

**SOUTHAMPTON**  
**CITY VISION**  
Local Plan



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**SITES**

## **9. SITES**

- 9.1 This section sets out site allocation policies for the key specific sites which will make a significant contribution to enhancing the city centre or other key areas of the city and which are anticipated to be partially or fully delivered within the plan period.
- 9.2 This section includes policies for the following sites:
- SI1 Mayflower Quarter
  - SI2 Itchen Riverside
  - SI3 Marlands Shopping Centre And Surrounds
  - SI4 Bargate Sites
  - SI5 Former Debenhams and East Street Shopping Centre sites
  - SI6 Albion Place and Castle Way
  - SI7 St Marys and Old Northam Road
  - SI8 Britannia Road Gas Works
  - SI9 Chapel Riverside
  - SI10 Drivers Wharf
  - SI11 College Street Car Park
  - SI12 Ocean Village
  - SI13 Centenary Quay
- 9.3 The Strategic Land Availability Assessment (SLAA) identifies a wide range of additional smaller sites where development will also be supported in principle. These will be identified on the policies map but do not need specific site policies.
- 9.4 All the plan's policies will guide the development of all these sites. The plan's general policies set out overall principles for all development (e.g. design, sustainability, heritage etc), and for designated areas (e.g. flood risk, conservation areas, etc). They also set out the overall approach for the city centre, the network of streets and spaces, and the location of uses within centres. These policies, the options and evidence associated with them in this draft plan, are therefore not repeated in individual site policies.
- 9.5 In addition, the plan also contains guidance on the 13 urban quarters within the city centre as established by the Council's City Centre Masterplan. This provides information on the existing character of the area and guidance for future development including goals, links to be improved and design guidance. This also identifies sites within each quarter.
- 9.6 The site policies listed above include all the site policies which are in the adopted development plan, with the exception of sites which have been completed, or the sites listed in table 9.

**Table 9: Sites with policies in the adopted development plan but not in this draft local plan**

Site Ref.	Site Name	Reason for no site policy in draft Local Plan
Saved Local Plan		
MSA 14	Land adjacent Dock Gate 10 and the Norman Offer site	Safeguarded port land (or part included in the Mayflower Quarter)
MSA15	Woolston library	No longer needed, library provided instead at Centenary Quay
City Centre Action Plan		
AP30	144 – 164 High Street	Relatively small site which does not need a specific site policy. The site will still be allocated on the policies map.
AP31	Northern Above Bar	Main development complete. Cultural Quarter aims set out within the relevant Quarter section. The remaining areas of the site will still be allocated on the policies map.
AP32	East Park Terrace	Now included within policy IN10 (Universities)
AP34	Duke Street, Richmond Street, College Street	Significant conversions already occurred in the Duke St / Richmond St area. (College St is included as a site policy).

(Where sites have already been developed, they are not included in Table 9).

- Do you agree that the plan has included site policies for all relevant sites (sites SI1 – SI13)?
- Has the SLAA identified all relevant sites?
- Are there any sites missing?

### Overall Approach

9.7 The site policies set out additional site-specific requirements for these sites which are not set out in the plan's general policies. For ease of reference regarding the spatial elements of the plan, the supporting text cross refers to the relevant city centre and area designation policies. It does not cross refer to the equally important policies setting out overall principles. The plan is to be read as a whole.

### Key Policy Options

9.8 The site-specific requirements are usually translating the plan's overall policies onto the site in relation to features on the ground (for example key surrounding destinations which need to be connected by streets and spaces, or specific heritage assets which need to be protected and enhanced). Beyond the options associated with the plan's overall policies, the features on the ground are established. This usually limits the number of reasonable alternative options associated with specific sites, although any reasonable options are identified where applicable.

## **Further Considerations**

- 9.9 The site-specific requirements will guide both the development of the site in its entirety, and the phased development of sites, ensuring that individual phases contribute to the overall aims for the site. Where site development is phased, a masterplan will need to be prepared in accordance with the plan's policies, to ensure that the specific development proposals for each phase fits into the plan's overall strategy as expressed through the masterplan.
- 9.10 Other 'windfall' and smaller sites which are not allocated by a site policy can still be developed in accordance with the plan's policies.

## **Evidence**

- 9.11 Existing Evidence: In addition to the evidence associated with the general policies, existing evidence includes the City Centre Masterplan.
- 9.12 New Evidence: Further masterplans may be required to guide the phased implementation of sites in accordance with the plan's policies.

## **CITY CENTRE QUARTERS**

- 9.13 To guide development in the city centre outside of the sites identified, the plan divides the centre into 13 quarters and includes guidance for development within and affecting these quarters:
1. Station Quarter
  2. Western Gateway
  3. Mayflower Park Waterfront
  4. Heart of the City
  5. Itchen Riverside
  6. Old Town
  7. Cultural Quarter
  8. Solent University quarter
  9. Holyrood / Queens Park
  10. Ocean Village
  11. St Marys
  12. Bedford Place
  13. Central Parks



Map 10 City Centre Quarters

## 1. Station Quarter

### Existing Character

- 9.14 The Central Station provides good train connections across South Hampshire and the UK, and good bus and taxi connections across the U.K. The station entrances and surrounding public realm have been improved, including a new public space on the station northside. However, there is scope for further improvement, and connections to the wider city centre are disjointed, with Western Esplanade acting as a barrier.

### Development Goals

- 9.15 To form a key arrival point for the city centre and a key part of the Mayflower Quarter as a development / transport hub.
- 9.16 To significantly enhance Central Station as a transport interchange to handle significant increases in passengers / trains, enhance the interchange facilities with buses, taxis, cyclists and pedestrians, and further enhance the public realm, with a new public space on the station southside and enhanced strategic links into the city centre.
- 9.17 To support a high-density development hub to create a vibrant business and mixed-use district, benefitting from the excellent transport accessibility, with active public frontages contributing to the vibrancy of public spaces.

### Key Strategic Links

- 9.18 The links from the Central Station and adjacent public squares to the wider Mayflower Quarter and city centre will be enhanced, including:
- The following strategic links in accordance with Policy DE2:
    - Itchen Bridge link,
    - East West Spine,
    - International Maritime Promenade,
    - Station Avenue,To include enhanced pedestrian / cycle movements across Western Esplanade.
  - And the following links:
    - Across the railway, including for non-rail users, to enhance pedestrian movements from residential areas to the north.

### Design Guidance

- 9.19 Development will:
- Create a high-quality landmark arrival point incorporating public realm enhancements and new public spaces, connected to the wider strategic links and framed by active public frontages.
  - Safeguard space for and integrate with plans to expand / enhance rail capacity and facilities.
  - Respect the character of residential and listed buildings to the north, and the underlying archaeology, in accordance with policies EN6 and EN7.
  - Incorporate flood risk mitigation measures, in accordance with policy EN9.
  - Maintain and create views of the Port and cruise liners.

## Site Policies

- Part of policy SI1 (the Mayflower Quarter).

## **2. Western Gateway**

### Existing Character

9.20 The area is occupied by industrial units and includes the mixed-use redevelopment of the former Leisure World site. It lies within but is separated from the wider Mayflower Quarter by the busy West Quay Road. It is generally separated from the waterfront by a strip of Port land, although at its southern end does connect at Mayflower Park. West Quay Road forms a main road access into the city and the Port, and so the area forms a key point of arrival into the city centre.

### Development Goals

- 9.21 To create a high-quality, mixed-use landmark gateway to the city centre, forming part of the wider Mayflower Quarter.
- 9.22 To support the delivery of the permitted mixed-use redevelopment of the former Leisure World / John Lewis warehouse site.
- 9.23 To fundamentally enhance pedestrian connections across the current line of West Quay Road to the wider Mayflower Quarter whilst maintaining necessary road connections to the Port and city centre, either by relocating West Quay Road to the south and converting the existing West Quay Road into a 'green spine', or by significantly enhancing West Quay Road as a city centre street [see key option 1 – policy SI1, Mayflower Quarter].
- 9.24 To connect to a new waterfront destination at the City Cruise terminal, should the Port wish to and be able to facilitate this (there are no plans at present); and to create views from new developments to the waterfront, port and cruise liners.
- 9.25 To integrate the strategic shoreline defence into the overall design of development.
- 9.26 To create a mix of uses including leisure, office, hotel / conference and residential uses.
- 9.27 To support on-going industrial uses until redevelopment occurs (the industrial areas are not safeguarded for that purpose and redevelopment to other uses is supported).

### Key Strategic Links

- 9.28 The links from the Western Gateway to the Central Station, Mayflower Park Waterfront and wider Mayflower Quarter will be enhanced, including:
- The following strategic links in accordance with Policy DE2:
    - Station Avenue.

- 9.29 This will include either the relocation of West Quay Road to the south and the creation of a 'green spine' along the line of the current West Quay Road, or significant enhancements to West Quay Road to create a city street, to significantly enhance pedestrian / cycle movements to and from the quarter.

#### Design Guidance

- 9.30 Development will:
- Create a high-quality landmark arrival point / gateway from the west.
  - Create views of the waterfront, port and cruise liners from streets, spaces, terraces / roof gardens / balconies.
  - Create development blocks with active frontages to streets and spaces, in accordance with policies IN4 and DE1.
  - Create along the line of West Quay Road either a green spine (a pedestrian / cycle priority street with extensive green / blue spaces) or a city street (creating a high-quality tree lined boulevard [i.e. subject to key option 1 regarding the relocation of West Quay Road]).
  - Incorporate flood risk mitigation measures, in accordance with policy EN9.
  - Accord with policy EC4 (the Port) and policy EN13 regarding the MoD's explosives consultation zone.
  - Respect the underlying archaeology in accordance with policy EN7.

#### Site Policies

- Part of policy SI1 (the Mayflower Quarter).

### **3. Mayflower Park Waterfront**

#### Existing Character

- 9.31 The area includes Mayflower Park, one of the few areas of waterfront accessible to the public in the city centre and home to the International Boat Show, Town Quay and the Isle of Wight / Hythe ferry terminals. The medieval Town Walls and listed buildings (the Pavilion and former Harbour Board offices), and the derelict Royal Pier structure lie in or adjacent to this area. The busy West Quay Road separates the area from the Old Town, wider Mayflower Quarter and city centre.

#### Development Goals

- 9.32 To retain and enhance Mayflower Park to create an exceptional waterfront with high quality public realm and green spaces connected to the wider Mayflower Quarter, whilst providing an on-going home for the International Boat Show.
- 9.33 Development will complement and support the Park and adjoining areas in creating a waterfront destination.



- 9.34 To enhance pedestrian connections across West Quay Road to the Old Town and wider Mayflower Quarter and city centre.
- 9.35 To potentially relocate the Isle of Wight car ferry to enable the creation of waterfront development.
- 9.36 To integrate the strategic shoreline defence into the overall design of development.

#### Key Strategic Links

- 9.37 The links from the Mayflower Park Waterfront to the wider Mayflower Quarter, Old Town and city centre will be enhanced, including:
- The following strategic links in accordance with Policy DE2:
    - International Maritime Promenade,
    - Station Avenue.
- 9.38 This will include significantly enhancing pedestrian / cycle movements across West Quay Road.

#### Design Guidance

- 9.39 The area will:
- Create a waterfront park and continuous public waterfront with public realm and green spaces of an exceptionally high quality, offering views over the water, and to the Port and cruise liners.
  - Ensure any development creates vibrant public active frontages to the park and waterfront, and roof gardens / balconies fronting the waterfront.
  - Create views of the waterfront, port and cruise liners from streets, spaces, terraces / roof gardens / balconies.
  - Accord with policy EC4 (the Port) and policy EN13 regarding the MoD's explosives consultation zone.
  - Respect the underlying archaeology in accordance with policy EN7.

#### Site Policies

- Part of policy SI1 (the Mayflower Quarter).

## **4. Heart of the City**

### Existing Character

- 9.40 The area consists of the primary shopping area, including the main Above Bar shopping street, West Quay and Marlands shopping centres, a superstore, East Street, independent stores and weekly / specialist markets. It also includes redevelopment sites on the former Bargate and East Street shopping centre sites and the former Debenhams store. The area also extends into the lower lying Mayflower Quarter, including Westquay South and the public space by the Town Walls, and an area currently consisting of retail warehouses. Above Bar is a medieval street in origin, includes locally listed post war shopping parades,

and forms part of the QE2 Mile from the Cultural Quarter, through the historic Bargate to the Old Town and waterfront. The Central Parks are close to but generally slightly separated from the shopping streets. The area is a focus for most of the city's bus services.

#### Development Goals

- 9.41 To maintain and enhance the existing shopping area, including with redevelopments which create active public frontages and reconnect the city to its distinctive heritage (e.g. Marlands and Bargate).
- 9.42 To support a wider mix of uses on the redevelopment of the former Debenhams and the site of the former East Street shopping centre (subject to policy IN2 key option 2 regarding the extent of the primary shopping area).
- 9.43 To use any potential redevelopment on the east side of Above Bar to create new links to the Central Parks with arcades, cafes, etc. Improvements to the Vincent's Walk bus interchange will also enhance the Park.
- 9.44 To create new links into the Mayflower Quarter, through potential redevelopments in the Asda / car parks area and through from the Westquay Shopping Centre.
- 9.45 In the longer term, and only if needed, to create a coherent expansion of the primary shopping area westwards into the Mayflower Quarter to form part of the new high density city centre quarter and as part of the focus of vibrant uses around the International Maritime Parade.

#### Key Strategic Links

- 9.46 The links from the primary shopping area to the Central Station, Mayflower Quarter, parks, waterfront and wider city centre will be enhanced, including:
- The following strategic links in accordance with Policy DE2:
    - The QE2 mile,
    - East West Spine,
    - Portland Link,
    - International Maritime Promenade,
    - Itchen Riverside Link,
  - And the following links:
    - To create new east – west links between Above Bar and the parks.

#### Design Guidance

- 9.47 Development will:
- In general support tall buildings on the edges of the Central Parks and the Westquay South public space, in accordance with policy DE3. Buildings on Above Bar should step back above 4 storeys to retain the scale of the frontages.
  - Respect and enhance the setting of the parks.
  - Respect and enhance the setting of the Bargate, Town Walls, listed buildings in Portland Street, Portland Terrace and Ogle Street and the underlying archaeology, in accordance with policies EN6 and 7.

- Rooftop spaces and terraces are encouraged to exploit views of the city and Central Parks.
- Create views of the waterfront, port and cruise liners from streets, spaces, terraces / roof gardens / balconies.
- Create full public active frontages on principle streets and, if possible, those fronting the Central Parks.
- Incorporate flood risk mitigation measures where necessary, in accordance with policy EN9.

#### Site Policies

- Part of policy SI1 (the Mayflower Quarter).
- Policy SI3 (Marlands and surrounds).
- Policy SI4 (Bargate).
- Policy SI5 (Former Debenhams and East Street Shopping Centre).

## **5. Itchen Riverside**

#### Existing Character

9.48 The area includes mineral wharves, marine and other employment, water sports and leisure marine uses, residential communities and the Southampton Football Club St Mary's stadium. It currently has limited public access to the waterfront. The area is bounded to the west by a railway line, beyond which lie the community of St Marys and the core of the city centre, and to the south by the Ocean Village waterfront. The area lies within the Middle-Saxon town of Hamwic, which is of international archaeological importance.

#### Development Goals

- 9.49 To the south of Britannia Road, to create a high quality residential / leisure waterfront area, linked to St Mary's stadium, with a continuous public waterfront connected to Ocean Village, and enhanced connections back to the core of the city centre. In the short term this will focus on the Chapel Riverside development site. In the longer term, if the mineral wharves can be relocated, regeneration will extend to the area around the football stadium.
- 9.50 Prior to the relocation of the mineral and waste wharves (likely to be in the longer term), to safeguard their ongoing operation in accordance with the Minerals and Waste Plan.
- 9.51 To support the expansion of leisure / sports / community facilities associated with St Mary's stadium.
- 9.52 To the north of Britannia Road, the focus will be on protecting existing marine and other employment areas and creating a mixed-use gateway waterfront development at Drivers Wharf.
- 9.53 To integrate the strategic shoreline defence into the overall design of development.

#### Key Strategic Links

9.54 The links from the Itchen Riverside to St Marys, the heart of the city centre and the Central Station and along the waterfront will be enhanced, including:

- The following strategic links in accordance with Policy DE2:
  - East West Spine,
  - Itchen Riverside link,
  - Itchen Bridge link,
  - International Maritime Promenade.

