

# Appendices

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# 1. SETTING THE SCENE

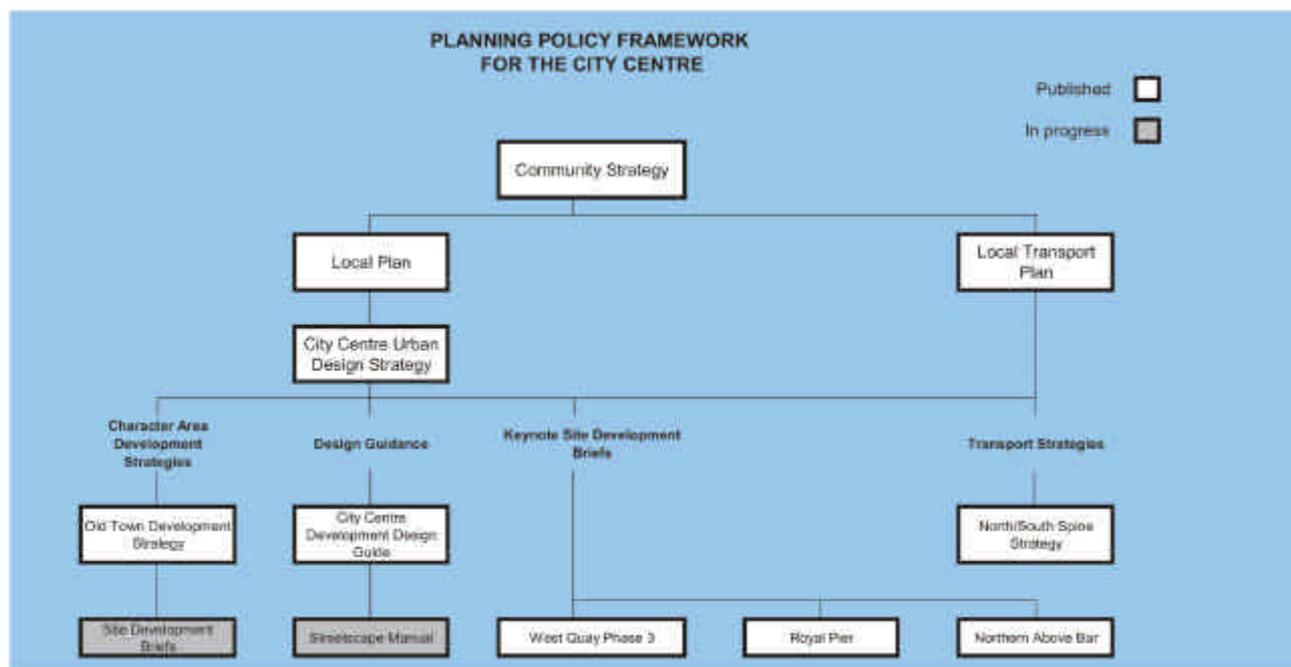
In attempting to fulfil the objectives of the challenge, the Old Town Development Strategy will be informed by the many existing and emerging relevant policies, as well as by an analysis of the current situation.

## Planning and Policy Context

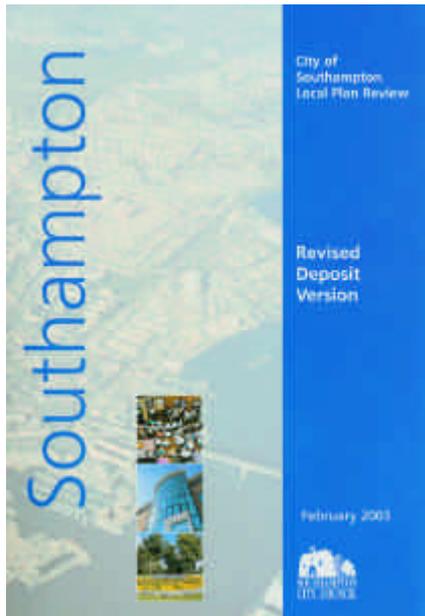
*The Community Strategy* describes how the City might change in the next twenty years, examining the type of city Southampton might become, covering all aspects of life, and how we can achieve higher quality for all. This provides an overarching framework for local policy development and resourcing.



