <li>• Development agreement signed with Grosvenor.</li> <li>• Resolution to grant planning permission approved.</li> </ul> <p>Actions (next 5 years):</p> <ul style="list-style-type: none"> <li>• Facilitate progress of scheme to ensure opening of Arts Complex in late 2015.</li> </ul>
	<p><u>Further phases of Northern Above Bar</u></p> <p>Current Scheme: N/A</p>	<p>Actions (next 5 years): The Council Has:</p> <ul style="list-style-type: none"> <li>• Completed a viability assessment.</li> </ul>
<b>Station Quarter</b>	<p><u>General:</u></p> <p>Summary of Plan Allocation (policy AP 21): An enhanced public transport interchange with new / enhanced civic squares and public realm. Mixed use development, including major office development, with residential, leisure and ancillary retail uses.</p>	<p>Recent Progress:</p> <ul style="list-style-type: none"> <li>• Enhancements to the Central Station north side entrance have been completed.</li> <li>• Network Rail, South West Trains and the Council completed a £2.4 million refurbishment and upgrade of the Central Station and south side forecourt in 2012.</li> </ul>

Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
	Current Scheme: N/A	
	<u>North of Central Station:</u>	<p>Actions (next 5 years): The Council Is currently:</p> <ul style="list-style-type: none"> <li>• Developing a design concept for public realm enhancements, consolidating car parking provision, and releasing land for development. (Phase 1 is funded and commenced in 2013).</li> </ul> <p>Will:</p> <ul style="list-style-type: none"> <li>• Assess the feasibility, viability and funding of the scheme.</li> <li>• Consult with key landowners / stakeholders.</li> <li>• Help appoint a developer as appropriate.</li> </ul>
	<u>South of Central Station:</u>	<p>Actions (next 5 years): The Council Is currently:</p> <ul style="list-style-type: none"> <li>• Investigating potential highway alterations, and finalising a development framework plan, incorporating an enhancement of strategic links 4 and 5.</li> </ul> <p>Will:</p> <ul style="list-style-type: none"> <li>• Bid for funding for public realm improvements</li> <li>• Undertake a commercial appraisal and test the development framework plan with key stakeholders.</li> <li>• Investigate partnering arrangements and a landowners' agreement</li> <li>• Test the development potential with a view to the phased delivery of a scheme.</li> </ul>

Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
<b>Western Gateway</b>	<p>Summary of Plan Allocation (policy AP 22): An office and leisure led development, potentially with some residential and hotel development. Creation of a distinctive gateway to the city centre, and of a new strategic link from the Central Station to the waterfront.</p> <p>Development is anticipated in the longer term post 2020, given the need for land assembly, and for land values to rise.</p> <p>Current Scheme: N/A</p>	<p>Recent Progress: The Council has completed a commercial appraisal of development potential.</p> <p>Actions (next 5 years): The Council will:</p> <ul style="list-style-type: none"> <li>• Continue a dialogue with the key land interests as opportunities arise.</li> </ul>
<b>Royal Pier Waterfront</b>	<p>Summary of Plan Allocation (policy AP 23): Creation of a high quality waterfront mixed use destination. Retaining the equivalent amount of open space as is currently at Mayflower Park within the site. Creating good pedestrian links across Town Quay road. The ferry services and a public transport interchange should be integrated or relocated nearby. Development can include leisure, speciality retail, residential, offices and hotel development.</p> <p>Current Scheme: The Council and other key land interests (ABP and the Crown Investments Ltd) are working with the developer (Morgan Sindall) on a scheme to create an international waterfront destination, retaining space for the Southampton Boatshow.</p>	<p>Recent Progress:</p> <ul style="list-style-type: none"> <li>• The site has been successfully marketed and a preferred developer selected. Detailed master planning is underway.</li> </ul> <p>Actions (next 5 years):</p> <ul style="list-style-type: none"> <li>• Further viability testing will be conducted, and an agreement drawn up between land interests and the developer.</li> <li>• Relevant consents will be pursued (e.g. planning, traffic regulation order, 'Hampshire Act').</li> <li>• Start on site for 1<sup>st</sup> phase (subject to market conditions)</li> </ul>

Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
<b>Heart of the City</b>	<p><u>Watermark WestQuay</u></p> <p>Summary of Plan Allocation (policy AP 25): A mixed use retail / leisure development which can include office, hotel and residential uses. A major city square will be created adjacent to the Town Walls, and new links created from the Bargate through to the wider MDZ.</p> <p>Current Scheme: Retail, café / restaurant quarter, cinema, hotel and residential.</p>	<p>Recent Progress:</p> <ul style="list-style-type: none"> <li>• Ongoing discussions for heads of terms for a revised development scheme.</li> <li>• Development agreement finalised.</li> <li>• Resolution made to grant planning permission</li> </ul> <p>Actions (next 5 years):</p> <ul style="list-style-type: none"> <li>• Development to commence</li> </ul>
	<p><u>East Street Shopping Centre</u></p> <p>Summary of Plan Allocation (policy AP 24): Retail led development with residential / offices on upper floors. New links through to St Marys.</p> <p>Current Scheme: Retail food store and mixed use development.</p>	<p>Recent Progress:</p> <ul style="list-style-type: none"> <li>• A property deal has been agreed.</li> <li>• Planning permission has been granted.</li> </ul> <p>Actions (next 5 years):</p> <ul style="list-style-type: none"> <li>• A revised planning application, and a traffic regulation order will be determined.</li> <li>• Development completion</li> </ul>
	<p><u>Bargate Shopping Centre*; East of Castle Way*</u></p> <p>Summary of Plan Allocation (policy AP 28): Retail led mixed use development which enhances the Town Walls and improves connections. Current Scheme: N/A</p>	<p>Recent Progress: Bargate - The freeholder has recently gone into administration.</p> <p>Actions (next 5 years): The Council will:</p> <ul style="list-style-type: none"> <li>• Bargate - work with the administrator to achieve a comprehensive redevelopment.</li> </ul>

\* These sites are part of the Old Town Quarter but also form an integral part of the shopping area.

Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
		<ul style="list-style-type: none"> <li>East of Castle Way –a draft development brief has been prepared. The site is likely to be marketed after the Watermark WestQuay and the Bargate schemes have been completed.</li> </ul>
	<p><u>Above Bar West</u> (Longer term scheme):</p> <p>Summary of Plan Allocation (policy AP 25): Retail led with link through from Above Bar Street to MDZ</p>	<p>Actions (next 5 years):</p> <ul style="list-style-type: none"> <li>Undertake initial feasibility work if opportunities arise.</li> </ul>
	<p><u>Above Bar Parkside</u> (Longer term scheme):</p> <p>Summary of Plan Allocation: N/A</p>	<p>Actions (next 5 years):</p> <ul style="list-style-type: none"> <li>Initial and then more detailed feasibility work if opportunities arise.</li> </ul>
	<p><u>Castle Way / Albion Place</u>*</p> <p>Summary of Plan Allocation (policy AP 29): Albion Way car park is identified for public open space. Castle Way car park is identified for mixed use development, or else for public open space. A bus 'super stop' will be supported. Development will protect the Town Walls and maintain views.</p>	<p>Actions (next 5 years):</p> <ul style="list-style-type: none"> <li>Progress is dependent on Watermark WestQuay and further feasibility work.</li> </ul>
<p><b>Solent University Quarter</b></p>	<p>Summary of Plan Allocation (policy AP 32): The existing East Park Terrace campus is safeguarded for University use. The East Park Terrace site allocation to the north is appropriate for University uses, or a mix of uses.</p> <p>Current Scheme:</p>	<p>Recent Progress:</p> <ul style="list-style-type: none"> <li>The University have acquired the East Park Terrace site to the north for potential expansion.</li> </ul> <p>Actions (next 5 years):</p> <ul style="list-style-type: none"> <li>The University is undertaking a master planning exercise.</li> <li>Planning permission granted</li> <li>Development completion of first phase expected by the end of 2015</li> </ul>

\* These sites are part of the Old Town Quarter but also form an integral part of the shopping area.

Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
	<p>The University are considering options to rationalise and upgrade their facilities across the existing campus and the expansion land.</p>	
<b>Itchen Riverside</b>	<p><u>Chapel Riverside</u></p> <p>Summary of Plan Allocation (policy AP 26): A high quality waterfront mixed use development Development can include leisure, bars, residential, ancillary retail and a range of other uses.</p>	<p>Recent Progress:</p> <ul style="list-style-type: none"> <li>• Southampton and Portsmouth City Councils have been awarded 'City Deal' status, with an emphasis on supporting marine employment.</li> <li>• The Council Depot and household waste recycling centre have been relocated elsewhere in the city and the site cleared.</li> <li>• A 'high level' development viability appraisal has been completed (for this Plan).</li> </ul> <p>Actions (next 5 years):</p> <ul style="list-style-type: none"> <li>• The Council are considering a range of future options for the site, including the potential for marine employment.</li> <li>• The appropriate development process will depend on the outcome of these considerations.</li> </ul>
	<p><u>Wider Waterfront Quarter</u></p> <p>The creation of a wider waterfront quarter will bring substantial regeneration benefits to the city, and depends on a change in the need for the existing mineral wharves.</p>	<ul style="list-style-type: none"> <li>• The Council will encourage the relocation of these wharves to a suitable alternative location on Southampton Water.</li> <li>• The Council has commenced work on an Itchen Riverside Masterplan for the wider area</li> </ul>
<b>Ocean Village</b>	<p>Summary of Plan Allocation (policy AP 35): A waterfront destination Development can include offices, food drink, leisure, marine recreation / events, residential.</p>	<p>Recent Progress:</p> <ul style="list-style-type: none"> <li>• A number of residential / mixed use waterfront developments, and a marine innovation centre, have been completed.</li> <li>• The Council has been working closely with developers to bring forward two further schemes, and planning permission has been granted for both.</li> </ul>

Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
		<p>Current Schemes:</p> <p><u>Admirals Quay</u> - Residential led redevelopment with restaurants / bars – under construction.</p> <p><u>Promontory Site</u> - Boutique Hotel, apartments and restaurants</p>
<p><b>Holyrood and Queens Park</b></p>	<p><u>Fruit and Vegetable Market</u>  Summary of Plan Allocation (policy AP 27):  Residential led mixed use development.  Enhanced public realm.  The allocation site includes the Brunswick Square area and the Fruit and Vegetable Market area.</p> <p>Current Scheme:  Brunswick Square – Residential led with some ground floor commercial uses.</p>	<p>Recent Progress:  The Council has:</p> <ul style="list-style-type: none"> <li>• Prepared a valuation report for the Fruit and Vegetable Market area.</li> </ul> <p>And Is:</p> <ul style="list-style-type: none"> <li>• Working with a developer who is pursuing options for the site.</li> </ul> <p>A number of the fruit and vegetable wholesale occupiers have relocated.</p> <p>Work has commenced on the removal of the Queens Park gyratory, which will enhance the setting of the park.</p> <p>Actions (next 5 years):  The Council  Is:</p> <ul style="list-style-type: none"> <li>• Working with land interests in the Fruit and Vegetable Market area with the aim of building partnership arrangements</li> <li>• Considering whether to prepare a master plan for the Fruit and Vegetable Market area</li> </ul> <p>Will:</p> <ul style="list-style-type: none"> <li>• Determine planning applications on the Brunswick Square area, and any subsequent scheme on the Fruit and Vegetable Market area.</li> </ul>

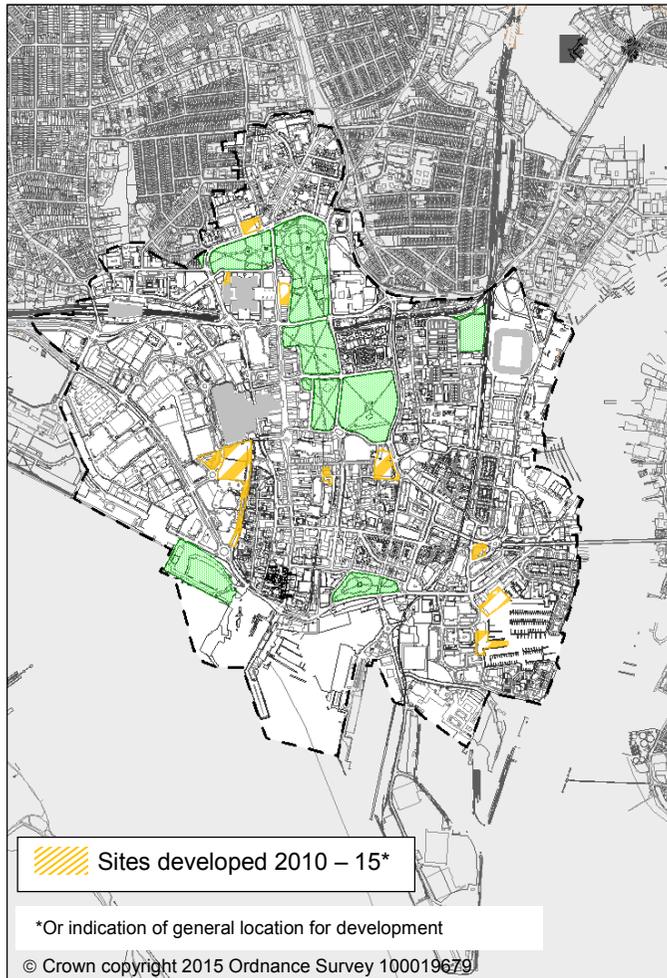
Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
	<p><u>Holyrood Estate</u> The Holyrood residential estate will continue to see upgrades.</p> <p>£930,000 of funding is confirmed to improve landscaping, community gardens, CCTV and a concierge service.</p>	
<b>Old Town</b>	<p>Bargate Shopping Centre East of Castle Way Castle Way / Albion Place. - see Heart of the City section above</p>	<p>Since the start of the QE2 Mile enhancements and the Council's focussed promotion of the area there has been a 20% reduction in vacant units, 20 new business openings, and over £10 million of private sector investment in the Old Town.</p>
<b>St Mary's</b>	<p>St Mary's is a city centre community to the east of the Central Parks. It is important to ensure the continued regeneration of the area and create improved connections to the rest of the city centre. Appropriate small scale development will be supported as opportunities arise. The Council will consider whether to develop a strategy to help this process.</p>	
<b>Bedford Place</b>	<p>The area has a strong character with a mix of shops, cafes, bars and nightclubs. The area also includes residential development and is a focus for office uses. It is important to upgrade this secondary office stock.</p>	

**Table 11 Use classes permitted on CCAP sites**

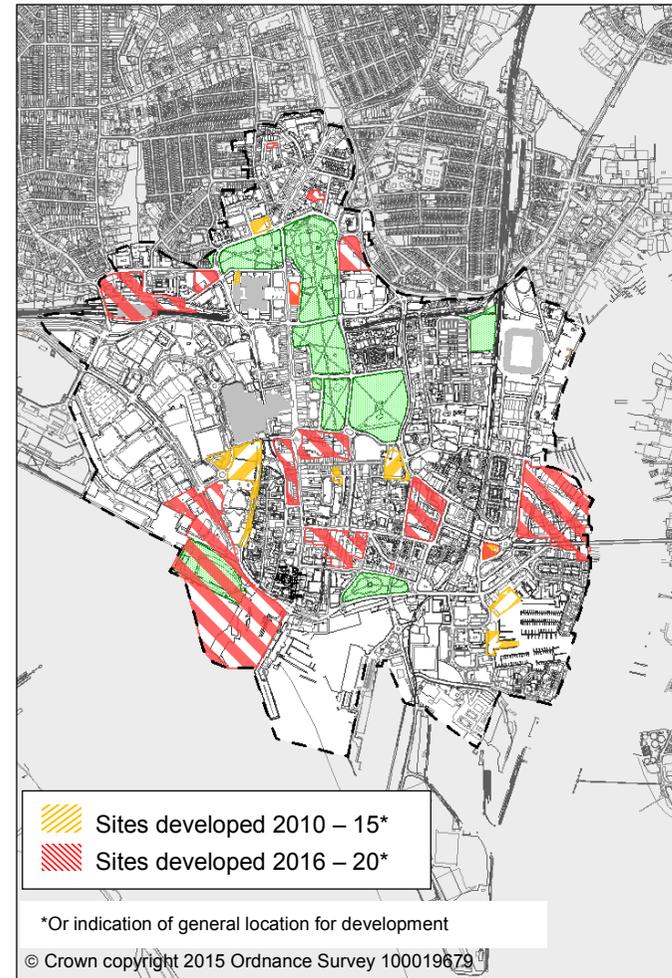
Please note these uses may be restricted in the policy text e.g. to small scale retail, to upper floors and provided amenity issues can be addressed. (If additional uses not included in table 11 come forward at a later date, they will be considered on an individual basis).