#### Design Guidance

9.55 Development will:

- Create a vibrant continuous public waterfront with full or partial active public frontages around new public spaces at the gateway locations (i.e. where the East – West spine and Itchen Riverside links connect to the waterfront), active frontages elsewhere along the waterfront, and roof top spaces, terraces and balconies overlooking the waterfront.
- Create attractive and varied roof profiles when viewed from the river and Itchen Bridge.
- Respect and enhance the setting of listing buildings and structures including American Wharf and the Cross House, and the underlying archaeology including the Saxon and medieval cemeteries, in accordance with policies EN6 and EN7.
- Protect and enhance nearby biodiversity designations, in accordance with policy EN2.
- Create views of the waterfront, port and cruise liners from streets, spaces, terraces / roof gardens / balconies.
- Incorporate flood risk mitigation measures, in accordance with policy EN9.
- Accord with any requirements associated with the Transco PLC Southampton Holder Station on Britannia Road. The Health and Safety Executive must be consulted on any residential or other potentially incompatible uses within 300 metres of the site.

#### Site Policies

- Policy SI2 (Itchen Riverside).
- Policy SI9 (Chapel Riverside).
- Policy SI8 (Britannia Road gas holders).
- Policy SI10 (Drivers Wharf).

## **6. Old Town**

### Existing Character

9.56 The Old Town is the historic medieval core of the city and is a designated conservation area. It is defined by the Town Walls and ditches, and is rich in buildings, structures and archaeology which are scheduled or listed for their national importance. The medieval area is set among narrow streets with 2 – 3 storey buildings. The area makes a very significant contribution to the distinctiveness of the city. There are some pockets of poor-quality post-war development, along with higher quality more modern developments including the French Quarter, Merchants Quarter and Bow Square (the recent redevelopment of the

former Fruit and Vegetable market). The area includes a mix of residential communities and a vibrant café / restaurant / retail area along High Street, part of the enhanced QE2 mile running from the Cultural Quarter to the waterfront.

#### Development Goals

- 9.57 To support the redevelopment of the Bargate Shopping Centre (under construction), to open up and enhance the setting of the Town Walls and the Bargate.
- 9.58 To support a redevelopment of the Bargate (East of Castle Way) which enhances connections from the Mayflower Quarter to the Bargate along Bargate Street.
- 9.59 To support at Albion Place / Castle Way the creation of a bus interchange and public spaces which enhance the setting of the Town Walls and Castle Bailey Walls.
- 9.60 To support selective redevelopment of degraded parts of the Old Town, the sensitive management of historical assets, and continued public realm enhancements.
- 9.61 The Council aspires to bring the historic vaults in the Quarter back into use and a programme is currently underway to repair and restore a number of monuments including the recently completed restoration of the Weigh House.
- 9.62 Town Quay Park is protected open space which is enhanced by the surrounding heritage assets.
- 9.63 To support the introduction of restaurants, speciality shopping, boutique hotels and similar uses which draw people into and enhance the distinctive area.
- 9.64 Development will be informed by the Old Town Conservation Area Appraisal and the Old Town Development Strategy.

#### Key Strategic Links

- 9.65 Links from the Mayflower Quarter and cultural quarter / heart of the city, through the Old Town to the waterfront will be enhanced to open up the distinctive Old Town and heritage assets, including:
- The following strategic links in accordance with Policy DE2:
    - QE2 mile,
    - Ocean Village link,
    - International Maritime Promenade.

#### Design Guidance

- 9.66 Development will:
- Enhance the Bargate area as a key gateway from the modern city into the Old Town.
  - Maintain and reinstate the fine grain of streets and the medieval street pattern where appropriate.
  - Use high quality materials and ensure that its scale and massing responds carefully and sympathetically to the strong historical character of the area.
  - Avoid a pastiche approach (high quality contemporary design which accords with the principles for the quarter is appropriate).
  - Create active frontages and enhance the public realm.

- Respect and enhance the setting of listing buildings and structures, medieval vaults, and the underlying archaeology, in accordance with policies EN6 and EN7.
- Maintain and enhance views north to Bargate and west to St Michael's Church spire.
- Reinstate high level links between the Bargate and Old Town.
- Open up views / expose the Town Walls and enhance their setting with public realm enhancements.
- Accord with policy EN13 regarding the MoD's explosives consultation zone.

#### Site Policies

- Policy SI4 (Bargate area).
- Policy SI6 (Albion Place / Castle Way).

## **7. Cultural Quarter**

### Existing Character

9.67 The Cultural Quarter lies immediately to the north of the primary shopping area. It includes the Grade II\* listed Civic Centre and clock tower (campanile), a key landmark in the city. It also includes the Grade II\* registered Central Parks (including public art and memorials), and there are locally listed buildings on Above Bar. These all contribute to the distinctive cultural identity of the city. The area provides a significant cultural focus for the city and wider region, including the Mayflower Theatre, MAST Mayflower Studios and associated partners such as Artful Scribe, SoCo Music, ZoieLogic Dance Theatre, Our Version Media, Opera UpClose the BBC regional headquarters and studios, John Hansard Gallery and City Eye. Similarly, housed within the distinctive Civic Centre is Southampton City Art Gallery with its nationally important artworks, the Central Library, City Archives, SeaCity Museum, the Guildhall music venue, the Central Library, and a range of large and small scale civic and cultural events in Guildhall Square. These sit alongside the bars / restaurants fronting Guildhall Square. The busy Havelock Road, Civic Centre Road and surrounding roads are currently barriers to pedestrian movements to and from the Quarter and its wider public realm including the Central Parks, the Central Station and primary shopping area.

### Development Goals

- 9.68 The Cultural Quarter has benefited from significant recent investment in new cultural facilities and public realm, to complement the more established facilities. The aim is to continue to retain and enhance the area as a cultural hub, and to create a more sustainable and desirable destination that supports social, environmental, cultural and economic goals by regenerating key cultural assets to support the city's cultural status.
- 9.69 The focus is on completing the Cultural Quarter masterplan. This brings together the visions for reimagining and investing in Southampton City Art Gallery, Central Library, and the Guildhall, alongside creative zones and connecting to the wider public realm, distinctive parks, and strategic links to the Mayflower Quarter and wider city centre. It will also join up with the work of Solent University, John Hansard Gallery (University of Southampton), Mayflower Studios (MAST) and other cultural partners. Premises along Northern Above Bar

could support further cultural facilities or creative industries benefitting from synergies with the existing facilities in the area.

#### Key Strategic Links

9.70 The links from the Cultural Quarter to the Central Station, heart of the city centre, the parks and Old Town / waterfront will be enhanced, including:

- The following strategic links in accordance with Policy DE2:
  - Itchen Bridge link,
  - East West Spine,
  - QE2 mile.

To include enhanced pedestrian / cycle movements across Havelock Road and Civic Centre Road.

- And the following links:
  - To create new east – west links between Above Bar and the parks.

#### Design Guidance

9.71 Development will:

- Respect and enhance the setting of nearby listed buildings, the parks, and strategic views of the Civic Centre campanile.
- Create full or partial public active frontages to all key streets, spaces and the parks.
- Create east – west views and routes between Above Bar and the parks.
- Support appropriate tall buildings on the park edges, in accordance with policy DE3.
- Respect the underlying archaeology, in accordance with policy EN7.

## **8. Solent University Quarter**

#### Existing Character

9.72 The area accommodates the main Solent University Campus, Charlotte Place office / hotel complex and the Crescent Place student accommodation. Immediately to the west lie the grade II\* registered central parks. To the north, east and south lie busy roads / junctions, which hinder pedestrian movement between the city centre and the Royal South Hants Hospital / Newtown and Nicholstown residential communities beyond.

#### Development Goals

9.73 To support the intensification of the University and related used in accordance with policy IN10, including expansion onto the vacant East Park Terrace site to the north (within the campus area as defined on the Policies Map).

9.74 In the longer term a redesign of the busy Six Dials junction to the east to enhance pedestrian / cycle movements and remove subways may also release some land for a 'gateway' development.

### Key Strategic Links

9.75 The links from the Solent University to the parks, cultural quarter, heart of the city, Central Station and surrounding residential areas / Royal South Hants hospital will be enhanced, including:

- The following strategic links in accordance with Policy DE2:
  - East West Spine,
  - The Green Mile,

To include enhanced pedestrian / cycle connections across the Six Dials junction (to be improved as part of the Transforming Cities programme).

### Design Guidance

9.76 Development will:

- Create a positive relationship to the parks, Charlotte Place and St Andrews Road, and a strong architectural statement on the northern part of the quarter opposite the Charlotte Place landmark development.
- Ensure tall buildings respect the parks and nearby residential areas.
- Enhance the public realm adjacent to the parks.
- Increase permeability for pedestrian movements (east - west and north - south).
- Respect the underlying archaeology, in accordance with policy EN7.

### Site Policies

- None

## **9. Holyrood / Queens Park**

### Existing Character

9.77 The area stretches from the Town Walls in the west to St Marys and Ocean Village in the east. It is centred on the Holyrood council estate, consisting of mainly 4 storey flats dating from the 1950s and 60s. It also includes Oxford Street, a vibrant area of restaurants and bars, and Queens Park, a formal Victorian Park. The Oxford Street Conservation Area consists of mainly Georgian and Victorian period buildings, which reflect the growth of the Port at this time. The Canute Road Conservation Area covers part of the area. There is a cluster of tall buildings in the Dukes Keep area, and some recent residential led redevelopments, for example Bow Square on the site of the Fruit and Vegetable market (partly within the Old Town quarter).

### Development Goals

9.78 Half of the College Street car park, close to Oxford Street, has temporary planning permission (for 10 years) for a 'box park' to feature eateries, bars, etc. The longer-term redevelopment of this site will also be supported.



- 9.79 Public realm enhancements have been implemented on Oxford Street and Queens Terrace, with the removal of the gyratory reconnecting Queens Park to these streets. Restaurants, bars, etc. will continue to be supported in this area, capitalising on its heritage and park setting to offer a distinctive location for dining out, etc.

#### Key Strategic Links

- 9.80 The links from the primary shopping area through the Oxford Street / Queens Park restaurant / bar area, to the Ocean Village waterfront, and the links between the city's parks (Queens Park and the central parks) will be enhanced, including:
- The following strategic links in accordance with Policy DE2:
    - Ocean Village Link,
    - The Green Mile,
    - Itchen Bridge Link.
- 9.81 To include enhancements to the Threefield Lane / Marsh Lane / Terminus Terrace / Bernard Street gyratory to support traffic movements on the ring road and pedestrian / cycle / bus movements along and across these roads.

#### Design Guidance

- 9.82 Development will:
- Maintain and reinstate the fine grain of historical development and increase permeability through the area.
  - Respect and enhance the character and setting of buildings (including listed buildings), the conservation areas and Queens Park, and the change in scale between the conservation area and taller buildings.
  - Open up / expose the Town Walls and enhance their setting with public realm improvements.
  - Enhance the public realm along Bernard Street and Queensway.
  - Incorporate flood risk mitigation measures, in accordance with policy EN9.
  - Respect the underlying archaeology, in accordance with policy EN7.

#### Site Policies

- Policy SI11 (College Street car park).

## **10. Ocean Village**

#### Existing Character

- 9.83 In the south of the city centre, Ocean Village is a high density residential and leisure quarter and destination. It is focused around a large marina and dock basin formed by historic docks dating back to 1838. It includes one of the tallest buildings in the city, the 26 storey Moresby Tower, in the Admirals Quay redevelopment. Ocean Village is bordered by the Eastern Docks and Oceanography Centre to the west and south, the Itchen Bridge and Canute Road to the north and the River Itchen to the east.

### Development Goals

- 9.84 The area has recently been the location for major high density development including hotel, leisure and residential buildings and improvements to the public realm. The goals for the quarter are:
- 9.85 To enhance Ocean Village as a high-quality waterfront destination, to maintain existing and provide new opportunities for water-based recreation
- 9.86 To improve pedestrian connections from the city centre core and public access along the waterfront
- 9.87 To support the continued redevelopment of sites for mixed use including leisure, office and residential uses. High quality landmark buildings of 10 or more storeys may be suitable in this location.
- 9.88 To integrate the strategic shoreline defence into the overall design of development.
- 9.89 To maintain and create views of the river, Port and cruise liners.

### Key Strategic Links

- The following strategic links in accordance with Policy DE2:
  - International Maritime Promenade,
  - Ocean Village Link,
  - Itchen Bridge Link.

### Design Guidance

- Use of innovative, distinctive and bold architectural design is supported to create landmark buildings
- Create attractive and varied roof profiles when viewed from the river and Itchen Bridge and support roof top spaces, terraces and balconies overlooking the waterfront
- 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 EN7
- Ground floor uses facing the public realm should be active commercial frontages when fronting the waterfront and elsewhere 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 EC4 (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.

### Site Policies

- Policy SI12 (Ocean Village)

## 11. St Marys

### Existing Character

9.90 St Marys is a historic part of the city centre which lies on the site of the Saxon town of Hamwic to the east of the main shopping area, separated by the busy Kingsway dual carriageway. It is a predominately residential area with two main commercial streets and a market. 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.

### Development Goals

9.91 During the plan period, it is expected that redevelopment sites in St Marys Street and the Kingsland area will come forward for shops, housing and other uses. Northam Road has the potential for more significant changes due to the derelict nature of the some of the buildings. While there is likely to be limited changes within the quarter, there are significant changes expected nearby such as the redevelopment of the site of the East Street Centre and the Britannia Road Gas Works site. This emphasises the need to improve connections with the main shopping area and the Itchen Riverside.

### Key Strategic Links

- The following strategic links in accordance with Policy DE2:
  - Itchen Riverside Link,
  - Itchen Bridge Link,
  - East – West Spine.

### Design Guidance

- Development on St Mary Street and old Northam Road should be fine grain, predominantly two to four storeys (or equivalent) in height, or up to 6 storeys on St Mary's Place, and with consistent building lines
- Development should respect the character and setting of St Mary's 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 EN7.
- 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 DE1)
- Development within the shopping area should incorporate active public frontages and development on old Northam Road should incorporate full or partial active public frontages
- Where relevant, development access and key connections should accord with policy EC4 (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

## Site Policies

- Policy SI7 (St Marys and old Northam Road)

## **12. Bedford Place**

### Existing Character

9.92 The area is a vibrant mixed-use area with activity from shops and offices during the day and is a location for evening entertainment. The quarter includes the two principal streets of Bedford Place and London Road and 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. Bedford Place is to the north of the Central Parks and adjoins older residential neighbourhoods immediately to the north, east and west.

### Development Goals

- 9.93 Recent redevelopment in the quarter has included purpose-built student schemes fronting the Central Parks. In 2020 a trial pedestrianisation scheme was implemented in the quarter and designs are being worked up for a permanent scheme and further measures to reduce traffic speed.
- 9.94 It is expected that changes in Bedford Place will be smaller scale incremental change. 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 uses will continue, albeit with restrictions on opening hours. A net loss of office floorspace will not be supported in the existing business district at Cumberland Place / Brunswick Place unless there are clear economic benefits.

### Key Strategic Links

- The following strategic links in accordance with Policy DE2:
  - QE2 Mile.

### 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 EN7.
- 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;

- 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

#### Site Policies

- None

### **13. Central Parks**

#### Existing Character

9.95 The Central Parks cover over 21 hectares and consist of five interlinked formal parks, outdoor sport and play facilities in the heart of the city centre. They were established over 150 years ago and are Grade II\* Registered. They are enclosed and overlooked by a variety of uses including shops, offices, homes and the Solent University. Key pedestrian and cycle routes run through the Central Parks, connecting the different parts of the city centre. Hoglands Park sometimes hosts music or community / cultural events.

#### Development Goals

9.96 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. They are identified in this plan as key open spaces which are protected from development and will continue to function as a highly valued amenity space for the city.

9.97 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.

#### Key Strategic Links

- The following strategic links in accordance with Policy DE2:
  - East – West Spine,
  - The Green Mile,
  - Itchen Bridge Link.

#### Design Guidance

9.98 See guidance for the quarters surrounding the Central Parks; Heart of the City; Cultural Quarter; Bedford Place; University Quarter; and St Mary's. Development in these neighbouring quarters should respect and enhance the setting of the parks.