*The Community Strategy*



*Relevant Selected Strategies and Policies*



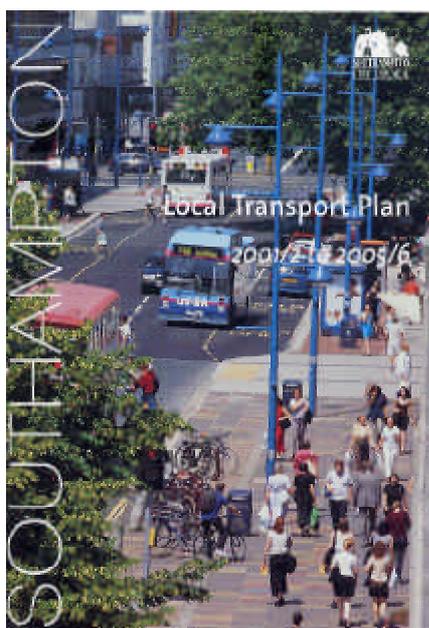
*The City of Southampton Local Plan Revised Deposit Version*

**The Local Plan** inquiry was officially closed in March 2004. The City of Southampton Local Plan is expected to be adopted in 2005. The Plan contains revised policies relating to urban design, with sustainable development being the driving force behind it. Such issues are of paramount importance to the future development of the Old Town. Major sites and areas are identified within the Old Town, with the potential for mixed-use development.

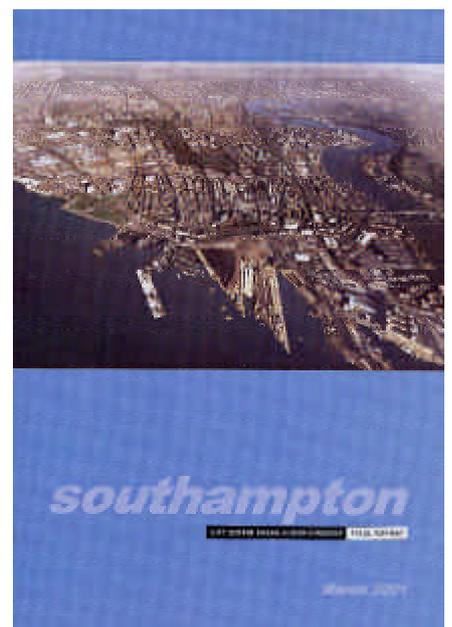
**The Local Transport Plan (LTP)** (2001/2–2005/6) outlines the City Council’s transport strategy, policies and plans, Central Government funding being allocated according to this. The LTP policies and provisional programmes, together with the City Centre Transport Plan, provide the framework to service the regeneration of the Old Town.

Of particular note is the recognition that the city needs to ensure adequate access arrangements to the keynote development sites. This accords with the aim to make the city a fundamentally better place to live, using neighbourhood improvements in road safety and traffic management to encourage greater city living.

**The Southampton City Centre Urban Design Strategy (CCUDS)** was prepared by the City Council, in conjunction with the international urban design consultancy EDAW Limited, and was formally adopted as Supplementary Planning Guidance (SPG) in November 2000.



*The Local Transport Plan*



*The City Centre Urban Design Strategy*

It outlines a 50-year vision for development, considering design issues on a series of levels, from an overall urban design framework, to guidance for the seven character areas (one of which is the Old Town - see Appendix Three), and finally to illustrate six individual keynote projects.