Policy	Site	Quarter	Appropriate use classes			
			Retail	Commercial	Other classes	Other
AP 21	MDZ - Station Quarter	Station Quarter	A1, A2, A3, A4, A5	B1 (a) (b)	C1, C3, D1, D2	Transport interchange, open space
AP 22	MDZ - Western Gateway	Western Gateway	A1, A2, A3, A4, A5	B1 (a) (b)	C1, C3, D1, D2	Open space
AP 23	Royal Pier Waterfront	Royal Pier Waterfront	A1, A2, A3, A4, A5	B1 (a) (b)	C1, C3, D1, D2	Open space, moorings
AP 24	East Street Centre and Queens Buildings (Debenhams)	Heart of the City	A1, A2, A3, A4, A5	B1 (a) (b)	C1, C3	
AP 25	MDZ - North of West Quay Road	Heart of the City	A1, A2, A3, A4, A5	B1 (a) (b)	C1, C3, D1, D2	Civic space
AP 26	Chapel Riverside	Itchen Riverside	A1, A2, A3, A4, A5	B1 (a) (b)	C1, C3, D1, D2	Public hard, provision for water sports activities
AP 27	Fruit & Vegetable Market	Old Town (and partly in Holyrood/Queens Park)	A1, A2, A3, A4	B1 (a) (b)	C3, D1	Open space
AP 28	Bargate sites (East of Castle Way, Bargate Shopping Centre and Hanover Buildings)	Old Town	A1, A3, A4, A5	B1 (a) (b)	C3, D1, D2	Sui Generis – nightclubs
AP 29	Albion Place and Castle Way car parks	Old Town	A1, A2, A3, A4			Open space, bus super stop
AP 30	144-164 High Street	Old Town	A1, A2, A3, A4, A5	B1 (a) (b)	C1, C3	
AP 31	Northern Above Bar	Cultural Quarter	A1, A2, A3, A4	B1 (a) (b)	C1, C3, D1, D2	
AP 32	East Park Terrace	Solent University		B1 (a) (b)	C1, C3, D1, D2	Uses related to education, community uses
AP 33	St Mary's Road	Solent University	A1, A2, A3, A4, A5	B1 (a) (b)	C1, C3, D1, D2	Community uses
AP 34	Dukes Keep, Richmond Street and College Street	Holyrood / Queens Park	A1, A2, A3, A4, A5	B1 (a) (b)	C1, C3	
AP 35	Ocean Village	Ocean Village	A1, A2, A3, A4, A5	B1 (a) (b)	C1, C3, D2	Public event space
AP 36	St Mary Street and Northam Road	St Marys	A1, A2, A3, A4, A5	B1 (a) (b)	C3, D1, D2	

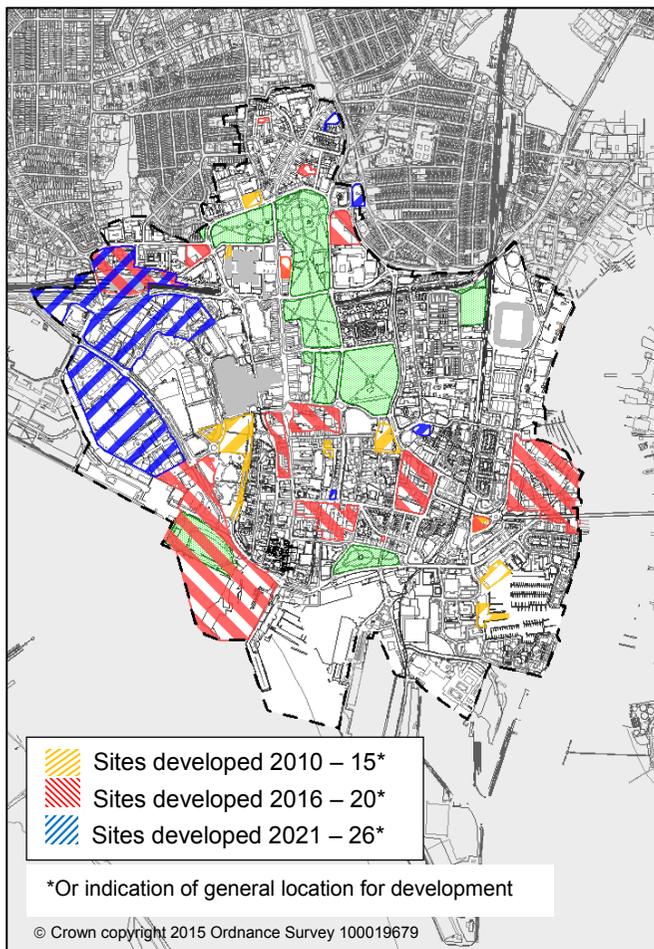
These maps illustrate the anticipated phasing in commercial terms. They do not represent a policy requirement.



**Map 31 Phasing – Phase 1; 2010 – 2015**



**Map 32 Phasing – Phase 2; 2016 – 2020**



**Map 33 Phasing – Phase 3; 2021 – 2026**

## **Monitoring and Managing the City Centre Action Plan**

- 6.35 The adopted Core Strategy sets out a framework for monitoring and the Action Plan builds on that approach. Monitoring is required to ensure that, over time and in changing circumstances, the approach set out in the Action Plan continues to be the best one given the available alternatives and that the policies continue to be relevant and effective.
- 6.36 The formal monitoring of the Action Plan and other Development Plan Documents will be published in the Council's Annual Monitoring Report. This will report on progress during the previous financial year (between 1<sup>st</sup> April and 31<sup>st</sup> March). A monitoring framework for the Core Strategy already contains targets and indicators and the Action Plan will use similar data sources.
- 6.37 Table 12 identifies the key data for those policies that require particular monitoring, in order to focus resources effectively. The implementation of the majority of Action Plan policies will be ongoing. The site policies (AP 20- AP 36) will need to be closely observed to ensure that they remain relevant and deliverable. Further details about the monitoring process are available separately in the Core Strategy and the Annual Monitoring Reports, in particular the Delivery and Monitoring Framework found in Table 3 of the Core Strategy.
- 6.38 As set out in the Core Strategy, monitoring information will be collated from various sources, making use of existing information. In addition informal monitoring will be ongoing in terms of maintaining contact with the development industry and key stakeholders such as different parts of the Council, the Primary Care Trust and Southampton Partnership to provide early warning of emerging problems and further opportunities.
- 6.39 The Council will continue to work with developers to bring forward major sites and may produce further guidance and take other actions to aid the delivery of policies.

**Table 12 Monitoring the CCAP**

<b>Policy no.</b>	<b>Key indicators</b>	<b>Source</b>	<b>Outcomes</b>	<b>Targets</b>	<b>Monitoring</b>
AP 1 New office development	Amount of new office floorspace  New office floorspace on identified office sites	Hampshire County Council (HCC) monitoring	Delivery of new office floorspace	Net increase of 60,000 sq m 2011-2026 (110,000 sq m 2006- 2026)  NB. updated from Core Strategy monitoring section	Ongoing Monitoring – existing AMR with commentary
AP 2 Existing offices	Loss of office floorspace	HCC monitoring	Retention of existing office floorspace	Minimise the loss of office floorspace	Ongoing Monitoring – existing AMR with commentary
AP 5 Supporting existing retail areas	Vacancy rates in city centre	SCC monitoring – Planning	Improve the health of the city centre	Maintain vacancy rate at or below 13% (from Core Strategy)	Ongoing Monitoring – existing AMR with commentary
AP 6 Extension of Primary Shopping Area & AP 7 Convenience Retail	Retail completions Retail expenditure  New retail floorspace on identified retail sites	HCC & SCC monitoring	Improve the health of the city centre  Deliver new comparison retail floorspace  Meet need for convenience retail floorspace	90,000 sq m comparison retailing 2006-2026 (residual requirement 54,650 sq m 2011-2026)  NB. updated from Core Strategy monitoring section	Ongoing Monitoring – expanding existing AMR data including retail expenditure. Deliverability of individual sites
AP 9 Housing Supply	Housing completions by units; type; density; affordable units.	HCC & SCC monitoring	Delivery of dwellings	5,450 dwellings 2008-2026 (residual requirement 4,830 dwellings 2011-2026)	Ongoing Monitoring – existing AMR includes a trajectory to the end of the plan period
AP 12 Green infrastructure and open space	Quantity of protected open space by type	SCC monitoring – Open spaces	Increase in the quantity and improve quality and accessibility of protected open space	Net gain in amount of open space	New data to be included in future AMR updates. Brief commentary in AMR on net gain / losses and progress on green grid