#### Site Policies

- None

## MAYFLOWER QUARTER

- 9.99 The Mayflower Quarter currently comprises 84 hectares of low-density development in the western city centre. The area extends from the Central Station down to the waterfront at the Mayflower Park, including the range of retail warehouse parks between Western Esplanade and West Quay Road, and the industrial areas south of West Quay Road.
- 9.100 The aim is to transform this area on a comprehensive basis by creating a major new city centre quarter to deliver economic growth and residential communities in a highly sustainable location, enhancing the city's regional status. The Quarter represents one of the largest regeneration / placemaking opportunities on the south coast. The Quarter will create a distinctive and vibrant city centre environment which reflects the city's identity and heritage, introduces extensive new green and blue spaces, reconnects the city to the waterfront and fundamentally enhances links between the Central Station, waterfront, Old Town and shopping area.
- 9.101 The Mayflower Quarter will be delivered in phases, which are likely to occur over the short, medium and longer term to and beyond 2040. The policy creates an overarching set of principles for the area, within which proposals for individual phases can be considered as they emerge over this period, to ensure each phase contributes to the overall long-term vision for the area as a new quarter.

### **Policy S11 (S) - Mayflower Quarter**

#### **Vision / Principles**

- 1. The Mayflower Quarter<sup>1</sup> will create:**
  - a. An exciting, vibrant and distinctive series of high-density developments which capitalise on the highly accessible location, a high-quality waterfront and unique heritage assets. Developments will significantly enhance the city centre as a place, a regional economic, service and cultural hub, and will create new homes and communities in the heart of the city. The Quarter will include new public streets and spaces, and enhance the arrival points to and connections across the city centre, introducing extensive green and blue spaces;**
  - b. A long-term 'placemaking' transformation in the city centre through a series of interconnected developments over the short, medium and longer term to and beyond 2040;**
  - c. A Central Station Development and Transport Hub: An enhanced public transport interchange with adjacent high-density development to create a business hub, with new public spaces;**
  - d. An exceptional waterfront destination at Mayflower Park: including high quality public open spaces and public realm with supporting development to create a vibrant place;**

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<sup>1</sup> As defined on the Policies Map.

- e. New and enhanced pedestrian / cycle priority city streets to connect arrival points, new public spaces, and key destinations, including the Central Station, shopping area, Old Town, Mayflower Park / Town Quay waterfront and wider city centre, with main vehicular traffic concentrated on West Quay Road and Western Esplanade / Commercial Road;
  - f. Extensive green and blue spaces to reconnect the city to nature and to the water as part of the green grid (policy EN3), to enhance biodiversity, air quality, health, amenity, and flood resilience; and create sustainable and low and net zero carbon developments; and
  - g. Vibrant street level uses between the Central Station, shopping area and the waterfront where possible, including any appropriate expansion of the primary shopping area as needed.
1. Development proposals will be supported by a masterplan to demonstrate how that phase of development will integrate with surrounding phases to fit into the overall approach for the Quarter.

#### Development / Mix of Uses

2. The Mayflower Quarter has an indicative capacity to deliver approximately 1 million square meters of development space. A mix of main centre uses and other suitable centre uses will be supported, in accordance with policy IN4.
3. The following uses will be supported in accordance with policy IN4's approach:
  - a. At street level:
    - i. Within any expansion of the primary shopping area: full active public frontages;
    - ii. Fronting the waterfront: full or partial active public frontages;
    - iii. On the International Maritime Parade between the Central Station, shopping area and waterfront: the Portland link and at key public spaces: full and/or partial active public frontages. Active frontages will also be supported as part of this mix.
    - iv. Elsewhere: all active frontages.
  - b. On all floors above street level all main centre and other suitable centre uses.
4. The need for retail uses forming an expansion of the primary shopping area or to meet local needs will be determined in accordance with policy IN2.
5. Within the Central Station area a significant proportion of development will be for office use in accordance with policy EC1 (Offices).

#### Design / Infrastructure

Development in the Quarter will:

6. Create a vibrant and distinctive city centre place which:
  - a. Reflects, connects, creates and enhances views of the city's maritime character, landmarks, waterfront, Old Town and parks;
  - b. Creates high density development, with minimum building heights of 6 to 8 residential storeys (or commercial equivalent);
  - c. Incorporates tall buildings and other distinctive landmarks of exceptional design quality which enhance the city centre skyline in accordance with policy DE3. Tall buildings will be supported adjacent to the Central Station, to define key public spaces, key streets and at the key entrance point from the west to the Quarter, and other appropriate locations, where they are in accordance with policy DE3 (Tall Buildings).
  - d. Protects and enhances heritage assets and their setting, based on an understanding of their context, including buried archaeological remains, in accordance with policies EN6 and EN7;
  - e. Protects, enhances and creates views in accordance with policies DE1 and DE3, and integrates new streets and spaces with these views.
7. Support and enhance excellent public transport connections, including:
  - a. A high-quality public transport interchange at the Central Station for rail, coach, bus and taxi passengers, cyclists and pedestrians, and a high-density development hub, which safeguards the potential to increase rail capacity;
  - b. Bus routes, priority bus measures and enhanced bus stops through the Quarter;
  - c. The relocation and enhancement of the Isle of Wight and Hythe ferry terminals, provided the foot passenger ferries remains connected to the city centre;
8. Create a high quality, clearly defined and comprehensive network of pedestrian and cycle friendly streets and public spaces, connecting the Quarter to all key destinations, in accordance with policy DE2. The network will include pedestrian / cycle priority and create city streets (for buses and local access). The streets and public spaces will be designed for people of all ages and levels of mobility in accordance with policy DE5; to provide a high quality and vibrant public realm, including active frontages and public art, which reflect the heritage of the area; and to create extensive green and blue features including tree planting, green facades, and sustainable drainage.
9. The key existing, enhanced and new high quality public spaces will be:
  - a. Central Station – new civic spaces at the north and south entrances and maintaining the existing green space at Blechynden Terrace;



- b. The Green Spine incorporating new spaces at Mayflower Circus and West Quay Park along the line of the current West Quay Road [subject to key option 1: Relocation of West Quay Road]
- c. Mayflower Park – enhancing the Park and providing new development to create a high-quality waterfront public space and destination, with enhanced connections into the city centre, a continuous waterfront promenade, ensuring no net loss of open space, and maintaining space for the international boat show;
- d. Westquay south – maintaining the civic space at the foot of the walls;
- e. Harbour Parade - Within a redevelopment of the West Quay Retail Park, at the intersection of the International Maritime Promenade and Portland Link, in the approximate location of the current Pirelli Street / Harbour Parade junction;
- f. Western Gateway – south of West Quay Road;
- g. A series of smaller spaces at other locations along key streets, including the Portland Steps, a distinctive new space at the change of levels on the Portland Link, in the approximate location of the current Pirelli Street / Western Esplanade junction.

**10. The key streets connecting these spaces will be:**

- a. International Maritime Promenade – linking the Central Station to the primary shopping area, Old Town and through to the waterfront at Mayflower Park, creating vibrant street frontages in accordance with criterion 4 and linking all the key public spaces (criterion 10 a, c, d, e);
- b. Station Avenue / Green spine – linking the Central Station through the heart of the Quarter to the waterfront at Mayflower Park, creating a major new green and blue street and series of spaces at Mayflower Circus, West Quay Park, and Mayflower Park. The green spine will include a new or enhanced bridge connecting across the Central Station area to the north, and enhanced pedestrian / cycle connections or a new green bridge connecting across West Quay Road to Mayflower Park and linking the key public spaces (criterion 10 a, b, c and f);
- c. Portland Link– linking the primary shopping area at Above Bar to the heart of the new Quarter, through a redevelopment in the Marlands / Asda / NCP car park area at Mayflower Circus, creating a distinctive public space at the change in levels between these areas;
- d. East – west spine – linking the Central Station to the Civic Centre and Central Parks; and linking the key public space (criterion 10 a., with the Central Parks);
- e. Itchen Riverside Link – linking Westquay Shopping Centre / Westquay South and Western Esplanade – civic spaces to enhance the walls, and links from the shopping centre footbridges into the Quarter to connect with the primary shopping area;

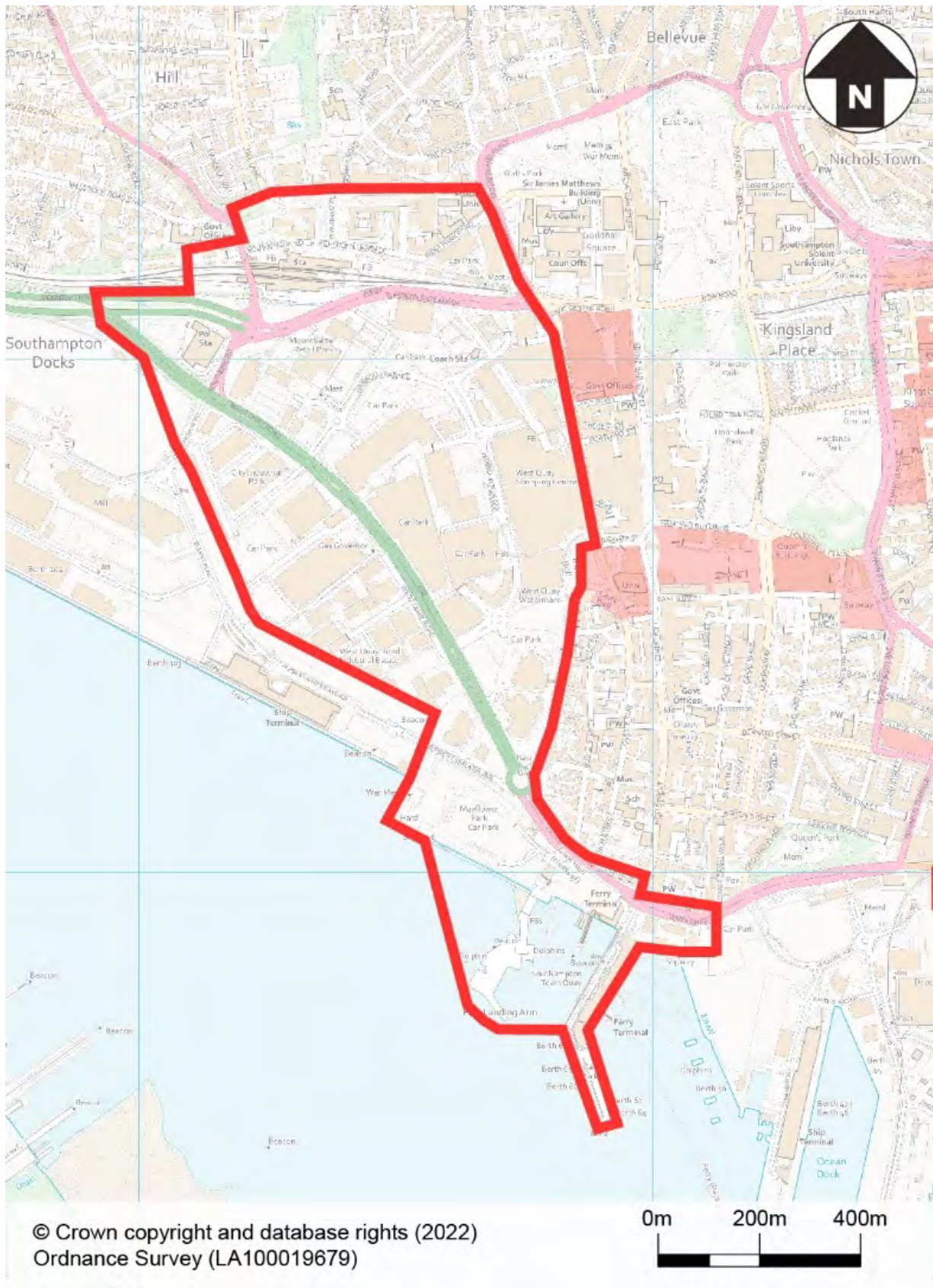
- f. **City Cruise terminal – create or maintain the potential for a link to form a potential waterfront destination.**

**11. Incorporate the appropriate relocation, remodelling and rationalisation of roads and car parks in accordance with policy TR1 (Transport) to promote a high density, vibrant and pedestrian / cycle friendly Quarter. This will include:**

- a. **West Quay Road – relocation to the southern boundary of the Quarter in-order to create the Green Spine and enhanced vehicular flows into the city centre and Port of Southampton, safeguarding the necessary land for the relocation of the road (which can also act as the strategic shoreline flood defence) [see key option 1]**
- b. **Western Esplanade – remodelling to create high quality pedestrian / cycle routes from the Central Station into the Quarter;**
- c. **Mountbatten Way – west of Southern Road / east of the A33 – remodelling this short stretch to facilitate better connected development;**
- d. **Car parking - minimising overall provision in accordance with policy DE11 (Parking); relocating multi storey car parks where appropriate and the removal of surface level car parks; creating new multi storey car parks (screened by development and/or tree planting) adjacent to the relocated West Quay Road;**

**12. Integrate key infrastructure within the built form, streets and spaces of the Quarter, including the use of development and/or tree planting to screen infrastructure, to:**

- a. **Manage the relationship with the port in accordance with policy EC4 (Port);**
- b. **Provide flood risk management measures in accordance with policy EN9 (flood risk), including safe access where appropriate and practical;**
- c. **Assess the need for education / health facilities to serve the overall growth in the Mayflower Quarter and wider city centre, and to provide these facilities where this assessment demonstrates a need;**
- d. **Maintain the capacity of the combined heat and power station, and the ability to increase its capacity and extend the district heating network in accordance with policy EN1;**
- e. **Support a relocation of the electricity stations to suitable sites or an on-site rationalisation to reduce their footprint.**



Map 11 Mayflower Quarter

## Overall Approach

- 9.102 The Mayflower Quarter will create a vibrant mix of business, residential and community uses across the whole area. In addition, the policy is based on the following spatial strategy:
- Key streets and spaces – including the Green Spine, Maritime Parade, Portland Link and East – West Spine, to create high quality pedestrian / cycle connections through the Quarter between the Central Station, shopping area, Old Town and waterfront, create green and blue spaces and maintain or enhance key views of the city’s heritage and waterfront;
  - Central Station – a business led development and transport hub incorporating tall buildings, creating a high-quality office / innovation district and public transport interchange;
  - Maritime Parade connecting to the Central Station – a phased expansion of city centre retail if needed;
  - Mayflower Circus – a key public space framed by taller buildings, as a focal point for key streets and views;
  - Town walls – development which conserves and enhances the setting of the town wall, with a finer grain street pattern;
  - West Quay Portside – a realigned West Quay Road, and a form of development which buffers the Port and realigned road from the wider Mayflower Quarter;
  - Waterfront (Mayflower Park and Town Quay) – High quality waterfront public spaces, leisure and cultural uses, framed by tall buildings.
- 9.103 The policy sets out the key principles for the Quarter. The Mayflower Quarter will be delivered in phases over the short, medium and longer term. The policy sets out the overall vision for the quarter and the key principles regarding the mix of uses, form of development, transport and other infrastructure and structure of streets and spaces. It is important that individual phases of development accord with these principles to ensure that over time the coherent overall vision for the quarter is delivered.
- 9.104 The network of streets and spaces is a key part of this overall vision. They must be integrated into the layout of each phase of development to ensure that over time the overall network is created to connect all the key destinations as specified. The other key principles set important parameters within which the detailed mix of uses and form of development can evolve, retaining flexibility within these parameters, provided the specified principles are met. In particular, the principles allow for flexibility (within certain parameters) for how the actual mix of uses evolve as each phase of the quarter is developed, and flexibility regarding the sequencing of phases of development, in-order to create the commercial flexibility to respond to changing needs and opportunities over the short, medium and long term.

## Key Policy Options

- 9.105 The options below relate to the extent and phasing of infrastructure. Significant necessary infrastructure will be necessary under all options. Further major transformational infrastructure is identified as an option at this stage:

Necessary infrastructure:

- 9.106 Integral to each phase of development: for example, the creation of new streets and spaces within each phase of development or public realm enhancements / connections in the immediate surrounds.
- 9.107 Strategic: for example, a strategic flood defence, key connections to the wider area, including the Central Station (e.g. remodelling of Western Esplanade) and the shopping area (e.g. Portland Link).
- 9.108 Major transformational infrastructure: including the relocation of West Quay Road to enable the creation of a green spine including West Quay Park and a green bridge to Mayflower Park, the relocation of the Isle of Wight ferry terminal to enable the creation of a waterfront development destination, and the provision of a new footbridge across Central Station, to create better connections to the wider city.