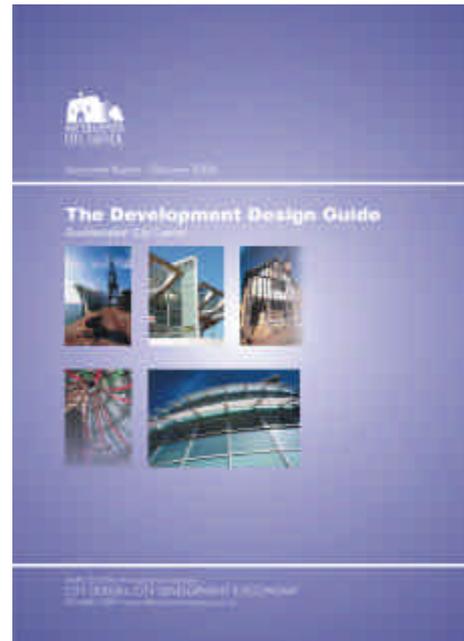
One of the framework's key aims is to physically reconnect the city centre with the waterfront. To the north, two keynote projects (Above Bar Precinct & The Bargate and West Quay Phase III & Western Esplanade) partly infiltrate the Old Town, whilst to the south by the waterfront, The Royal Pier & Town Quay keynote project lies directly adjacent to the Old Town.

**The Development Design Guide** is a document aimed at developers, their designers and those involved in the development of the City Centre, together with city residents and other interested parties, to promote higher design standards in the development and regeneration of Southampton City Centre. It provides additional specific advice on how development can, in particular, conform to the Sustainable Urban Design policies of the emerging Local Plan. All city centre planning applications will be considered within the context of this guide.

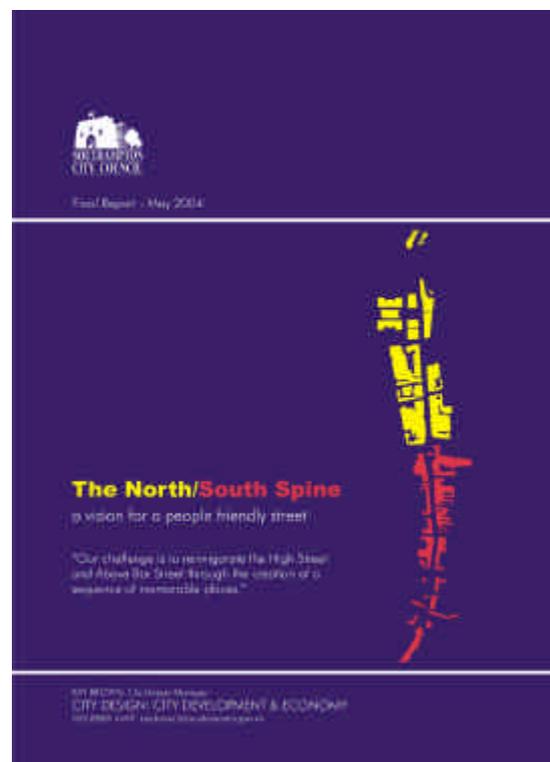
**City Centre Pedestrianisation** - The aims of the City Centre Implementation brief are being progressed through the North/South Spine strategy.

**The North/South Spine Strategy** - Will provide a 'vision' and prepare a strategy to strengthen the North/South Spine which runs through the centre of the Old Town. This was identified in CCUDS as Theme 2: 'Reconnecting the Waterfront'. It is anticipated that further work will commence in 2004-5.

*The City Centre Development Design Guide*



**The Streetscape Manual** is currently being developed which will rationalise the styles, materials and colours of street furniture and landscaping to provide a coherent, distinctive



*The North/South Spine Strategy*

and sustainable approach for the City Centre’s streets, waterfront, and public spaces. It is intended that the strategy will be implemented through a manual adopted as SPG.

**The Night-Time Economy Report** looks at developing and managing the night-time economy and was commissioned by the City Centre Management Steering Group. The key principle of the strategy is to zone rather than disperse night time activity by demarcating night areas and separating them from residential areas.