<b>Policy no.</b>	<b>Key indicators</b>	<b>Source</b>	<b>Outcomes</b>	<b>Targets</b>	<b>Monitoring</b>
AP 13 Public open space in new developments	Quantity and type of open space provided in new development	SCC monitoring - Planning	Delivery of open space in new developments	Per development: Amenity space 0.22 ha per 1,000 population for residential development  Amenity space 0.05 ha per 1,000 workers for office development over 25,000 sq m (gross)	New data to be included in future AMR updates. Accompanied by commentary
AP 14 Renewable or low carbon energy plants; and the District Energy Network	New connections to the Combined Heat and Power network and extensions to the existing network.	SCC monitoring -Sustainability	Delivery of appropriate renewable or low carbon energy plants and expansion of the district energy network leading to carbon reductions	Contributes to the carbon reduction target of a reduction of 34% by 2020 from 1990 levels	New commentary to be included in future AMR updates. Carbon reduction will be monitored as part of the SCC Low Carbon City Strategy
AP 15 Flood resilience	Delivery of flood defences and measures	SCC monitoring - Sustainability	Reduce flood risk	Delivery of strategic flood defence and site specific measures	New data to be included in future AMR updates when appropriate. Accompanied by commentary (Flood Board will monitor deliver of Local Flood Risk Management Strategy Delivery Plan)
AP 18 Transport and movement	Vehicle movements in and out of the city centre; modal splits; cycling trips; parking stays	HCC & SCC monitoring	Improve accessibility of city centre by a variety of modes of transport Delivery of programmes	Increases by 2026 (using 2012 as base year): Walking 45% (2.67% per annum) Cycling 52% (3.0% p.a) Bus 27% (1.75% p.a) Rail 32% (2.0% p.a)	Ongoing Monitoring – existing AMR. Transport model updates included when appropriate. (The Local Transport Plan includes more detailed targets and monitoring)

<b>Policy no.</b>	<b>Key indicators</b>	<b>Source</b>	<b>Outcomes</b>	<b>Targets</b>	<b>Monitoring</b>
				Traffic flows on radial routes stay within predictions from Sub Regional Transport Model in Table 7 of the Transport Background Paper (CD 34)	
AP 20-36 Site Policies	Progress update for each CCAP site	SCC – Planning and City Development	Delivery of development schemes	Delivery of schemes	New commentary to be included in future AMR updates to include anticipated phasing of delivery.

## Glossary

Active frontages	A frontage to a development that contains windows, entrance doors, shopfronts etc that adds interest to the streetscape and provides an interface between the street and the building. Active commercial frontages incorporate active frontages e.g. with ground floor reception areas and lobbies and entrances onto the street.
Appropriate Assessment (AA)	Requirement under the Habitats Regulations to assess the potential effects of the policies on European sites of interest.
Area Action Plan	A planning framework for an area of significant change or conservation, part of the Local Plan.
Convenience floorspace	Area taken over for the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.
Core Strategy	The document setting out a long-term vision for the city and the primary strategic policies to deliver that vision. Southampton's Core Strategy was adopted in January 2010.
Defensible space	Public and semi-public space that is surveyed, demarcated or maintained by somebody. Defensible spaces are places where people feel safe; with public and semi-public spaces that are well overlooked and places that do not invite criminal or anti-social behaviour.
Development Plan Documents	The statutory planning policy documents that make up the Local Plan and replace the policies in the Local Plan Review (2006). Decisions on planning applications will be made in accordance with the policies in these documents. DPDs are subject to independent examination.
Flood defence search zone	Area within which the strategic flood defence is to be located or land safeguarded for a future defence.
Food and drink uses	Covers use classes A3 (restaurants and cafes), A4 (drinking establishments) and A5 (Hot food takeaways).
Green Grid	A network of green and blue links, routes and spaces throughout the city linking existing open spaces, neighbourhoods, destinations, surrounding countryside and the waterfront.

Green Infrastructure	The network of multi-functional green spaces which help to provide a natural life support system for people and other living creatures.
Landmark building	A building which has become a point of reference because its height, siting, distinctive design or use sets it apart from surrounding buildings. Examples may include churches and other important civic buildings.
Legibility	The degree to which a place can be easily understood and traversed for example with recognisable routes, intersections and landmarks to help people find their way around.
Local Plan	A portfolio of Local Development Documents that provides a policy framework for the development of an area. This replaces the Local Plan Review. This was formerly known as the Local Development Framework (LDF).
Local Plan Review	Part of the statutory development plan which sets out the Council's detailed land use policies to be used in determining planning applications, eventually to be replaced by the Local Plan. This was partly amended by the adopted Core Strategy.
Major Development Zone (MDZ)	A large area in the western part of the city centre with potential for regional scale redevelopment, key to meeting the overall aims of the Core Strategy (formerly known as the Major Development Quarter).
National Planning Policy Framework	The national planning framework that replaces previous national Planning Policy Statements, Planning Policy Guidance notes and some Circulars with a single streamlined document.
Night time economy	Licensed leisure and entertainment activities taking place beyond traditional work hours including pubs, café, restaurants and clubs.
Permeability	The degree to which a place has a variety of pleasant, convenient and safe routes through it.
Phasing	The splitting of development into manageable parts and distinct stages.
Preferred approach stage	An informal stage in the development of the plan which sets out all the options that are proposed for the final document, influenced by the previous Issues and Options stage.

Primary Retail Frontage	A retail area in a city or town centre with a high proportion of retail uses usually characterised by larger stores, high street stores and shopping centres, defined on the Policies Map and part of the Primary Shopping Area.
Primary Shopping Area (PSA)	The most important shopping area of the city centre, usually characterised by having the highest rents and pedestrian flow and national retailer representation. The existing primary shopping area is defined in the adopted Local Plan Review 2006. The Action Plan includes policies to guide the extension of the PSA.
Policies Map	A map of the city showing the plan's proposals and where policies apply, part of the Local Plan
Public realm	Parts of a city (whether publicly or privately owned) for everyone to use e.g. streets, squares and parks.
Quarters	Distinct areas of the city identified by their existing land uses and character or by future planned development.
Renewable energy	Energy from renewable sources that occur naturally and repeatedly in the environment e.g. from the wind, water flow, tides or the sun and also biomass.
Retail uses	Covering uses identified in the Use Class Order as both A1 (Shops) and A2 (Financial and Professional Services).
Secondary Retail Frontage	An identified retail area, secondary to the Primary Shopping Frontage that provides greater opportunities for a diversity of uses.
Strategic Environmental Assessment (SEA)	Environmental assessment of plans, policies and programmes as required under the European Directive 2001/42/EC.
Strategic link	Links connecting key transport interchanges, the main shopping area, the waterfront, existing areas of open space and other key destinations across the city centre.
Streetscape	The general appearance and character of a street including natural and built elements and how its elements form a cohesive environment.
Sustainability Appraisal (SA)	A social, economic and environmental assessment of planning policies. (Note - the assessment on the City Centre Action Plan combines SEA and SA within one document).