### **Key Option 1 – Level of Infrastructure Transformation**

Option 1a – Necessary Infrastructure – This option would deliver the necessary infrastructure specified above (both strategic and integral to each phase). It would also deliver major development of a similar scale in overall terms to that in option 1b. This would significantly transform the area, creating a more vibrant and connected Quarter, and deliver important strategic infrastructure. It would also require significantly less overall infrastructure investment. However, the wider transformational benefits identified in option 1b below would not be realised. For example, West Quay Road would remain in situ and whilst it could be enhanced as a city street, parts of the Quarter and the waterfront would remain ‘cut off’ by the busy West Quay Road.

Option 1b – Major transformation – This option would, in addition, by relocating West Quay Road, create a Quarter and waterfront destination which would be significantly better connected in overall terms, have more and higher quality green streets and spaces, and ease the flow of vehicular traffic to the city centre and Port. It would also require significantly more infrastructure investment (from developers and the public sector).

Option 1b+ - Major transformation with the relocation of West Quay Road to include the use of small areas of Port land – this enables the route of the relocated road to be realigned to enhance the setting of the town walls.

### **Key Option 2 – Phasing of Development and Transformational Infrastructure**

The Quarter is in an established city centre location which benefits from significant existing infrastructure. Significant phases of development are likely to be able to proceed with the necessary infrastructure integral to that development but in advance of necessary strategic or further transformational infrastructure.

Option 2a – No phasing – phases of development could continue in advance of strategic or transformational infrastructure, provided each phase contributed financially towards, and did not prejudice the provision of, that infrastructure. This option provides the maximum flexibility to deliver major development in a highly sustainable city centre location, which in itself will create significant transformational change, whilst still protecting the ability to deliver further transformational change in the future. However, it does risk creating development areas which are

cut off from the wider Quarter, are less well protected from flood risk or which generate more traffic congestion, until further infrastructure is delivered.

Option 2b – Long term phasing – Longer term phases of development would not be supported until the necessary strategic and/or further transformational infrastructure had been delivered. This option may provide the impetus to ensure that strategic / transformational infrastructure is delivered and ensure that areas of new development do not remain ‘cut off’. However, it risks preventing the delivery of further major development in a highly sustainable city centre location. These developments may provide site specific measures to provide more resilience in transport / flood risk terms in advance of strategic / transformational infrastructure being implemented.

### **Further Considerations**

- 9.109 Development will accord with all plan policies, including:
- 9.110 City Centre Approach (policy IN1) – the area will contribute to creating high quality development to enhance the city’s regional status and distinctive sense of place.
- 9.111 Placemaking (policy DE1) – the development will achieve a high quality of design to enhance the city centre and achieve a transformation of the Mayflower Quarter as a place.
- 9.112 Transport, Streets and Spaces (Policies TR1, DE2) – Pedestrian and cycle connections across the area, including from the Central Station to the Cultural Quarter, Central Parks, primary shopping area, Old Town and waterfront will be enhanced. These form part of the Station Avenue, International Maritime Promenade, Itchen Riverside Link, Portland Link, and East – West spine strategic links.
- 9.113 Waterfront and New Open Spaces (policies DE4 and EN5): development will enhance connections to the waterfront and enhance / create a continuous waterfront public walkway at Mayflower Park / Town Quay.
- 9.114 Heritage (policies EN6 and EN7): the Mayflower Quarter covers a large area of archaeological potential. There are known and likely buried archaeological remains along Western Esplanade (including medieval quaysides and a now-demolished projecting part of the town walls), on the Grand Harbour Hotel site (the former West Quay jetty), along Town Quay Road (including the medieval Town Quay), and potential remains elsewhere on historic “dry land” areas. Much of the area was reclaimed from intertidal mudflats in the 20<sup>th</sup> century. Reclaimed areas (and indeed offshore areas) are underlain by alluvial deposits, with buried peat deposits at depth (peat dating from Mesolithic and later times). Former intertidal areas may contain archaeological remains such as ships and boats, waterfront structures, oyster beds, etc. Some remains may be of national significance.
- 9.115 Strategic views (policy DE1 and DE3) - development should retain strategic views.
- 9.116 Flood Risk (policy EN9) - The strategic shoreline defence for the city will run through the area. Development will incorporate this and be safe.
- 9.117 Hazardous substances (policy EN13): The southern part of the area lies within the Ministry of Defence consultation zone for Marchwood Port. This may affect the detailed design of buildings.

9.118 Location of Uses within Centres (policy IN4) – the International Maritime Promenade and Portland Link strategic links form the key connections between the Central Station, the primary shopping area and the waterfront, which together with the potential expansion of the primary shopping area, the waterfront itself and other key new public spaces across the Quarter, will form the focus for the most vibrant places. Street level frontages should create the most public active frontages (with the specific requirements for each area set out in criterion 4). Street level frontages elsewhere across the Quarter can also include active frontages. Upper floors across the Quarter can accommodate the full range of main centre and other suitable centre uses. This will ensure that the most vibrant uses are focussed on the key connections and spaces, with greater flexibility to promote a mix of uses across the rest of the Quarter.

9.119 Night-time and late-night uses (policy IN6) - the area is designated a late-night hub.

### **Evidence**

Existing Evidence:

9.120 Draft Mayflower Quarter Masterplan. (This is draft background evidence and not Council policy. It illustrates in broad terms the scale of growth and transformational placemaking which might be achieved in the Mayflower Quarter over the short, medium and longer term. It assists in informing the consultation on policy SI1, which sets out the key principles for development. Specific proposals need to be considered against the Local Plan policies and through the planning application process. The Council may update its masterplans for the city centre. These updates would review and may supersede the specific approach as currently set out in the draft masterplan. This review would take account of comments received on the draft Local Plan and other evidence).

New Evidence:

9.121 Further transport and delivery assessments.

### **ITCHEN RIVERSIDE**

9.122 The Itchen Riverside is a mixed residential, employment and marine area. The Itchen Riverside (West) lies within or close to the city centre, although with relatively poor connections to the core area. The area includes Southampton Football Club's stadium, and two strategic active mineral wharves. The area is at risk of flooding, and a River Itchen Flood Alleviation scheme is proposed.

9.123 The area policy sets an overall strategy to guide development sites as they emerge over the plan period (and beyond). This enables incremental change to contribute to the long-term vision of the area as a place. The area also includes 3 specific site development policies (for Chapel Riverside under construction, the Britannia Road gasworks site and Drivers Wharf).

9.124 The aim is to continue to enhance the vibrant mix of uses within the community and place, open up the waterfront, reconnect the area to the core of the city centre, ensure flood management measures can be integrated and development is safe from flood risk.

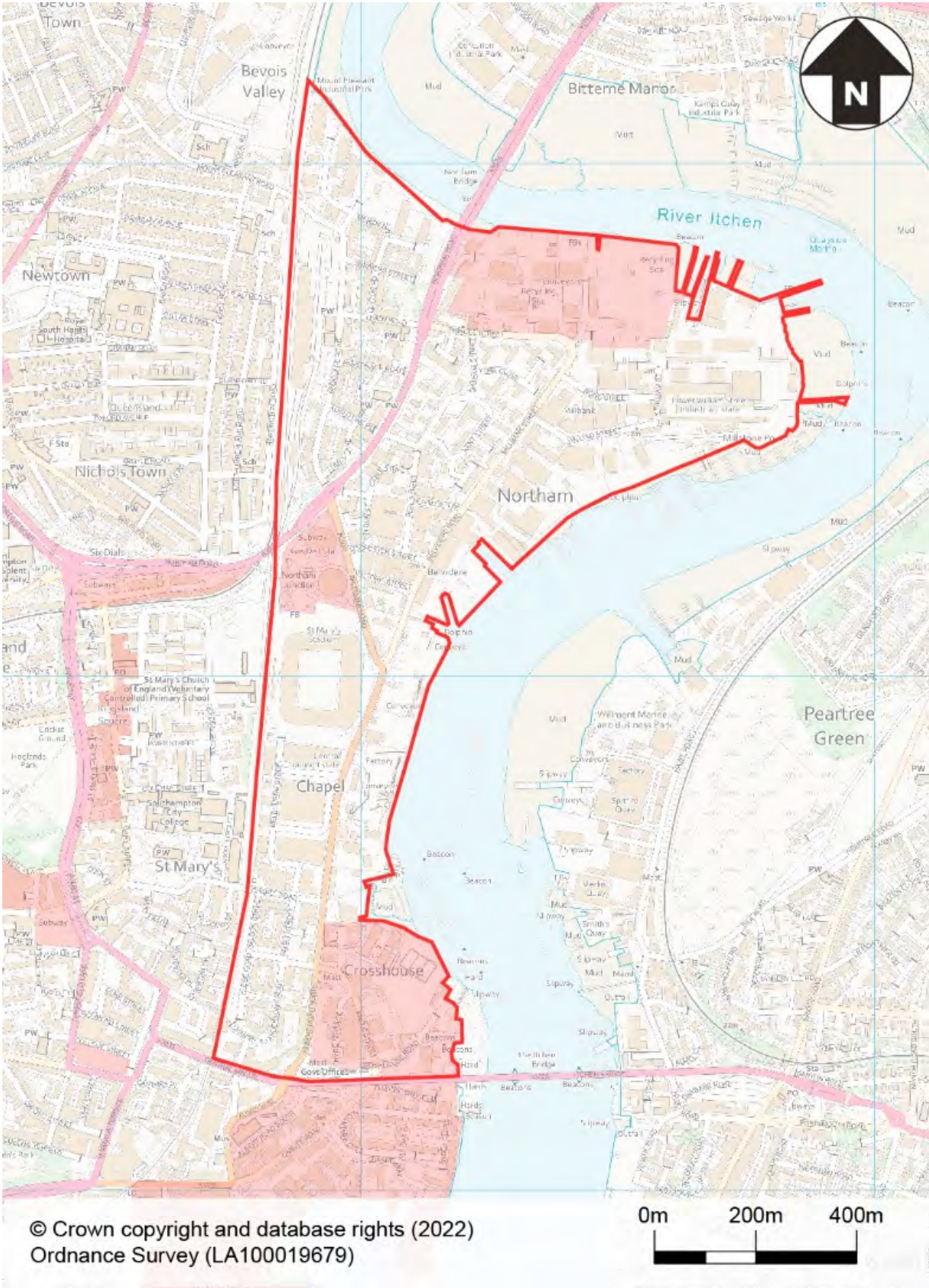
- 9.125 The area from Britannia Road to the south, including this stretch of waterfront, lies within the city centre (connected to the core city centre via the 'East – West Spine' and 'Itchen Riverside' strategic links) and is closest to the waterside developments at Chapel Riverside and Ocean Village. It also includes the football stadium. This area is therefore key to connecting the city centre to the Itchen Riverside waterfront. The area could provide a continuous waterfront walkway from Ocean Village / Chapel Riverside northwards, and should provide a higher proportion of more vibrant city centre uses (i.e. full or partial active frontages). This area includes the two active mineral wharves, which are strategically important for supplying construction aggregates to Southampton and the wider area (and so for this Plan's overall development strategy). These wharves are likely to remain for the plan period to 2040, unless circumstances change and they can viably be relocated. The policy sets a long term and robust strategy for the area, capable of responding to different circumstances. It supports the creation of stronger links into the existing area and football stadium, which could also link to a future waterfront if the wharves relocated in the longer term.
- 9.126 The area from Britannia Road to the north is outside the city centre, includes widespread general and marine industrial areas safeguarded by policies EC2 and EC3. This area of the waterfront will continue to contribute to the marine sector, an important part of the overall economy. This area also includes existing communities such as the Northam Estate, and potential new communities on new development sites. These waterfront development sites adjacent to the main road across Northam Bridge will create a gateway into the central city. These sites include Meridian, under construction, Drivers Wharf, and a possible option in policy EC2 to support the redevelopment of the Mount Pleasant industrial area adjoining the Meridian site).

**Policy SI2 (S) – Itchen Riverside (West) Area**

- 1. The aim (to and beyond 2040) is that development will enhance the vibrant community, economy and place by continuing to support a mix of high density residential, leisure, sport, employment and marine uses in the area, which incorporate distinctive design to reflect and enhance the city's landmarks and maritime character, enhance connections to the city centre and waterfront, and the public waterfront itself. Development will be safe from flooding and will protect the operation of any ongoing existing uses.**
- 2. The following sites are safeguarded for the relevant uses:**
  - a. The designated employment areas and marine employment areas, in accordance with policies EC2 and EC3.**
  - b. The mineral and waste wharves, until any such time as they are no longer needed, are relocated, or the merits of the development clearly outweigh the need for safeguarding, in accordance with the Hampshire Minerals and Waste Plan.**
- 3. The Itchen Riverside area is partially within the city centre. Main centre uses will be supported within the city centre (subject to policy IN3 for retail uses) and supported elsewhere in accordance with policy IN3.**
- 4. Subject to the above, the following uses will be supported in accordance with policy IN4:**



- a. At street level fronting key 'gateway' areas of the waterfront: full or partial active public frontages with waterside public open space;
  - b. At street level elsewhere: all active frontages
  - c. On upper floors within the city centre: all main centre and other suitable centre uses.
  - d. On upper floors outside the city centre: residential uses.
5. Southampton Football Club's stadium is a key destination and leisure hub, and leisure / sports uses complementary to the stadium will be supported.
6. Development will:
- a. Contribute to enhancing connections by walking, cycling and public transport, particularly by:
    - i. Enhancing the public realm on the strategic links to and from the city centre's primary shopping area / Central Station:
      - 'East West Spine': via Northam Road and a replacement bridge across the railway lines to Britannia Road and the waterfront.
      - 'Itchen Riverside' link via Chapel Road.
    - ii. And by creating enhanced bus stop facilities and routes within the area.
  - b. Create a continuous high-quality route for public access along the waterfront, through and beyond Ocean Village, in accordance with policy DE4;
  - c. Protect and enhance heritage assets and their setting, based on an understanding of their context, including buried archaeological remains, in accordance with policies EN6 and EN7;
7. Development will provide flood risk management measures in accordance with policy EN9, including contributions towards and integrating the strategic shoreline defence (the River Itchen Flood Alleviation scheme) and safe access where appropriate and practical.
8. Development proposals will be supported by a masterplan to demonstrate how that phase of development will integrate with surrounding phases to fit into the overall approach for the area.



Map 12 Itchen Riverside (West) Area

- 9.127 Development will accord with all plan policies, including:
- 9.128 City Centre Approach (policy IN1) – the area will contribute to creating high quality development to enhance the city’s regional status and distinctive sense of place.
- 9.129 Placemaking (policy DE1) – the development will achieve a high quality of design to enhance the city centre and Itchen Riverside as a place.
- 9.130 Transport, Streets and Spaces (policies TR1 and DE2) - Pedestrian and cycle connections between the area, St Marys, and the core city centre will be enhanced. The focus will be on the Northam Road / Britannia Road and Chapel Road. These form part of the ‘East - West’ spine and ‘Itchen Riverside’ strategic links.
- 9.131 Waterfront and New Open Spaces (policies DE4 and EN5): development will contribute to creating a continuous waterfront public walkway from Ocean Village and Chapel Riverside to the ‘Itchen Riverside’ and ‘East - West Spine’ strategic links at Chapel Road and Britannia Road. An enhanced route may extend to the north to Shamrock Quay marina and the Drivers Wharf / Meridian waterfront gateway (given the safeguarded industrial areas this is likely to be an inland route).
- 9.132 Heritage (policies EN6 and EN7): Proposals will preserve or enhance the heritage assets in and adjacent to the Quarter. The site lies within an area of archaeological potential, including areas of high potential for remains of national significance associated with the Middle Saxon town and port of Hamwic, and the medieval sites of Holy Trinity Chapel and Chapel Mill. Some existing streets reflect the Middle Saxon layout. Northam has a high potential for buried remains associated with the post-medieval Northam Wharf and ship building industry.
- 9.133 Hampshire Minerals and Waste Plan: the adopted plan safeguards 4 wharves, 3 of which are still active and strategically important. These are the Leamouth and Burnley mineral wharves and Princes metal recycling wharf. These wharves are safeguarded by this plan, subject to the criterion as specified.
- 9.134 The interfaces between residential and more general / marine industrial uses (including the mineral wharves) will require careful design to limit the impact on residential amenity whilst meeting the overall regeneration aim to create a vibrant mix of uses.
- 9.135 Flood Risk (policy EN9): - The strategic shoreline defence for the city will run through the area. Development will incorporate this and be safe.
- 9.136 Hazardous substances (policy EN13): A part of the area lies within the Health and Safety Executive consultation zone for the former gasworks. This may affect the detailed design of buildings.
- 9.137 Location of Uses within Centres (policy IN4) - the key gateway areas of the waterfront are where the arrival points from the city centre are located (i.e. Chapel Road [Itchen Riverside strategic link] and Britannia Road [East – West spine strategic link]). These are adjacent to the Southampton Football Club, which is itself a key destination. At these locations the continuous waterfront route will link to waterside public open space fronted by full or partial active public frontages. This development will occur if and when the mineral wharves are relocated or are no longer needed. Whilst circumstances could change, this is not

currently envisaged within the plan period to 2040. However, setting this overall strategy now enables Chapel Road and Britannia Road to be identified as key streets to be enhanced. These key streets and the rest of the waterfront will incorporate full or partial active frontages alongside active frontages, with the exception of those areas (e.g. along Britannia Road) which are safeguarded for industrial use.