It recommends that the area around the Bargate should become a primary night hub to restore a heart to the city and this would include further pedestrianisation around the Bargate and High Street. Restaurants should be encouraged to spill out onto the pavements and businesses encouraged to open into the evening.

The Below Bar Hub would become a safe and well lit place, with a vibrant cosmopolitan atmosphere by day and night. In addition the

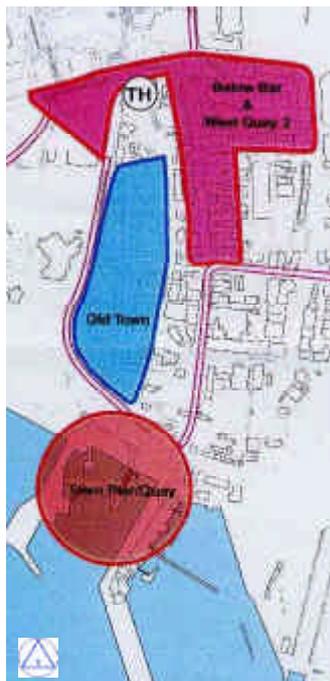
report proposes that the residential area around Bugle Street should become a ‘Quiet Zone’ with special measures to reduce late night disturbance.

**The Old Town Conservation Area Character Appraisal** is a study defining and analysing the special interest, character and appearance of the Old Town Conservation Areas and their setting, designated in recognition of their special historic and architectural quality whose appearance or character it is desirable to preserve or enhance.

The appraisal supports the groundwork carried out for the Old Town Development Strategy, which contains proposals and policies for the preservation and enhancement of the Conservation Areas.

**Relevant Development Briefs**

- West Quay Phase 3 Development Brief
- Royal Pier Waterfront Development Brief



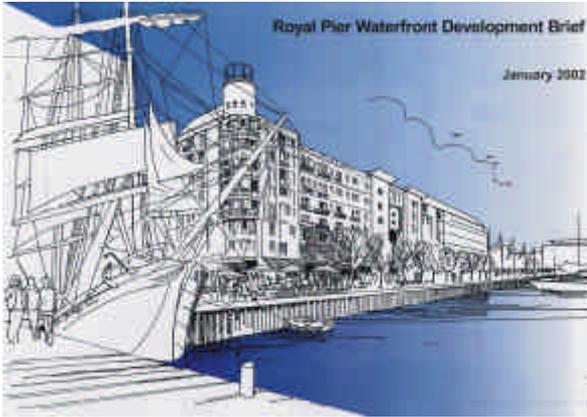
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Extract from Night-Time Economy Report Zoning Plan



West Quay Phase 3 - Masterplan

- Northern Above Bar Development Brief
- Winkle Street Development Brief  
(to be superseded by the OTDS)



*Royal Pier Waterfront Development Brief*

Emerging policy in these and other documents will in turn be informed by the Old Town Development Strategy, once it is adopted as Supplementary Planning Guidance.

## **Economic and Property Market Appraisal**

The Old Town, its buildings, their uses and the local property market have all adapted to prevailing conditions throughout the ages.

Recently, redundant office space has been converted to residential use, whilst along the main spine of the character area, High Street, a predominantly retail area has seen vacancies arise, partially due to the opening of WestQuay Shopping Centre, with a number of retailers relocating either to the new shopping centre or elsewhere. Changes in the financial sector resulted in a number of banking premises becoming vacant in the High Street, these have subsequently been converted into public houses, the former Maples furniture store in the High Street has also been converted into a public house.

To the south of High Street, residential uses have started to predominate, such as the new apartments at Merchants' Quarter, whilst the Habitat block is in the process of being assembled for redevelopment.

Whilst the most viable use in the market, at the time of writing, is residential, ground floor uses such as shops, cafés, and restaurants will nevertheless be required to promote a sustainable mix of uses, pedestrian activity, and security. There is a need for the necessary infrastructure to serve the future residents of the Old Town, such as educational facilities, supermarkets, and doctors' and dentists' surgeries, as well as places to work.