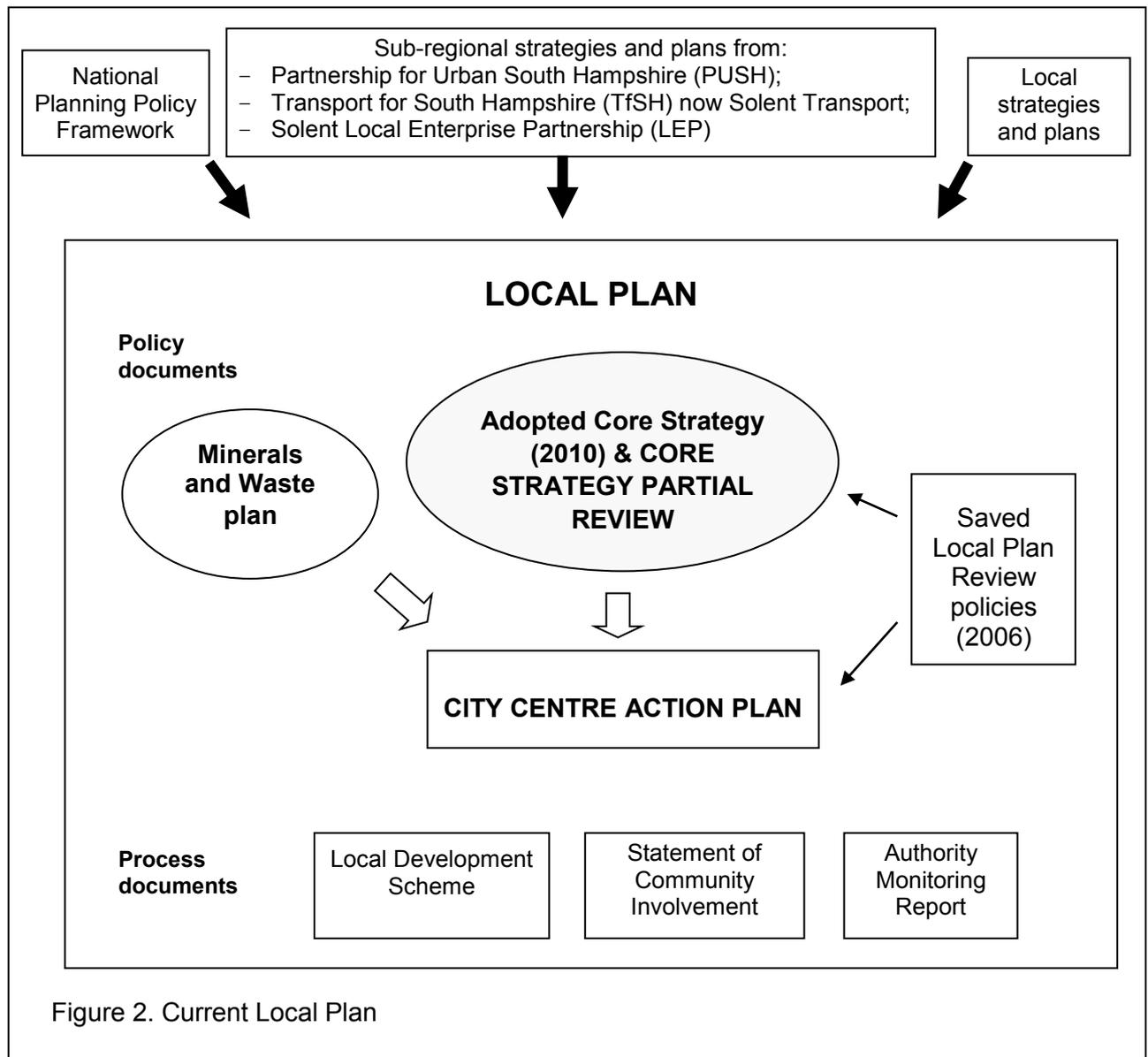
Tall building

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.

## Appendix 1 – the Local Plan context

### The Local Plan

- 1.1 The City Centre Action Plan (CCAP) is part of the new planning system for Southampton. This is a set of documents that will eventually form the development plan for the city. Together these plans set out the planning policies to guide development and the use of land and will be used to assess planning applications. Figure 1 below shows how the main plans fit together.



### Core Strategy and Core Strategy Partial Review

- 1.2 The first document in the Local Plan is the Core Strategy which was adopted in January 2010. Whilst the Core Strategy does not cover all areas of planning, it sets out the general approach to development planned in the city. This includes policies for the city centre and smaller centres, the amount of

housing, employment and retail floorspace required and the protection of open spaces, the historic environment and health and education sites. There are also some more detailed policies including new targets and standards for affordable housing, family housing and climate change. The Core Strategy identified one area in the city centre, the Major Development Zone, as an opportunity for large scale redevelopment. For these topics and areas, Core Strategy policies have replaced policies in the Local Plan Review.

- 1.3 The Core Strategy Partial Review updates part of the adopted Core Strategy. It reduces the office and retail floorspace targets and introduces a policy with a presumption in favour of sustainable development in the light of the National Planning Policy Framework.

#### Minerals and Waste Plan

- 1.4 Southampton City Council jointly prepares minerals and waste plans with Hampshire County Council, Portsmouth City Council, the New Forest National Park Authority and South Downs National Park Authority. The Hampshire Minerals and Waste Plan (adopted 2013) includes a range of strategic, site and development policies. It includes a policy to safeguard the minerals wharves along the River Itchen in Southampton.

#### City Centre Action Plan

- 1.5 The CCAP follows the general approach of the Core Strategy but provides much more detail for the city centre. It provides the development policies for the city centre to complement those in the Core Strategy and guidance for 13 separate quarters and for topics including new offices, retail growth, open space and flood risk. In addition to considering the overall approach to the Major Development Zone and its individual sites, the quarters' guidance includes policies for other key sites for development. CCAP policies includes new policies and some to replace existing Local Plan Review policies (see Appendix 4)

#### Supplementary Planning Documents

- 1.6 A number of Supplementary Planning Documents produced for the City of Southampton Local Plan Review still provide useful detail at a local level and are 'saved' i.e. will still apply when considering applications for sites in the city centre.
- 1.7 The following existing City Centre Supplementary Planning Guidance is saved:
  - City Centre Urban Design Strategy (2001)
  - North South Spine Strategy (2004)
  - City Centre Development Design Guide (2004)
  - Old Town Development Strategy (2004)
- 1.8 The Streets and Spaces Framework will shortly be approved and this document, along with the Streetscape Tool Kit (2013), will replace the City

Centre Streetscape Manual (2005). Although it is not expected to be adopted as a Supplementary Planning Document, the Streets and Spaces Framework will be a material consideration in determining planning applications.

#### Other plans and partnerships

- 1.9 The Core Strategy and CCAP are not the only plans affecting the city centre. The National Planning Policy Framework provides the overall framework for development.
- 1.10 At a sub-regional level, the Partnership for Urban South Hampshire (PUSH) brings together local authorities to work towards economic growth and regeneration and develops a strategic approach for issues across South Hampshire. The Solent Local Enterprise Partnership (LEP) is also working to better facilitate economic growth and private sector investment in the sub region.
- 1.11 Other plans which provide detailed guidance and background information include the City Centre Master Plan and City Centre Characterisation Study.

## Appendix 2 – Development targets

- 2.1 The original Core Strategy (2010) set targets from 2006 – 2026. A Core Strategy Partial Review (2015) updated these targets, which continue to be based from 2006-2026 for consistency. The City Centre Action Plan is based on these updated targets.
- 2.2 This appendix compares these targets to those in the South Hampshire Strategy (2012); and breaks the targets down into past and future time periods.

### Original Core Strategy (2010)

- 2.3 Policy CS 1 sets out the development targets for the city centre.
- 2.4 The original Core Strategy development targets conformed with those in the South East Plan's South Hampshire chapter, and were based on evidence from a period of strong economic growth up to 2007.

**Table 13 Original Core Strategy targets (2006 - 2026)**

Use	Location	Additional floorspace / units
Office	City Centre	322,000 sq m (gross)
Comparison Retail	City Centre	130,000 sq m (gross)
Residential	City wide	16,300 dwellings

All targets are net gains, i.e. new development minus losses.

- 2.5 After subtracting completions from 2006 – 2008, the residual residential target was apportioned to each part of the city, with a target for the city centre of 5,450 dwellings (2008 – 2026).

### Core Strategy Partial Review (2015)

- 2.6 A Core Strategy Partial Review was undertaken to reduce the office and retail targets in the light of the major economic difficulties (2008 – 2013), changing office working practices, and the growth of internet retailing. The residential targets remain unchanged.

**Table 14 Core Strategy Partial Review targets (2006 - 2026)**

Use	Location	Additional floorspace / units
Office	City centre	110,000 sq m (gross)
Comparison Retail		90,000 sq m (gross)
Residential		5,450 dwellings* (2008 – 2026)

All targets are net gains, i.e. new development minus losses.