## **MARLANDS SHOPPING CENTRE AND SURROUNDS**

9.138 A redevelopment of the Marlands Shopping Centre will maintain and enhance the vibrancy of the northern end of the primary shopping area and enhance connections from the Above Bar shopping street and Civic Centre Road / Portland Terrace, leading to the Asda superstore, Mayflower Quarter, Central Station and Civic Centre.

### **Policy SI3 (S) – Marlands Shopping Centre and Surrounds<sup>2</sup>**

- 1. A redevelopment of the Marlands Shopping Centre will enhance the northern end of the primary shopping area, create a landmark and enhance connections between Above Bar and both Portland Terrace and Civic Centre Road as part of wider links between the Central Parks, the primary shopping area and Mayflower Quarter.**
- 2. The following uses will be supported in accordance with policy IN4's approach for the primary shopping area:**
  - a. At street level full active public frontages;**
  - b. On all floors above street level all main centre and other suitable centre uses.**
- 3. Development will be supported which:**
  - a. Creates a landmark on the 'East - West' spine strategic link;**
  - b. Creates pedestrian streets through the site which connect Above Bar to Portland Terrace, the Civic Centre Road, and surrounding destinations;**
  - c. Creates full active public frontages along Above Bar, Civic Centre Road, Ogle Road and the streets through the redevelopment;**
  - d. Protects and enhances heritage assets and their setting, based on an understanding of their context, including the Civic Centre, Grade II\* registered Central Parks, and buried archaeological remains, in accordance with policies EN6 and EN7;**

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<sup>2</sup> As defined on the policies map



Map 13 Marlands Shopping Centre and surrounds

- 9.139 Development will accord with all plan policies, including:
- 9.140 City Centre Approach (policy IN1) – the site will contribute to creating high quality development to enhance the city’s regional status and distinctive sense of place.
- 9.141 Placemaking (policy DE1) – the development will achieve a high quality of design to enhance the city centre as a place.
- 9.142 Heritage (policies EN6 and EN7) – parts of the site lie within the setting of the grade II\* registered parks and grade II\* Civic Centre and campanile. New development will respect and enhance the settings of these heritage assets. There are also locally listed buildings in the area. The site lies within an area of archaeological potential, including potential remains associated with the Late Saxon and medieval town, of national significance.
- 9.143 Transport, Streets and Spaces (Policies TR1, and DE2) – Pedestrian and cycle connections to the site will be enhanced, including the strategic links which pass the site. Development will create active frontages to these links.
- 9.144 Location of Uses within Centres (policy IN4) – the sites are within the primary shopping area, and so at street level full active public frontage uses will be created.
- 9.145 Night-time and late-night uses (policy IN6) – the area is designated a night-time zone.

**BARGATE SITES**

- 9.146 The site previously occupied by the Bargate Shopping Centre and the sites at Hanover Buildings and East of Castle Way will deliver high quality redevelopments in the heart of the primary shopping area, with retail and similar uses at street level. They provide the opportunity to open up and improve the setting of the Town Walls and Bargate monument.
- 9.147 The Bargate area is a key link between Above Bar and the Westquay shopping centre to the north, the High Street and waterfront to the south, East Street, and Westquay South and the Major Development Quarter to the west.
- 9.148 The redevelopment will create vibrant uses along both key links and within the setting of key heritage assets, enhancing the city centre as a distinctive place.

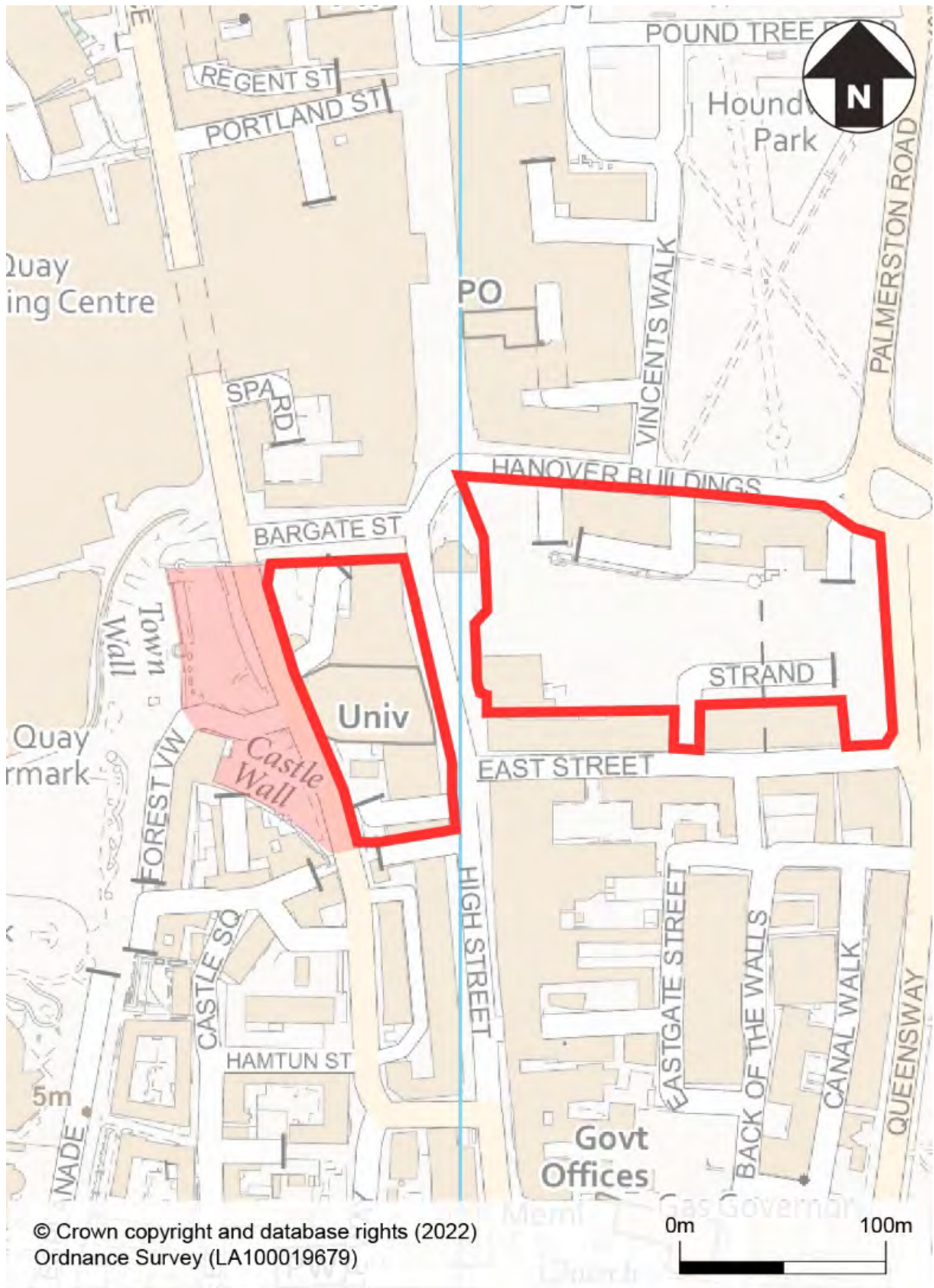
**Policy SI4 (S) - Bargate Sites**

- 1. Development of the Bargate sites<sup>3</sup> will strengthen the heart of the primary shopping area, improving the access to and setting of the Town Walls and the Bargate, and key links through the city centre.**
- 2. The following uses will be supported in accordance with policy IN4’s approach for the primary shopping area:**
  - a. At street level: full active public frontages;**

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<sup>3</sup> As defined on the policies map

- b. On all floors above street level: all main centre and other suitable centre uses.**
- 3. For all Bargate sites, development will be supported which:**
  - a. Creates full active public frontages alongside main routes including a new street through the site next to the town walls;**
  - b. Creates high quality public realm including improvements around the Bargate;**
  - c. Protects and enhances heritage assets and their setting, based on an understanding of their context, including the Town Walls, Bargate, Grade II\* registered Central Parks and buried archaeological remains, in accordance with policies EN6 and EN7;**
  - d. Realigns the built edge around the Bargate to follow the historic street pattern and safeguards the opportunity for, or facilitates, a high-level bridge link.**
- 4. At the former Bargate Shopping Centre and Hanover Buildings sites, development will be supported where:**
  - a. The access to, views and setting of the Town Walls are improved by opening out the areas immediately surrounding the walls, creating a high-quality pedestrian street with active public frontages alongside them, and improving the legibility and linkages with other sections of the Town Walls;**
  - b. Improved pedestrian links are created through the site, including to the East Street shopping area;**
  - c. Development fronting the High Street provides a high-quality entrance to the site; and**
  - d. The Art-Deco façade of the locally listed former Burtons building is retained and incorporated into any new development proposals where possible.**
- 5. At the East of Castle Way site, development will be supported where;**
  - a. The Shopmobility facility is retained or re-provided in a similarly central location; and**
  - b. The connection from the High Street to Castle Way is enhanced.**



Map 14 Bargate sites



- 9.149 Development will accord with all Plan policies, including:
- 9.150 City Centre Approach (policy IN1) – the site will contribute to creating high quality development to enhance the city’s regional status and distinctive sense of place.
- 9.151 Placemaking (policy DE1) – the development will achieve a high quality of design to enhance the city centre as a place.
- 9.152 Heritage (policies EN6 and EN7) – the area includes the Town Walls and the Bargate, a medieval town gate which forms the principal entrance to the Old Town. Both are Grade I listed and designated Scheduled Ancient Monuments. A part of the site is adjacent to the Grade II\* registered parks. New development will respect and enhance the settings of these heritage assets. This will include enhancing the public realm, opening up pedestrian access to and providing interpretation for the Town Walls, and considering the scale, height and design of development and opportunities to realign new buildings more closely around the Bargate to follow the historic street pattern and mark the entrance to the Old Town. Development should retain the façade of the Burton’s building (1-4 High Street, south east of the Bargate). There are also locally listed buildings in Hanover Buildings and opposite in Above Bar. The sites lie within an area of high archaeological potential, including proven remains of the Late Saxon and medieval town, of national significance, some associated with the scheduled town wall.
- 9.153 Transport, Streets and Spaces (Policies TR1, and DE2) – Pedestrian and cycle connections to the site will be enhanced, including the strategic links which pass the site. Development will create active frontages to these links.
- 9.154 Location of Uses within Centres (policy IN4) – the sites are within the primary shopping area, and so at street level full active public frontage uses will be created.
- 9.155 Night-time and late-night uses (policy IN6) – the area is designated a night-time zone.

#### **FORMER DEBENHAMS AND EAST STREET SHOPPING CENTRE SITES**

- 9.156 This area is in transition. The former East Street Shopping Centre has been demolished and Debenhams have closed their store, vacating the Queens Building. Following the demolition of the East Street Shopping Centre, the continuation of East Street has been recreated as a pedestrian route to reconnect the city centre with the community of St Marys. To the north of the recreated street, new student accommodation has been provided (new build and a conversion of Capitol House from offices). The site to the south remains vacant (there is a resolution to grant planning permission for a hotel, which is not currently being progressed). A planning application has been received for a residential led redevelopment of the Queens Building (former Debenhams store).
- 9.157 The recreated East Street forms part of the wider Itchen Riverside strategic link, from the city centre through to St Marys and the Itchen Riverside. It is important to maintain and enhance this link, and to enhance the setting of the Central Parks.

9.158 The site currently lies within the primary shopping area. Policy IN2 includes an option to either retain or remove this area from the primary shopping area. The decision taken on this for the next version of the plan will determine the range of uses suitable for the site.

**Policy S15 (S) - Former Debenhams and East Street Shopping Centre Sites**

- 1. Development of the former Debenhams and East Street Shopping Centre sites<sup>4</sup> will maintain and enhance the vibrancy of the recreated East Street reconnecting the city centre to St Marys and the Itchen Riverside.**
- 2. The following uses will be supported in accordance with policy IN4's approach:**
  - a. If the site is retained within the primary shopping area:**
    - i. At street level: full active public frontages;**
  - b. If the site is removed from the primary shopping area:**
    - i. At street level on key streets (East Street): full and/or partial active public frontages. Active frontages will also be supported as part of this mix.**
  - c. At street level elsewhere: all active frontages.**
  - d. On all floors above street level: all main centre and other suitable centre uses.**
- 3. Development will be supported which:**
  - a. Maintains and enhances the vibrancy of East Street as part of the Itchen Riverside Strategic Link; and enhances the Green Mile Strategic Link.**
  - b. Creates a pedestrian link from King Street / Lime Street to East Street.**
  - c. Includes appropriate building heights proportionate to the width of the historic East Street (a maximum of 5 storeys immediately on the street frontage).**
  - d. Preserves and enhances views to the Central Hall.**
  - e. Protect and enhance heritage assets and their setting, based on an understanding of their context, including the Grade II\* registered Central Parks and buried archaeological remains, in accordance with policy EN6 and EN7.**
  - f. Provides flood risk management measures in accordance with policy EN9 (flood risk), including safe access where appropriate and practical.**

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<sup>4</sup> As defined on the policies map



Map 15 Former Debenhams and East Street Shopping Centre sites

- 9.159 Development will accord with all Plan policies, including:
- 9.160 City Centre Approach (policy IN1) – the site will contribute to creating high quality development to enhance the city’s regional status and distinctive sense of place.
- 9.161 Placemaking (policy DE1) – the development will achieve a high quality of design to enhance the city centre as a place. East Street is a narrow historic street of medieval and perhaps even Late Saxon origin. Along East Street (both within this site and along the wider street) buildings which immediately front the street should be 5 storeys maximum in-order to be in proportion with the width of the street (higher storeys are appropriate on setback development).
- 9.162 Heritage (policies EN6 and EN7) – the site is adjacent to the Grade II\* registered parks. New development will respect and enhance the settings of these heritage assets. The sites lie within an area of high archaeological potential, including proven remains of the Saxon and medieval towns, of national significance. East Street was the route between the Late Saxon/medieval town and St Mary’s Church.
- 9.163 Transport, Streets and Spaces (Policies TR1, and DE2) – two strategic links pass the site. The recreated East Street forms part of the Itchen Riverside strategic link. Street level frontages will maintain and enhance the vibrancy of this street. Queensway forms part of the Green Mile and opportunities should be taken to provide green infrastructure along this street.
- 9.164 Location of Uses within Centres (policy IN4) – the decision on whether to retain or remove the site from the primary shopping area will determine the mix of uses at street level.

### **ALBION PLACE AND CASTLE WAY**

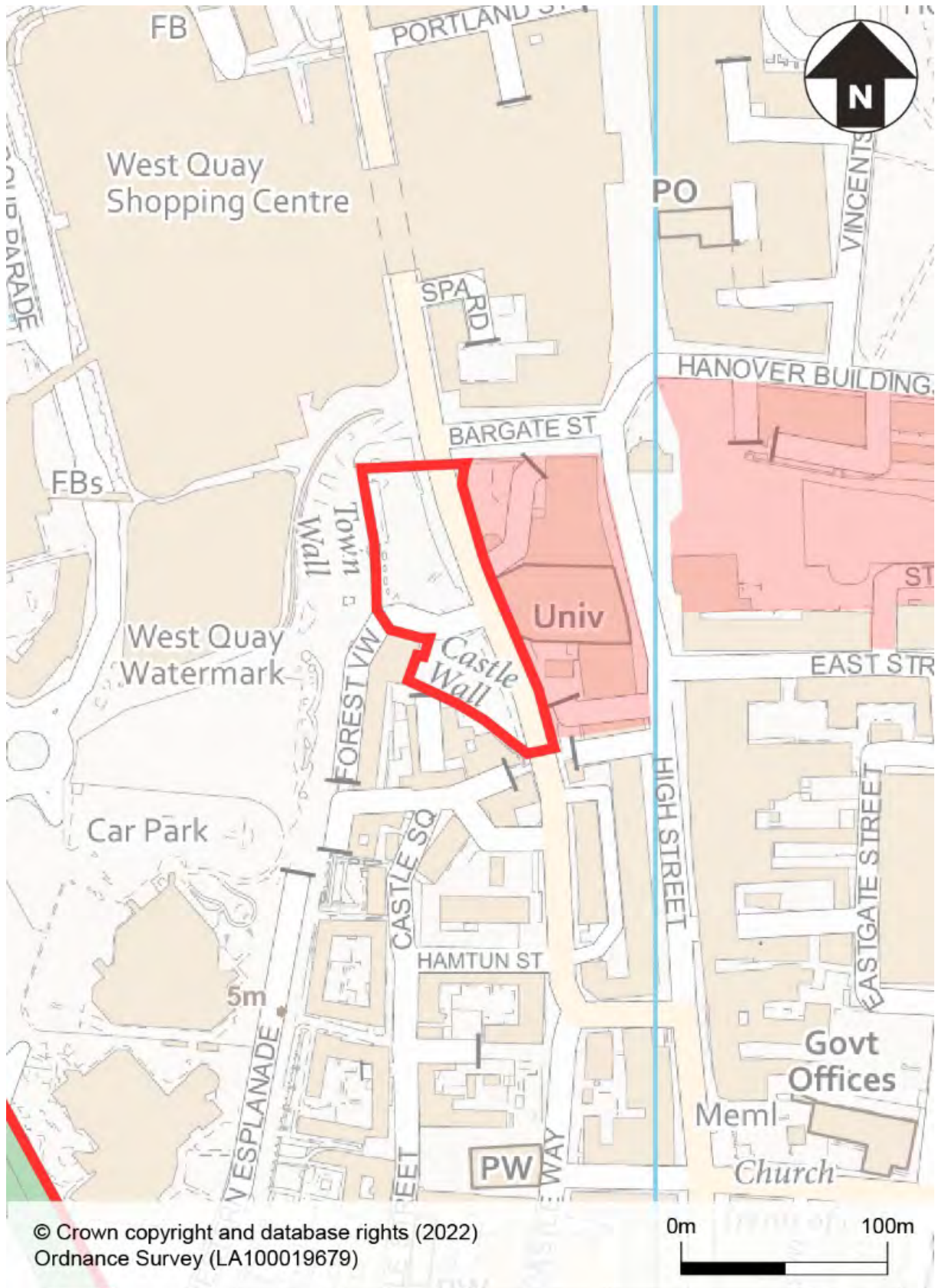
- 9.165 The Albion Place / Castle Way area is a key point of arrival for bus passengers in the city centre. It is a key link between the historic Bargate, primary shopping area, the Old Town, Westquay south and wider Mayflower Quarter area, and a key part of the distinctive heritage of the city with the Town Walls and Castle Bailey.
- 9.166 The aim is to enhance the area as a distinctive arrival point and a series of public spaces linking these key parts of the city centre, capitalising on and enhance the setting of these important heritage assets.

#### **Policy SI6 (S) – Albion Place and Castle Way**

- 1. Albion Place and Castle Way car parks, immediately to the north of the Castle Bailey Wall and west of Castle Way, will be developed as a new bus interchange and new public open space. These facilities will enhance the setting and enjoyment of the Town Walls and Castle Bailey Wall as a distinctive arrival point.**
- 2. The new bus interchange will create a high-quality arrival / departure point with ancillary supporting facilities.**
- 3. New public open spaces will be created across all the remaining areas. Any limited additional small-scale development will only be supported if it creates full public active frontages (ideally**

for uses which enhance the visitor / heritage / leisure offer to complement the Town Walls and Castle Bailey Wall) and if it meets the development criteria below.

4. The creation of the public spaces, the bus interchange, and any limited additional small-scale development will:
  - a. Create an exceptionally high quality design;
  - b. Protect and enhance heritage assets and their setting, based on an understanding of their context, including the Town Walls, the Castle Bailey Wall and buried archaeological remains, in accordance with policies EN6 and EN7;
  - c. Provide a public footpath along the Town Walls;
  - d. Retain the strategic views to and from the Town Walls; and
  - e. Retain and enhance the link between the Mayflower Quarter / Westquay South and Bargate as part of the Itchen Riverside link.



Map 16 Albion Place and Castle Way

- 9.167 The Council expects to implement the new bus interchange and open space over the next year, using the Transforming Cities Fund. The plans locate the bus interchange on a part of the Albion Place car park, with the remainder of this car park and the Castle Way car park to be used for public open space.
- 9.168 Development will accord with all plan policies, including:
- 9.169 City Centre Approach (policy IN1) – the site will contribute to creating high quality development to enhance the city’s regional status and distinctive sense of place.
- 9.170 Placemaking (policy DE1) – the development will achieve an exceptionally high quality of design appropriate to the setting of the important heritage assets and to enhance the distinctiveness of the city centre as a place.
- 9.171 Heritage (policies EN6 and EN7) – the area includes the Town Walls and the Castle Bailey. Both are Grade I listed and designated Scheduled Ancient Monuments. New development will respect and enhance the settings of these heritage assets. This will include enhancing the public realm, opening up pedestrian access to and along the Town Walls, and providing interpretation for the Town Walls. Any development will be of an exceptional design and limited / small scale. The site lies within an area of high archaeological potential, including proven remains of the Late Saxon and medieval towns, of national significance, some associated with the scheduled Town Walls and Castle Bailey wall.
- 9.172 Transport, Streets and Spaces (Policies TR1, and DE2) – Public transport, Pedestrian and cycle connections to the site will be enhanced, including the strategic links and Southampton Cycle Network which pass the site.
- 9.173 Location of Uses within Centres (policy IN4) – the sites are within the primary shopping area, and so at street level active public frontage uses will be created.

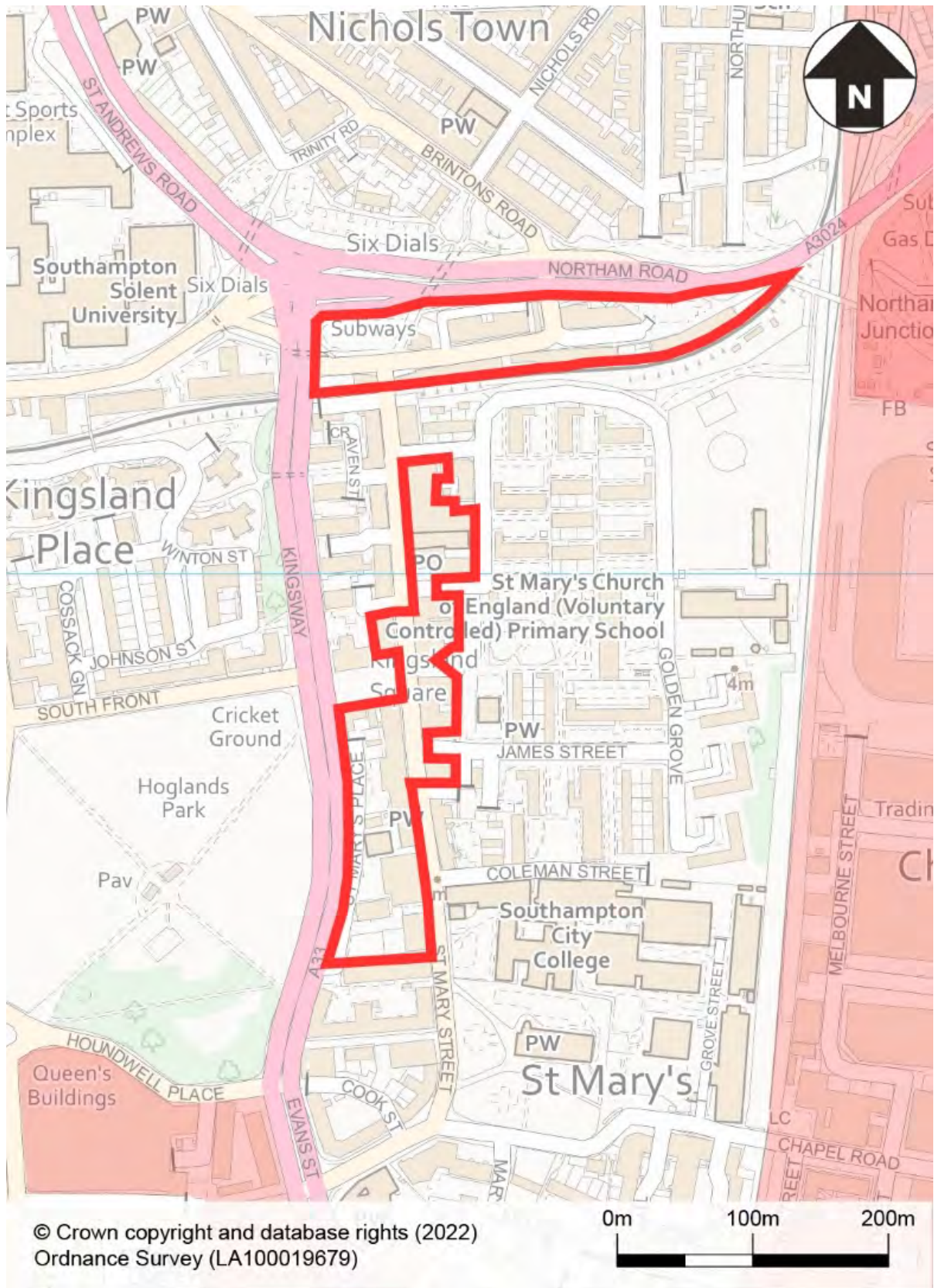
## **ST MARYS AND OLD NORTHAM ROAD**

- 9.174 St Marys is a historic part of the city centre with archaeologically important sites relating to the middle-Saxon town of Hamwic and listed and locally listed buildings. It includes City College further education college to the south of St Marys, next to St Marys Church which has recently undergone significant refurbishment.
- 9.175 The aim is to support further regeneration of St Marys and to improve its connections. Limited development is expected in St Marys but the old Northam Road area 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. Old Northam Road provides an important link to St Mary’s stadium. The redevelopment of the former gasholders site close to the stadium and the former East Street Centre site to the west offer opportunities to improve links and increase the number of people visiting the area.
- 9.176 The aim of the policy is 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 for developers in terms of land uses outside the St Marys Street secondary shopping area. The policy also supports the Council’s objective for reinvestment in old Northam Road and allows for a wider range of uses that will provide a direct service to the public.

**Policy SI7 (S) – St Mary Street and old Northam Road**

- 1. Development will sustain and enhance St Mary Street and old Northam Road and improve the overall connectivity of the area.**
- 2. On the ground floor of the St Marys Street shopping area there should be full active public frontages, and on the ground floor of old Northam Road there should be full or partial active public frontages, as set out in policy IN4. Elsewhere on the ground floor of St Marys Street, and on all upper floors, other main centre uses and suitable centre uses will also be supported in accordance with policy IN3.**
- 3. Development will be supported which:**
  - a. Respects the character of the area and streets including its historic buildings<sup>1</sup> and the fine grain, scale and height of buildings. Tall buildings of 6 storeys or greater will not be supported.**
  - b. Protect and enhance heritage assets and their setting, based on an understanding of their context, including the Grade II\* registered Central Parks and buried archaeological remains, in accordance with policies EN6 and EN7;**
  - c. Enhances the public realm and connects to adjacent strategic links (policy DE2), improves pedestrian and cycle linkages to the primary shopping area and Central Parks (across Kingsway), St Marys Road (across Six Dials), the Itchen Riverside Quarter, and other surrounding areas.**





Map 17 St Mary Street and old Northam Road

- 9.177 Development will accord with all plan policies including:
- 9.178 Transport, Streets and Spaces (Policies TR1 and DE2) – Pedestrian and cycle connections from the core of the city centre to the site and through to the Itchen Riverside will be enhanced, including enhanced pedestrian / cycle crossings at Kingsway / St Marys Place / Evans Street, and the East - West and Itchen Riverside strategic links, the latter of which will be extended to run along Northam Road to the football stadium. (The redevelopment of the East Street Shopping Centre will also significantly enhance this link to St Marys. The council is also undertaking changes to Six Dials junction as part of the Transforming Cities programme to support changes to make parts of New Road bus/cycle/taxi only). Development will create active frontages to these links.
- 9.179 Placemaking and Shopping centres (policies DE1 and IN3) – Development will create active frontages to St Marys Road, old Northam Road and where possible Kingsway. Part of St Mary’s Street between Ascupart Street and James Street is identified as a shopping area. Ground floor uses will create full public active frontages. Retail and leisure development within the centre will be of an appropriate scale and in edge of centre locations elsewhere will be small scale (under 750m<sup>2</sup> gross) or controlled.
- 9.180 The council continues to support the commercial focus of old Northam Road and renovations and refurbishments to improve the quality of housing, the fabric of buildings and to reduce vacancies, working with key landowners. There is a prominent vacant site in the middle of the street which is in need of regeneration. The council will also engage with partner organisations and interested parties to seek funding opportunities for establishing an antique centre on old Northam Road. Locally based ‘a space arts’ are working with the key landowners to create cultural and artistic spaces, to create an artistic community along old Northam Road. In partnership with Southampton Culture Trust, this could include for example galleries, performance spaces, music venues, artist studios and shops, space for start-up creative industries, and events and festivals along the street. This supports the policy to create active or partially active frontages at ground level, and more broadly to create a vibrant street along the key strategic link between the city centre and Itchen Riverside Quarter.
- 9.181 Heritage (policies EN6 and EN7): Development will preserve or enhance heritage assets, including the strategic views of the listed St Marys Church, and other listed and locally listed buildings. The site lies within an area of high archaeological potential, including proven remains of the Middle Saxon town of Hamwic and the St Marys suburb of the medieval town, all of national significance. St Mary Street and other roads and alleys in the area are part of the historic street pattern, some dating to Middle Saxon times.
- 9.182 Development on St Mary Street and old Northam Road should be fine grain, predominantly two to four storeys (or equivalent) in height, or up to 6 storeys on St Mary’s Place, and with consistent building lines.
- 9.183 Hazardous substances (policy EN13): A part of old Northam Road lies within the outer part of the Health and Safety Executive consultation zone for the gasholder station on Britannia Road. Although there are proposals for the redevelopment of this site, the historic uses of this site may affect the detailed design of buildings.
- 9.184 Flood risk (policy EN9): the southern part of St Marys Street and land to the south of St Marys Stadium is identified in flood zones 2 and 3.

## **Key Policy Options**

### **Key Option 1 – General approach and restrictions on old Northam Road**

Option 1a - The proposed approach is to require the core shopping area in St Marys Street to deliver full active public frontages which provide the most vibrancy to the street and for full or partial active frontages in old Northam Road to provide greater flexibility there. The policy sets criteria for the redevelopment of sites within the area including appropriate building scale and heights and improvements to streets and spaces and links.

Option 1b – Remove limitations on old Northam Road to provide a more flexible approach to deliver regeneration in the area.

## **BRITANNIA ROAD GAS WORKS**

9.185 The Britannia Road gasworks site is safeguarded in the adopted local plan for industrial uses. Policy EC2 of this plan identifies the site as a potential option for releasing from this industrial safeguarding. On the basis that this is a key site within the Itchen Riverside area, and is not currently in an industrial use, a draft policy to guide its redevelopment is proposed below. This is subject to the decision on whether to release the site from industrial safeguarding in the final plan.