- 2.7 Table 15 breaks down the Core Strategy Partial Review targets into completions and future delivery.

**Table 15 Composition of Revised Core Strategy targets**

	Completions		Future Delivery	Total	
	2006 – 2011	2011 – 2013		2011 - 2026	2006 - 2026
Office (gross sq m)	43,100	1,600	60,300	61,900	110,000 sq m (105,000 rounded)
Retail (gross sq m)	35,350	840	53,810	54,650	90,000 sq m
	2008 - 2011	2011 - 2013	2013 – 2026		
Residential (units)	620	350	4,480	4,830	5,450 dwellings

All figures are net gains, i.e. new development minus losses.

### South Hampshire Strategy (2012)

2.8 The Partnership for Urban South Hampshire, consisting of the relevant Councils, approved the non-statutory South Hampshire Strategy as part of the 'duty to co-operate'. This was based on economic forecasts with a 2009 base date. The development targets for Southampton from 2011 – 2026 are as follows:

1. Residential: 12,200 dwellings (city wide)

After accounting for over 4,000 dwelling completions (2006 – 2011) this is consistent with the Core Strategy target for 16,300 dwellings. The City Centre Action Plan's residential target is consistent with the Core Strategy target and therefore with the South Hampshire Strategy.

2. Office: 181,000 sq m (city centre first) (policy 6) of which sites should be identified for 125,000 sq m with the balance held in reserve for rapid release if/when needed (para 3.4).

The figures are presented on a different basis to those in the Core Strategy: they relate to the total new office development required. This is both the net gain in office development for new economic growth; and to replace the loss of existing offices.

### Comparison Between Office Targets in the South Hampshire Strategy (2012) and Core Strategy Partial Review (2015)

2.9 Table 16 sets out the composition of the office targets over the period 2011 – 2026, in order to generate a 'like for like' comparison between the Core Strategy Partial Review and the South Hampshire Strategy targets.

2.10 Column a. sets out the data for the Core Strategy Partial Review. Its 'headline' target of 110,000 sq m is for a 'net gain' in offices (2006 – 2026), which is the equivalent of 61,900 sq m (2011 – 2026) (see Table 15).

2.11 Columns b. and c. set out the data for the South Hampshire Strategy. Its 'headline' target is for 'new' offices (2011 – 2026). For Southampton the 'headline' targets are 181,000 sq m; with sites to be identified for 125,000 sq m; and the remainder to be held in reserve for rapid release.

- 2.12 The assumption on the likely loss of offices is set out in the Core Strategy Partial Review / City Centre Action Plan office background paper adjusted for a 2006 to a 2011 base date. It is applied as a constant across all three columns. This allows the 'net gain' office target in the Core Strategy Partial Review to be converted in to the equivalent 'new' office target to enable a 'like for like' comparison with the South Hampshire Strategy targets, and vice versa.
- 2.13 Column a. illustrates that the Core Strategy Partial Review's 'net gain' office target of 61,900 sq m, once the loss of offices requiring replacement is added in, translates into a 'new' office target of 111,500 sq m. This target is met by the sites identified in Table 1 of this Plan.
- 2.14 Columns b and c illustrate that the South Hampshire Strategy's 'new' office target of 125,000 - 181,000 sq m, once the loss of offices is subtracted, translates into a 'net gain' of 75,400 – 131,400 sq m.
- 2.15 The final columns illustrate that on a 'like for like' basis, the Core Strategy Partial Review's target is 69,500 sq m lower than the full South Hampshire target, and 13,500 sq m lower than the minimum South Hampshire target (meeting 89% of that target). This lower target reflects the reality of the ongoing economic difficulties from 2009 (the base date of the South Hampshire Strategy) to 2013.

**Table 16 Composition of Southampton's office targets**

Sq M	Revised Core Strategy (2015)	South Hampshire Strategy (2012)		Difference	
		Total	Minimum		
	a	b	c	a-b	a-c
1. New Offices	111,500	<b>181,000</b>	<b>125,000</b>	-69,500	-13,500
2. Loss of Offices	49,600	49,600	49,600		
3. Net Gain Offices (I.e. 1. minus 2.)	<b>61,900</b>	131,400	75,400	-69,500	-13,500

## Appendix 3 – Habitats Regulation Assessment and Sustainability Appraisal (SA/SEA)

### Sustainability Appraisal

- 3.1 The Sustainability Appraisal is a combined Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA). It was undertaken by the Sustainability team within Southampton City Council and fulfils a legal requirement for an SA through the Planning and Compulsory Purchase Act 2004 and for SEA through the Strategic Environmental Assessment Directive (2001/42/EC) and the SEA Regulations 2004.
- 3.2 The Sustainability Appraisal process aims to ensure that likely significant sustainability and environmental effects arising from the CCAP are identified, assessed, mitigated, communicated and monitored and that opportunities for public involvement are provided. It is a tool to ensure that considerations are incorporated into decision making throughout the production of the CCAP in an integrated way.
- 3.3 The City Centre Action Plan Sustainability Appraisal followed an objectives-led method using twenty objectives identified in consultation with statutory consultees and relevant stakeholders. The alternatives considered in the production of the CCAP were evaluated against baseline data, the assessment framework, other policies, plans and programmes, noted feedback from previous consultation and professional judgement and expert opinion.
- 3.4 The Sustainability Appraisal identified the following policies where there were potential adverse effects:

Policy	Potential negative effects
AP 1. New office development	Potential for congestion and therefore air pollution
AP 4. The Port	Potential for air pollution, climate change and congestion. Uncertain effect on maintaining and improving the water quality of river, estuary, coastal and groundwater. Uncertain effect on sustainable consumption and production.
AP 6. Extension of the Primary Shopping Area	Uncertain sustainability effects due to the potential for congestion and therefore air pollution
AP 7. Convenience retail	Lorry deliveries in combination with customer travel may lead to congestion and air pollution
AP 8. The Night time Economy	Uncertain employment effects as low paid, low skill jobs may be encouraged rather than a wider range
AP 9. Housing supply	Flood risk due to the increase in the number of homes which are more vulnerable use

AP 17. Tall buildings	Potential negative effect on flood risk, due to the concentration of people and possible issues with evacuation. Possible unknown effects include wind tunnelling and shading, discouraging the re-use of existing buildings and effects on bird flight paths, green spaces and the historic environment.
AP 23. Royal Pier Waterfront	Intertidal habitats could be lost if reclamation is pursued and a risk of effects on water quality.
AP 24. East Street Centre and Queens Buildings	Uncertain effect on the parks.
AP 26. Chapel Riverside	Higher levels of noise and activity on the waterfront are likely to have a negative effect on biodiversity unless suitable mitigation measures are put in place.
AP 35. Ocean Village	Impact of tall buildings and these may have uncertain effects on wildlife such as birds.

- 3.5 The Sustainability Appraisal suggested mitigation to address potential negative impacts. These range from strategic measures to be undertaken by the City Council in partnership with other bodies to local measures relating to planning and other Council services such as housing and transport.

#### Habitats Regulation Assessment (HRA)

- 3.6 The City Council has undertaken a Habitats Regulation Assessment (HRA) of the CCAP. This is a requirement of the Conservation of Habitats and Species Regulations 2010 (the Habitats Regulations).
- 3.7 The report establishes the nature and severity of effects on the ecological integrity of the European sites and assesses the avoidance and mitigation measures required in order to meet the habitat regulations.
- 3.8 The conclusions of the HRA are that without mitigation some of the proposals in the CCAP will or could have an adverse impact on the European sites. The Plan sets out where these issues arise, where further monitoring is needed and the types of mitigation which could be required. The Council will ensure that adequate mitigation is secured to comply with the habitat regulations, and in line with Core Strategy policy CS 22.

#### Atmospheric pollution:

- 3.9 If increased development were to lead to an increase in traffic on radial routes into and out of the city, this could lead to an increase in pollutants which could have an adverse effect on nearby international habitats. Issues might arise at the Redbridge Causeway / the southern end of the M271, or the M27 as it crosses the River Hamble, both in relation to the Solent Maritime SAC. (The River Itchen habitat type is considered less likely to be affected by pollutants). Conversely, if reduced traffic levels were achieved, this would lead to an improvement for these habitats.