### **Policy S18 (S) – Britannia Road Gas Works**

- 1. Subject to a decision to release the site from safeguarding for industrial uses, development will create a residential-led development to form a gateway to the Itchen Riverside; and to create a street through the site as part of the ‘East - West spine’ strategic link from the core of the city centre to the Itchen Riverside.**
- 2. The following uses will be supported, in accordance with policy IN4’s approach for the city centre:**
  - a. At street level: all active frontages.**
  - b. On upper floors: all main centre and other suitable centre uses.**
- 3. Within this approach, sports, leisure and community uses linked to Southampton Football Club will also be supported.**
- 4. Development will:**
  - a. Accord with Policy S12 (Itchen Riverside).**
  - b. Create a high-quality street through the site for pedestrians and cyclists to directly connect Old Northam Road with the southern end of Britannia Road and the football stadium, to form part of the ‘East - West spine’ strategic link from the core of the city centre to the Itchen Riverside.**

- c. Protect and enhance heritage assets and their setting, based on an understanding of their context, including buried archaeological remains, in accordance with policies EN6 and EN7;**
  - i. Reflect the heritage of the former gas holders.**
  - ii. Safeguard any land necessary for a replacement / enhancement of the Northam Road rail bridge and its approaches;**
- d. Provide flood risk management measures in accordance with policy EN9 (flood risk), including safe access where appropriate and practical.**



Map 18 Britannia Road Gas Works

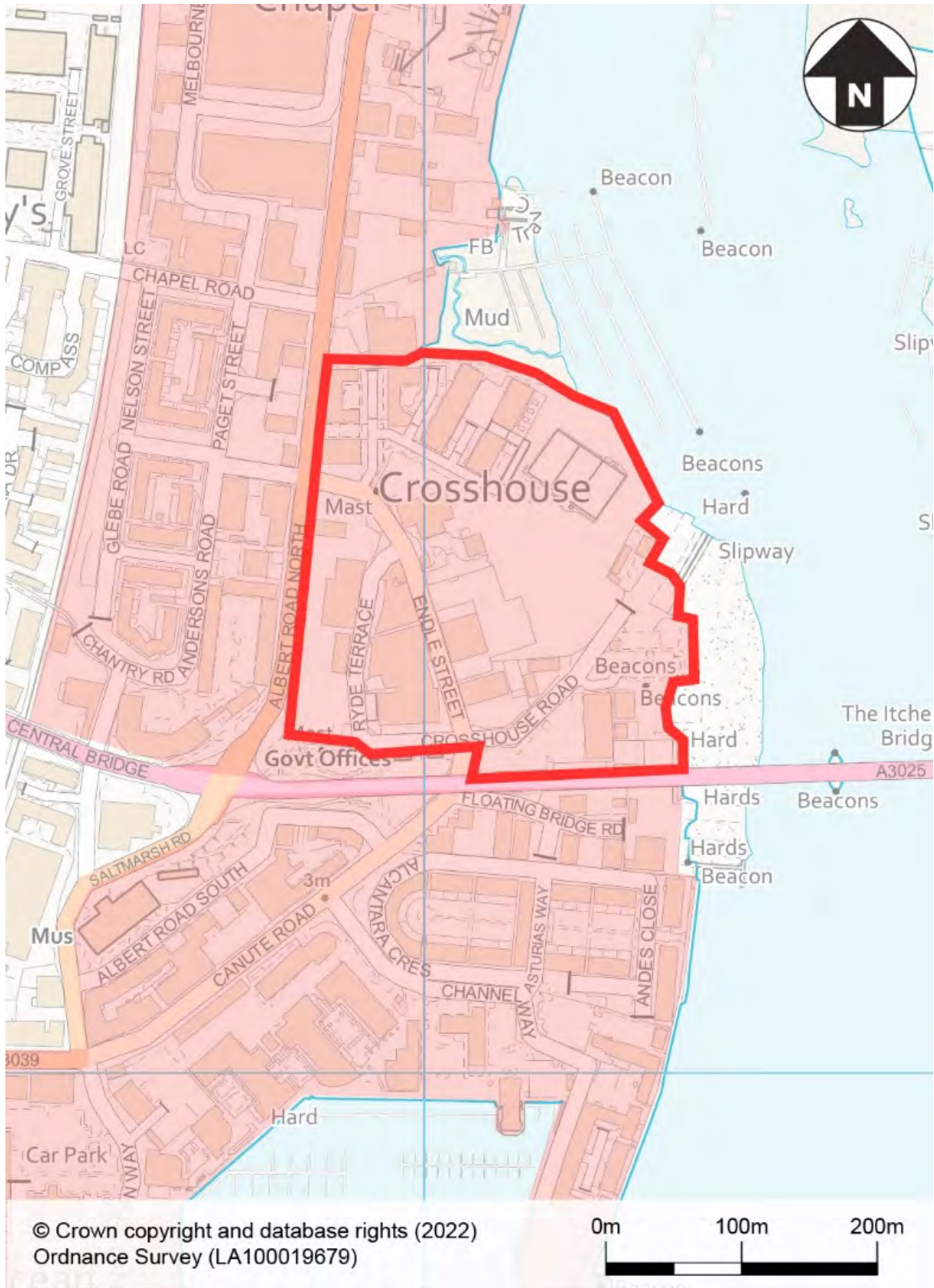
- 9.186 Development will accord with all plan policies, including:
- 9.187 City Centre Approach (policy IN1) – the site will contribute to creating high quality development to enhance the city’s regional status and distinctive sense of place.
- 9.188 Itchen Riverside Area (policy SI2) – the site will contribute to enhancing a vibrant, community, economy and place which reflects the distinctive maritime character.
- 9.189 Placemaking (policy DE1) – the development will achieve a high quality of design to enhance the city centre and Itchen Riverside as a place. It will create a high-density landmark gateway to the Itchen Riverside approached along the Old Northam Road from the core of the city centre.
- 9.190 Transport, Streets and Spaces (Policies TR1 and DE2) – The layout of the development will provide a new street through the site to create a new direct link from the Old Northam Road and existing or new footbridge across the railway line to the southern end of Britannia Road. This will form a key part of the ‘East - West spine’ strategic link from the core of the city centre to the Itchen Riverside, football stadium and waterfront.
- 9.191 Heritage (policies EN6 and EN7): Proposals will preserve or enhance the heritage assets in and adjacent to the site. The site lies within an area of high archaeological potential, including potential remains of national significance associated with the Middle Saxon town of Hamwic and its cemeteries (latter as found at St Mary’s Stadium to the south).
- 9.192 The interfaces between residential and general industrial uses will require careful design to limit the impact on residential amenity whilst meeting the overall regeneration aim to create a vibrant mix of uses.
- 9.193 Flood Risk (policy EN9) – Parts of the site are at risk from flooding. Development will be safe.
- 9.194 Location of Uses within Centres (policies IN4) - high density residential uses will help create a landmark gateway on the approach to the Itchen Riverside from the core of the city centre. The key new street to be created through the site as part of the ‘East - West spine’ strategic link, will need to include full or partial public active frontages.
- 9.195 Hazardous substances (policy EN13): The site currently lies within the Health and Safety Executive consultation zone for the former gasworks.
- 9.196 Contamination (policy EN14): The site is a former gas works.

## **CHAPEL RIVERSIDE**

- 9.197 The Chapel Riverside site is located on the Itchen Riverside waterfront within the city centre. It will create a new landmark waterfront development connected to the city centre, and form part of the continuous waterfront route linking Ocean Village to the wider Itchen Riverside waterfront to the north as it evolves.

### **Policy SI9 (S) – Chapel Riverside**

- 1. At Chapel Riverside development will create a high quality and distinctive waterfront landmark, facilitate connections to the wider Itchen Riverside and city centre and the creation of a continuous waterfront route, and be safe from flooding.**
- 2. The following uses will be supported in accordance with policy IN4's approach for the city centre:**
  - a. At street level fronting the waterfront: full or partial active public frontages;**
  - b. At street level elsewhere: all active frontages.**
  - c. On upper floors: all main centre and other suitable centre uses.**
- 3. Development will:**
  - a. accord with policy SI2 (Itchen Riverside);**
  - b. create a continuous high-quality route for public access along the waterfront as part of the International Maritime Strategic Link;**
  - c. enhance connections to the core of the city centre as part of the Itchen Riverside Strategic Link;**
  - d. wherever possible maintain strategic views across the site in accordance with policies DE1 and DE3;**
  - e. use exceptional and distinctive architectural design appropriate to the prime waterfront setting;**
  - f. Protect and enhance heritage assets and their setting, based on an understanding of their context, including the American Wharf and buried archaeological remains, including former mill ponds and embankments, in accordance with policies EN6 and EN7;**
  - g. provide public hard and for water sports activities;**
  - h. provide flood risk management measures in accordance with policy EN9 (flood risk), including contributing to and integrating the strategic shoreline defence (the River Itchen Flood Alleviation scheme) and safe access where appropriate and practical.**



Map 19 Chapel Riverside



- 9.198 Development will accord with all plan policies, including:
- 9.199 City Centre Approach (policy IN1) – the site will contribute to creating high quality development to enhance the city’s regional status and distinctive sense of place.
- 9.200 Itchen Riverside Area (policy SI2) - the site will contribute to enhancing a vibrant community, economy and place which reflects the distinctive maritime character of the area.
- 9.201 Placemaking (policy DE1) – the development will achieve an exceptionally high quality of design to enhance the city centre / Itchen Riverside waterfront, and reflect the maritime character of the area, and the historic layout, including the former mill ponds and embankments. It will create a high-density landmark gateway to central Southampton as approached across the Itchen Bridge and as seen from and across the water.
- 9.202 Transport, Streets and Spaces (Policies TR1, and DE2) – The layout and design of development (including internal streets, spaces and active frontages) will ensure the development is orientated to integrate with and encourage pedestrian / cycle movements to / from the city centre via the Itchen Riverside strategic link; and to create a high quality continuous public waterfront as the Itchen Riverside area evolves, as part of the International Maritime Strategic Link.
- 9.203 Waterfront and New Open Spaces (policies DE4 and EN5): development will create a continuous waterfront public walkway along the site and should safeguard provision for the Southampton Water Activity Centre / public hard and Cross House public hard.
- 9.204 Strategic Views (policies DE1 and DE3) – development should retain the strategic view from the Itchen Bridge to St Michael’s Church and St Mary’s Church.
- 9.205 Heritage (policies EN6 and EN7): Proposals will preserve or enhance the heritage assets in and adjacent to the site including the American Wharf and Cross House listed buildings. The site lies within an area of high archaeological potential. This includes proven remains of the Middle Saxon town of Hamwic, the former medieval Holy Trinity Chapel and its cemetery, and medieval/post-medieval remains of Chapel Mill, its mill ponds and embankments, all of national significance. The site also has buried peat deposits at depth below reclaimed land.
- 9.206 Flood Risk (policy EN9): The strategic shoreline defence for the city will run through the site. Development will incorporate this and be safe. Given the site is subject to greater and more immediate flood risk, and the importance of creating public access to the waterfront, the strategic shoreline defence will be provided with and integrated into the wider design of the development.
- 9.207 Ecology (policy EN2): the site is close to ecology designations.
- 9.208 Location of Uses within Centres (policy IN4) – the site lies within the wider city centre. It incorporates two strategic links and a key waterfront area, and so active public frontages are sought.

## **DRIVERS WHARF / PRINCES WHARF**

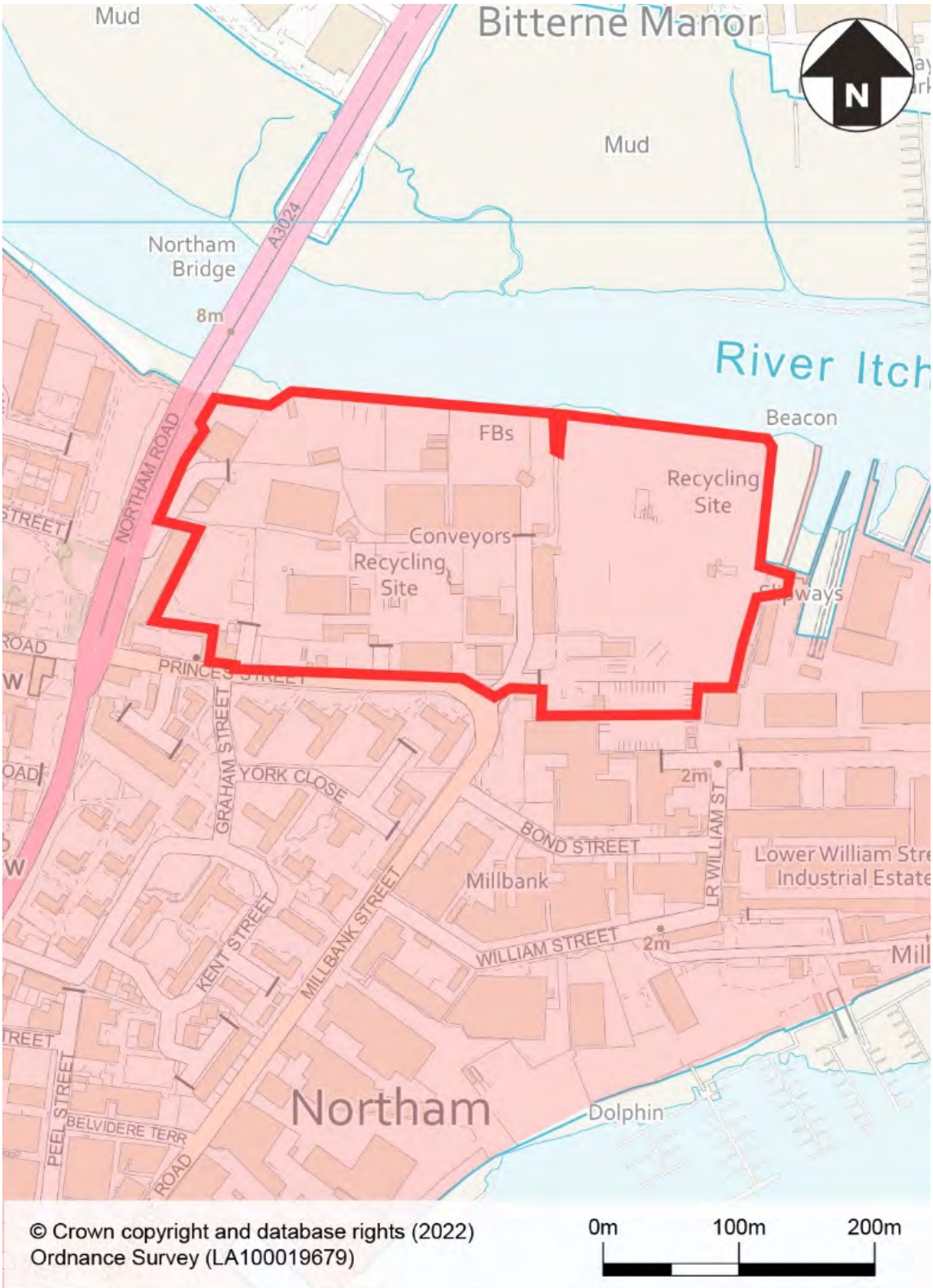
9.209 The Drivers Wharf site is located on the waterfront adjacent to one of the main road approaches into Southampton. Along with the adjoining Meridian site, it will create a gateway on this key approach into the centre of the city. It is important to create a mix of residential and employment uses, so that the potential of the site for marine employment is supported. The Princes Wharf metal recycling facility is safeguarded.