- 3.10 The city centre is a sustainable location in which to focus major development. It is well served by public transport, is accessible on foot and by bike, has an LTP that promotes non-car based transport and a mix of current and planned land uses that will help reduce the need for travel.
- 3.11 Transport for South Hampshire's (TfSH's) (now known as Solent Transport) Strategic Road Transport Model (SRTM) has been used to help assess the likely effects. The baseline scenario incorporates:
- the retail, office and residential targets for the city and city centre (as set out in the Core Strategy and this Plan), and for the wider area (based on the South Hampshire Strategy 2012 and economic forecasts); and
  - no shift to non-car modes, other than that which is achievable from currently funded transport / behavioural change schemes.
- 3.12 The model shows that if this scenario were realised, there would be a significant increase in traffic from 'in combination' sources (although the proportion of total traffic attributable to the city centre would be relatively low).
- 3.13 An additional Council scenario has been prepared, incorporating highway capacity limits and a greater shift to non-car modes over the full plan period (one which is considered achievable and realistic over the full plan period). This shows that provided the greater shift to non-car modes is achieved, development in the city centre will not lead to a significant increase in traffic at the relevant locations. Furthermore it is likely that improvements in vehicle technology will reduce emissions.
- 3.14 On this basis the CCAP will not lead to an adverse effect. However the level of traffic arising from the city centre will be monitored, to ensure that this remains the case. If not, then additional monitoring will be needed to ensure that the additional traffic has not led to a significant increase in emissions (because the emissions per vehicle have already decreased). If not, then the effect on the habitat designations will need further assessment. This may demonstrate mitigation measures are needed. If so, these could include:
- Additional transport measures to ensure the necessary modal shift away from car use is achieved - promoting non car modes, travel plans, reduced car parking;
  - Traffic management - speed/flow management, low emission zones;
  - Emission reduction at source - promotion of electric vehicles, use of ultra-efficient fuels, emissions testing;
  - Roadside barriers - barriers and planting to absorb pollutants.
- 3.15 Most of the monitoring and mitigation measures should be implemented at a strategic level, taking account of the relative 'in combination effects' of development in different locations, and developments relating to both the trip origin and the trip destination.
- 3.16 The CCAP's transport measures are appropriate but at the present time a precautionary assessment must be made.

CONCLUSION - Adverse effects on the integrity of the New Forest SAC / Ramsar, River Itchen SAC and the Solent Maritime SAC are unlikely to occur as a result of atmospheric pollution provided that the predicted modal shift away from car use occurs. This will be monitored, and mitigation measures put in place if necessary.

Recreational disturbance:

- 3.17 Population growth associated with residential development brings with it the threat of additional visitor pressure on European sites such as the New Forest SAC / SPA / Ramsar and Solent European maritime sites. There is concern about the capacity of existing open spaces to accommodate this visitor pressure without adverse effects on European site integrity. This could be exacerbated by any loss of open space in the city centre or the wider city.
- 3.18 The Solent Disturbance and Mitigation Project has completed the first three of four phases. Phases 1 and 2 have modelled the extent and severity of visitor impacts to coastal bird assemblages as a result of new residential development. Phase 3 has assessed the mitigation measures required. Natural England has issued their final advice in response to the project. Negative effects will occur either alone or in combination with other plans and projects in the area, but these can be resolved subject to a strategic programme of mitigation being put in place. Phase 4, to agree a programme of mitigation and funding, is currently underway
- 3.19 This is likely to focus on on-site management measures.
- 3.20 A habitat regulations assessment was also undertaken for the New Forest National Park Management Plan. The New Forest sites are likely to need a combination of on-site mitigation measures and alternative open space provision.
- 3.21 Residential development in the city centre is likely to have less effect than in other locations. For example it will include a higher proportion of flats (less attractive to dog owners), and is some distance from sensitive designations, and a high proportion of residents (40%) are students.
- 3.22 The types of on-site mitigation measures envisaged could include:
- PUSH-wide delivery officer
  - Team of warden/rangers
  - Coastal dog management project (to encourage responsible dog walking and direct dog walkers to less sensitive parts of the coast)
  - A review of car parking
  - A review of watersport zones / watersport access
  - Codes of conduct
  - Site specific projects

- 3.24 In terms of alternative open space provision, the Core Strategy policy CS 21 aims to retain, enhance and supplement the city's existing open spaces. The Core Strategy also refers to working with Test Valley Borough Council (TVBC) to develop a new forest park at Lords Wood on the northern city boundary to relieve pressure on the New Forest. TVBC undertook a feasibility study for this project (March 2011) and are progressing its phased implementation over their Local Plan period to 2029. However the most effective alternatives in relation to CCAP development will be to encourage residents to use the parks and Common in or closer to the city centre. The CCAP sets out an approach to create a more attractive and coherent green space offer. This is based on protecting and enhancing existing parks and open spaces; creating new civic spaces; and improving pedestrian and cycle access to existing parks, creating 'green links'.

CONCLUSION - Adverse effects on the integrity of sites as a result of recreational disturbance is unlikely to occur provided mitigation is put in place. Affected sites include the Chichester & Langstone Harbours SPA / Ramsar, Portsmouth Harbour SPA / Ramsar, Solent & Southampton Water SPA / Ramsar and the New Forest SPA.

Water demand:

- 3.25 Licensed abstraction from the River Itchen SAC is being reduced. Replacement water could be abstracted from the River Test but there is potential conflict with the conservation objectives of the River Test SSSI. This would lead to uncertainty over whether the necessary reductions can be achieved in the required timeframe.
- 3.26 Core Strategy policy CS 20 requires all development to maximise water efficiency measures. In addition Southern Water has a programme of universal metering and this is being carried out in Southampton at the present. No further measures for demand management through the CCAP are realistically achievable.
- 3.27 The Council will continue to work with Southern Water and the Environment Agency over this issue.

CONCLUSION - It is concluded that the CCAP is unlikely to lead to adverse effects on the integrity of the River Itchen SAC as a result of water demand.

Mobilisation of contaminants:

- 3.28 Impacts on water quality can be caused by polluted surface water runoff. This impact can occur if works carried out during construction of flood defences and other development mobilise historic contamination which flows into the waters of a designated site. In the case of Solent & Southampton Water SPA / Ramsar contaminants can have adverse effects on birds or their prey. In relation to River Itchen SAC contamination could affect migrating salmon. These are temporary impacts.
- The HRA report contains recommendations for how this issue can be mitigated. Development sites on the waterfront should have site investigations for contaminants; and construction management plans (agreed with Natural England and the Environment Agency).

CONCLUSION - Adverse effects on the integrity of the Solent & Southampton Water SPA / Ramsar and the River Itchen SAC are unlikely to occur as a result of contamination.

Loss or degradation of wader roosts:

- 3.29 Royal Pier is classified as of uncertain importance to roosting oystercatcher. Loss of a small roost for oystercatcher of uncertain importance would be unlikely to affect the ecological integrity of the Ramsar. Further surveys are recommended prior to redevelopment of the site and potential mitigation measures are identified.

CONCLUSION - Adverse effects on the integrity of Chichester & Langstone Harbours Ramsar are unlikely to occur from the loss of a wader roost in Southampton.

Collision risk, light, noise & vibration:

- 3.30 Collision risk and light pollution together with noise & vibration impacts are closely related to the location and design of new buildings and their surrounding amenity (such as landscaping and security lighting). Potential impacts from a number of key development sites close to the waterfront on birds and migrating salmon are considered. The impacts from noise and vibration are short term.
- 3.31 Several recommendations for avoidance and mitigation measures are made for development sites close to the waterfront or bird flight paths (e.g. Chapel Riverside, Ocean Village, Royal Pier Waterfront):
- 3.32 Collision Risk: Tall buildings should be informed by an assessments of risk and appropriate design measures incorporated (e.g. stepped heights, the treatment / design of glazing and facades).

CONCLUSION - Adverse effects on integrity of the Solent & Southampton Water SPA / Ramsar and River Itchen SAC are unlikely to occur as a result of collision risk, light noise or vibration.

## Appendix 4 – Superseded Local Plan Review policies

- 4.1 The CCAP is part of a suite of documents that will eventually replace all the policies in the Local Plan Review. On adoption, the following policies will be replaced in full by the CCAP (or no longer used):

Existing policy	Replaced by CCAP policy:
CLT 14 City Centre Night Time Zones and Hubs	AP 8 The Night Time Economy
L 6 Southampton Solent University	AP 11 Supporting higher and further education facilities
REI 15 Office Development Areas	AP 1 New office development
REI 16 Identified office sites	AP 1 New office development
TI 1 Safeguarding for Transport Improvements	AP 18 Transport and movement
MSA 1 City Centre Design	AP 16 Design
MSA 2 Southampton Central Station	AP 21 MDZ - Station Quarter
MSA 3 Charlotte Place	AP 32 East Park Terrace, 33 St Mary's Road <i>Charlotte Place roundabout site completed – this part of policy is no longer required</i>
MSA 4 Royal Pier and Town Quay	AP 23 Royal Pier Waterfront
MSA 5 Civic Centre and Guildhall Square	AP 31 Northern Above Bar
MSA 6 West Quay Phase 3	AP 25 MDZ - North of West Quay Road
MSA 7 144-164 High Street	AP 30 144 – 164 High Street
MSA 9 Lower High Street	N/A
MSA 10 Mayflower Plaza	N/A
MSA 11 Land at Ocean Way, Maritime Walk and Fronting Alexandra Docks	AP 35 Ocean Village
MSA 12 St Mary's Area	AP 36 St Mary Street and Northam Road
MSA 14 Land Adjacent to Dock Gate 10 and the Norman Offer site (bounded by Southern Road, West Quay Road and Mountbatten Way)	AP 21 MDZ – Station Quarter <i>This applies to the part relating to the Norman Offer site (the remainder of this site is outside the city centre boundary)</i>

4.2 The following policies no longer apply to the city centre but will continue to be used outside the city centre:

Existing policy	Replaced in the city centre by CCAP policy:
Appendix 1 (supporting policy SDP 5)	Table 8 <i>Policy SDP 5 will still apply</i>
SDP6 Urban Design Principles	AP 16 Design
SDP7 Context	AP 16 Design
SDP8 Urban Form and Public Space	AP 16 Design
SDP9 Scale, Massing and Appearance	AP 17 Tall buildings
SDP14 Renewable Energy	AP 14 Renewable or low carbon energy plants; and the District Energy Network
CLT 3 Protection of Open Spaces	AP 12 Green Infrastructure and open space
CLT 5 Open space in new residential developments	AP 13 Public open space in new developments
CLT 7 Provision of New Public Open Space	AP 13 Public open space in new developments and table 7
CLT 9 Sites for Indoor Sport	AP 33 St Marys Road <i>Proposals for a Healthy Living Centre are not being progressed - this part of the policy is no longer required</i>
H 1 Housing Supply (List in appendix 6)	AP 9 Housing supply and Appendix 5
REI 3 Primary Retail Frontages	AP 5 Supporting existing retail areas
REI 4 Secondary Retail Frontages	AP 5 Supporting existing retail areas
REI 10 Industry and Warehousing	AP 3 Safeguarding industrial sites
REI 11 Light Industry	AP 3 Safeguarding industrial sites
REI 12 Industry Reliant Upon Wharfage and Port-related Uses	<i>NB. Replaced in Minerals Plan</i>

## Appendix 5 – Housing developments in the city centre

### Residential-led Housing Allocations

	<b>Estimated Number of units to 2026</b>
American Wharf, Elm Street	23
Land to rear of 104-106 East Street	14
Back of the Walls	178
11 Queensway	25
Land adjacent to 2 Northam Rd	14
59-61 St Mary Street	12
101-119 St Mary Street	58
165 St Mary's Street & Chantry Hall	60
Cedar Press	122
Corner of Albert Road South, Canute Road & Royal Crescent Road	88
Aviation Museum	45
24-32 Canute Road and 157-159 Albert Road South	53
135-141 Albert Road South	10
Carlton House	16
College Place Car Park	12
Car park, Kings Park Road	50
21 Southampton Street & 16-18 Banister Street	15
Handford Place Car Park	16
102-108 Above Bar Street (Park House)	103

### Major sites: Housing as an element of mixed use development

	<b>Estimated Number of units to 2026</b>
Central Station	64
Western Gateway - non City Industrial Park	200
City Industrial Park, Southern Road	60
Royal Pier Waterfront	600
Watermark West Quay	241
Chapel Riverside	500
Fruit / veg warehouses & Brunswick Square	240
Land around Bargate	200
East of Castle Way	108
21-22 Hanover Buildings	16
23-25 Hanover Buildings	13
144-164 High Street	20
Northern Above Bar	38
Sites either side of Northern Above Bar	231
60-64 St Mary's Rd	154
College Street car park	80
Car Park adj 14-18 College Street	25
Richmond House	212
Admirals Quay	299
The Promontory	94

## Appendix 6 – Protected Open Spaces in the city centre

### Existing Designated Open Spaces in the City Centre:

1. Mayflower Park
2. Queens Park
3. Hoglands Park
4. Houndwell Park
5. Palmerston Park
6. Andrews (East) Park
7. Watts (West) Park and Enkom Corner
8. St. Mary's Primary School
9. Rockstone Place
10. Cuckoo Lane Area
11. Blechynden Terrace
12. Town Quay Park (East of French Street)
13. Town Quay Park (West of French Street)
14. Platform Road (Vokes Memorial)

The plan also designates and therefore protects for the first time other existing open space in the city centre:

15. Guildhall Square
16. St. Michael's Square and adjacent pocket park (Castle Way)
17. St. Mary's Churchyard (south-west corner)
18. Holy Rood Church and frontage

**Table 7 Indicative new public open spaces identified for the city centre**

Site	See policies
<b>1) To be provided as part of new development:</b>	
As part of the Central Station Quarter: - South of Central Station (public square) - North of Central Station (public square / link to Blechynden Terrace)	AP 12, AP 20 & AP 21
As part of the Heart of the city: - Watermark WestQuay Plaza and part of Western Esplanade	AP 20 & AP 25
As part of Royal Pier: - Mayflower Park (including extension)	AP 12, AP 20 & AP 23
MDZ Civic Amenity Spaces and Strategic links: - Geothermal Civic Square - Western Gateway MDZ Civic Park (linear) or series of spaces - New MDZ Boulevard from Central Station (Strategic Link i)	AP 20 AP 20 & AP 25 AP 20 & AP 22
Chapel Riverside Civic Space (excluding adjoining promenades)	AP 26
Ocean Village Events Space (excluding adjoining promenades)	AP 35
Fruit & Vegetable Market green link street scene enhancements	AP 27
<b>2) To be provided through developer contributions and/or other sources</b>	
Queens Terrace	AP 12 & AP 18
Albion Place and Castle Way car parks (pocket park)	AP 29
Civic Centre Square (public square)	-

## Appendix 7 – Flood Resilience

### Definitions:

Flood risk zone 2 – medium risk, 1 in 1,000 to 1 in 200 annual probability

Flood risk zone 3 - high risk, 1 in 200 annual probability or more

Design flood event and flood level – based on 1 in 200 annual probability event at the end of the development's lifetime.

Extreme flood event and flood level – based on 1 in 1,000 annual probability event at the end of the development's life.

As an example, the SFRA2 predicts that by 2115, the design and extreme flood levels are 4.2 metres and 4.4 metres AOD (typically 0.1 – 1 metres above ground levels, sometimes deeper).

Lifetime of development – assumed to be 100 years for residential, 60 years for commercial (unless circumstances indicate otherwise)

Flood defence zone – as shown on the Policies Map, where the zone passes through a development site, the development will safeguard a route for an appropriate defence.

### Flood Risk Vulnerability Classification

- |                   |   |
|-------------------|---|
| Highly Vulnerable | <ul style="list-style-type: none"><li>• Emergency services</li><li>• Emergency dispersal points.</li><li>• Basement dwellings.</li></ul>  |
| More Vulnerable   | <ul style="list-style-type: none"><li>• Hospitals.</li><li>• Residential institutions such as care homes, children's homes, and hostels.</li><li>• Buildings used for: dwelling houses; student halls of residence; drinking establishments; nightclubs; and hotels.</li><li>• Health services, nurseries and educational establishments.</li></ul> |

### Nature of the Strategic flood defence

- Located within flood defence zone
- Likely to be completed in phases over the next 50-60 years
- Height will vary from around 0.5 – 2 metres above existing ground levels
- To provide the most robust form of defence, the preferred option is land raising of the whole site behind the defence.