### **Policy SI10 (S) – Drivers Wharf / Princes Wharf**

- 1. Development will create a waterfront gateway on the approach to central Southampton as the A3024 crosses the River Itchen and from the water; facilitate connections to the wider Itchen Riverside area; and create a mix of residential, employment and marine employment uses. Development will be safe from flooding and be carefully designed to ensure the mix of uses can co-exist and protect the operation of any ongoing existing uses.**
- 2. Princes metal recycling wharf is safeguarded, until any such time as it is no longer needed, is relocated, or the merits of the development clearly outweigh the need for safeguarding, in accordance with the Hampshire Minerals and Waste Plan.**
- 3. Drivers Wharf lies in the part of the Itchen Riverside outside of the city centre, and main centre uses will be considered in accordance with policy IN3. Subject to this, the following uses will be supported:**
  - a. Within residential led areas (on the western part of the site):**
    - i. At street level: all active frontages;**
    - ii. At street level and on upper floors: high density residential, health, nursery, education, sports, public worship and/or community hall uses.**
  - b. Within employment areas (on the eastern part of the site):**
    - i. Light industrial, general industrial, storage and distribution uses (E(g)(ii)/E(g)(iii)/B2/B8).**
- 4. In-order to support the marine sector, the employment areas will:**
  - a. Be located to have access to at least part of the waterside / wharf;**
  - b. Include marine employment uses unless it can be demonstrated that this would undermine the delivery of the overall aims for the site [see key policy option 1].**
- 5. Development will:**
  - a. Accord with policy SI2 (Itchen Riverside).**
  - b. create a continuous high-quality route for public access along the waterfront, unless in any marine employment areas this is demonstrated to be undeliverable.**
  - c. Contribute to enhancing connections by walking and cycling by ensuring the development relates well to pedestrian / cycle access to / from the city centre and wider**

**Itchen Riverside area via the A3024 Northam Road and the potential to enhance Princes / Millbank Street to create connections to a continuous public waterfront to the south;**

- d. Protect and enhance heritage assets and their setting, based on an understanding of their context, including buried archaeological remains, in accordance with policies EN6 and EN7;**
- e. Provide flood risk management measures in accordance with policy EN9 (flood risk), including contributing towards and integrating the strategic shoreline defence (the River Itchen Flood Alleviation scheme) and safe access where appropriate and practical.**



Map 20 Drivers Wharf / Princes Wharf

- 9.210 Development will accord with all plan policies, including:
- 9.211 Itchen Riverside Area (policy SI2) – the site will contribute to enhancing a vibrant community, economy and place which reflects the distinctive maritime character of the area.
- 9.212 Placemaking (policy DE1) – the development will achieve a high quality of design to enhance the city centre and Itchen Riverside as a place. It will complement the redevelopment of the former Meridian site on the western side of the A3024 to create a high-density landmark gateway to central Southampton as approached along the A3024 as it crosses the River Itchen and as seen from and across the water.
- 9.213 Transport, Streets and Spaces (Policies TR1, and DE2) – The layout and design of development (including internal streets, spaces and active frontages) will ensure the development is orientated to integrate with and encourage pedestrian / cycle movements to / from the city centre via the A3024 Northam Road and via Princes / Millbank Streets, which have the potential over the longer term to be enhanced and connected to a continuous public waterfront further to the south as the Itchen Riverside area evolves.
- 9.214 Waterfront and New Open Spaces (policies DE4 and EN5): development will create a continuous waterfront public walkway along the site, unless it can be demonstrated that any marine employment areas require waterfront access unhindered by public access. Development should safeguard the on-site water sports and public hard facilities.
- 9.215 Heritage (policies EN6 and EN7): Proposals will preserve or enhance the heritage assets in and adjacent to the site. The site lies within an area of high archaeological potential, likely to include buried remains associated with the early post-medieval Northam Wharf and ship building industry, with potential for earlier remains. Some remains may be of national significance.
- 9.216 Hampshire Minerals and Waste Plan: the adopted plan safeguards Princes Wharf, which is an active and strategically important metal recycling facility. The wharf is safeguarded by this plan, subject to the criterion as specified.
- 9.217 The interfaces between residential and general / marine industrial uses (including the metal recycling wharf) will require careful design to limit the impact on residential amenity whilst meeting the overall regeneration aim to create a vibrant mix of uses.
- 9.218 Flood Risk (policy EN9) - The strategic shoreline defence for the city will run through the site. Development will incorporate this and be safe.
- 9.219 Uses – high density residential uses will help create a gateway on the approach to central Southampton adjacent to the A3024, so should be located on the western part of the site. Employment, including marine employment uses will realise the economic potential of the site adjacent to the waterfront and a wider industrial area, and will also help create a buffer between the residential uses and the metal recycling facility, so should be located on the eastern part of the site. A part of the waterfront wharf should be used for employment uses to provide the opportunity for marine employment uses to be accommodated, and some marine employment should be provided as part of this mix where possible. The definition of all active frontages is the same as that within policy IN4 (the location of uses within centres).

## **Key Policy Options**

### **Key Option 1 – Requirement for Marine Uses**

Option 1a – To require that the mix of employment uses includes marine uses, unless this would undermine the delivery of the site. This will ensure that the site supports the marine sector and capitalises on its waterfront location, whilst still enabling appropriate flexibility.

Option 1b – To simply require that the employment uses are located to have access to a part of the waterfront wharf, without requiring that the mix of employment uses includes marine uses. This will locate the employment space so that it can potentially support marine uses, without overly restricting uses.

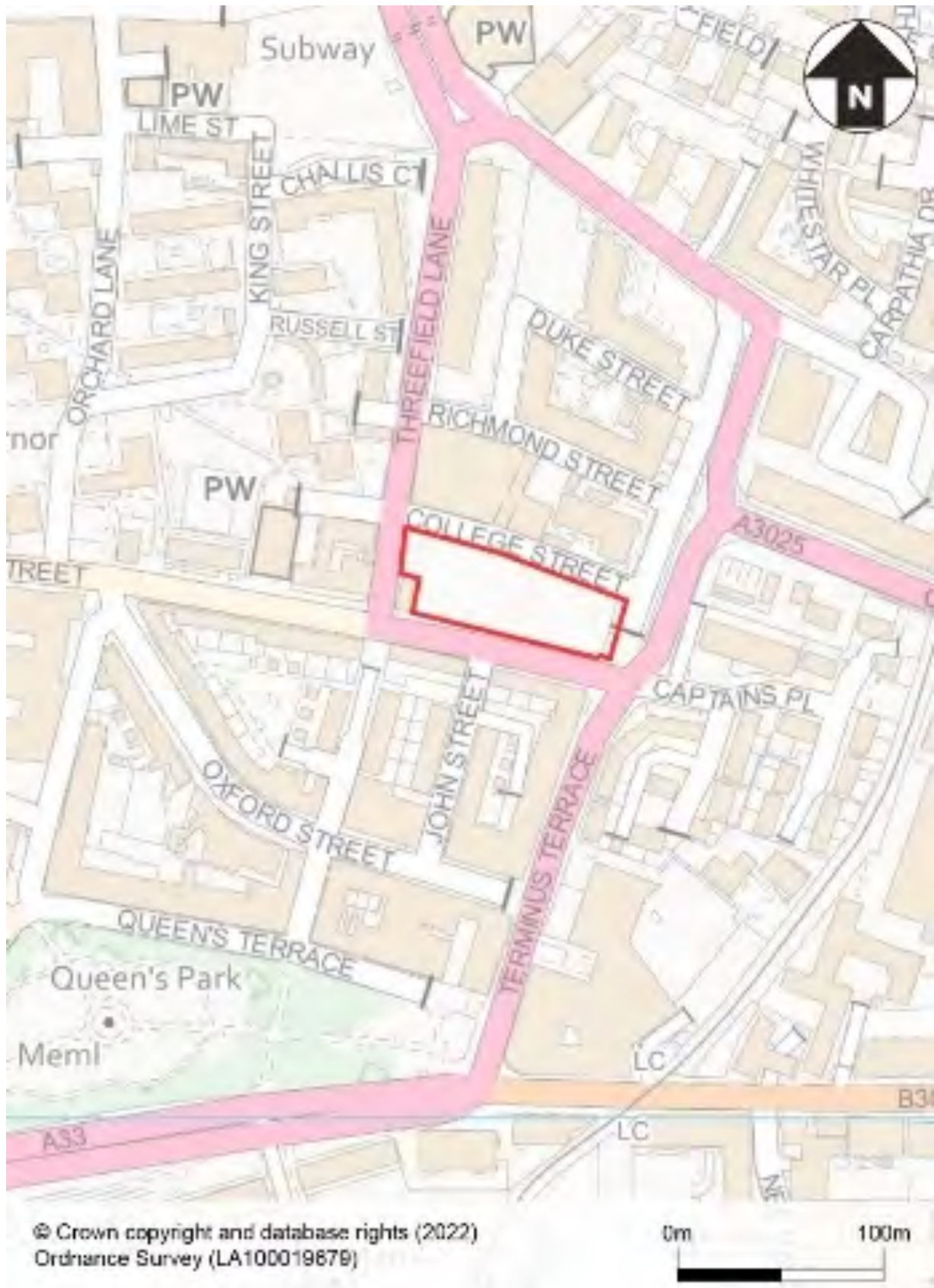
## **COLLEGE STREET CAR PARK**

- 9.220 College Street car park is located in the city centre, to the east of Holyrood and north of Oxford Street. It is located in a mixed residential and employment area which is dominated by a cluster of taller buildings of up to 17 storeys around Dukes Keep and Mercury Point. These buildings provide notable landmarks when viewed from the Itchen Bridge and St Marys Street.
- 9.221 The nearby area has experienced significant change in the last decade with the construction of new tall buildings and conversion of existing office blocks to provide student and residential accommodation. The College Street car park is owned and operated by the City Council. Temporary permission was granted in late 2020 for use of the eastern half of the car park for a container park for a 10-year period. This provides converted shipping containers for retail, food and drink uses, shared office workspace and studio space for artists with associated events space.
- 9.222 This policy aims to provide a framework for any future redevelopment and take opportunities for improvements in the public realm and links through the site.

### **Policy SI11 (S) – College Street Car Park**

- 1. College Street car park is allocated for development which achieves active frontages at street level, in accordance with policy IN4.**
- 2. Development will be supported which:**
  - a. Responds to the increase in height towards Richmond Street;**
  - b. Protects and enhances heritage assets and their setting, based on an understanding of their context, including the Oxford Street conservation area, listed buildings, the strategic view across the site from the Itchen Bridge to St Michael’s Church and buried archaeological remains, in accordance with policies EN6 and DE1;**

- c. Maintains a pedestrian route through the site;**
- d. Delivers a high-quality public realm and incorporates green infrastructure; and**
- e. Achieves an appropriate degree of safety in respect of flood risk in line with policy EN9.**



Map 21 College Street Car Park



- 9.223 Development will accord with all plan policies including:
- 9.224 City Centre Approach (policy IN1) – the site will contribute to creating high quality development to enhance the city’s regional status and distinctive sense of place.
- 9.225 Transport, Streets and Spaces (Policies TR1 and DE2) – Pedestrian and cycle connections through and into the site will be maintained, including enhanced pedestrian connections from Oxford Street and Bernard Street to the south
- 9.226 Placemaking (policy DE1): Development will create active frontages to Bernard Street. The Tall Buildings Study identifies a highly sensitive view from Itchen Bridge to St Michael’s Church and development should not adversely affect this view. Opportunities should be taken to improve the public realm and increase the green infrastructure in the area
- 9.227 Heritage (policies EN6 and EN7): While the site does not contain any built heritage assets, the Oxford Street Conservation Area is adjacent to the site to the south. There are listed buildings within the Conservation Area and the listed Central Bridge to the east. Development will preserve or enhance heritage assets, including the strategic views of the listed St Michaels Church as identified in the Tall Buildings Study. This is likely to limit the scale of tall buildings. The site lies within an area of high archaeological potential, to the west of the former Marsh (reclaimed in the 19th century). Remains of various periods, including Saxon and medieval remains, may be present. Some remains may be of national significance.
- 9.228 Flood risk (policy EN9): the eastern side of the area is identified in flood zone 2.

## **OCEAN VILLAGE**

- 9.229 Ocean Village is one of the key areas of the city centre with public access to the waterfront. It includes a marina and base for ocean yacht racing with waterfront residential, office and leisure development, including bars, restaurants and cinemas. Major high-density development recently completed (including the Admirals Quay and a hotel) have further enhanced Ocean Village as a prime waterfront destination. There is likely to be further scope for high quality redevelopments in this area. The aim is to continue to enhance Ocean Village as an excellent place to live, work and visit and to improve its connections to the city centre.

### **Policy S112 (S) - Ocean Village**

- 1. Development will enhance Ocean Village<sup>5</sup> as a high-quality waterfront destination.**
- 2. Water based recreation uses will be supported, and the following uses will be supported in accordance with policy IN4’s approach for the city centre:**
  - a. At street level fronting the waterfront: full or partial active public frontages.**

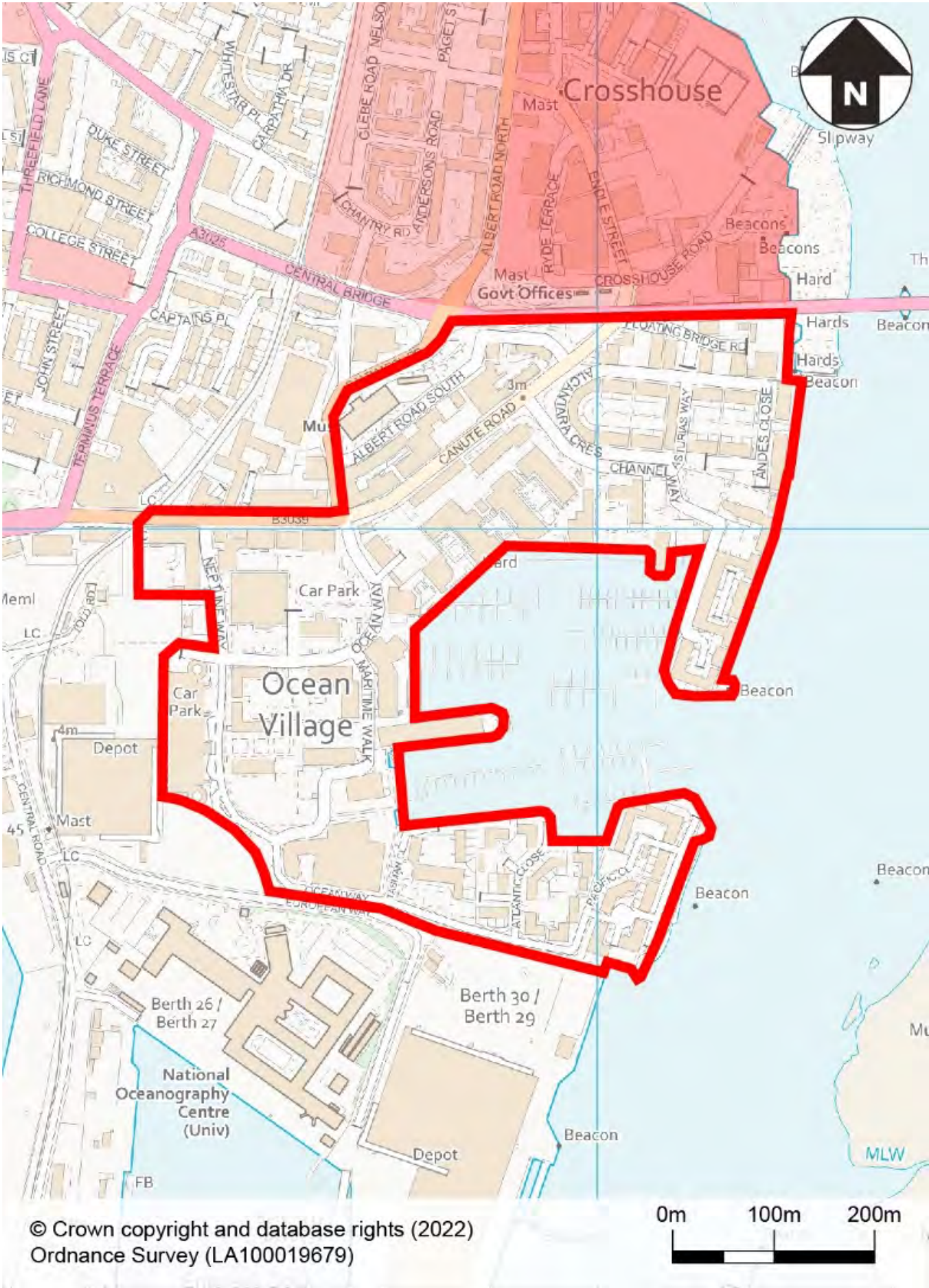
<sup>5</sup> As defined on the policies map

- b. At street level elsewhere: all active frontages.
- c. On upper floors: all main centre and other suitable centre uses.

**3. Development will be supported which:**

- a. Creates a continuous high-quality route for public access along the waterfront through and beyond Ocean Village;
- b. Enhances pedestrian links to the city centre;
- c. Uses exceptional and distinctive architectural design appropriate to the prime waterfront setting;
- d. Protects and enhances heritage assets and their setting, based on an understanding of their context, including listed buildings, the Canute Road Conservation Area, the port's heritage and buried archaeological remains, in accordance with policies EN6 and EN7;
- e. Does not prejudice the use of the Southampton Water Activities Centre;
- f. Accords with policy EC4 (the Port); and
- g. Provides a strategic flood defence as an integral part of the development in accordance with policy EN9;

**4. Proposals for individual development phases within the site will be supported by a masterplan for the whole site to demonstrate how that phase of development will integrate with the overall approach for the site. In addition, proposals for a cluster of tall buildings will be supported by a masterplan, in accordance with policy DE3 (Tall Buildings).**



Map 22 Ocean Village

- 9.230 Development will accord with all plan policies, including:
- 9.231 City Centre Approach (policy IN1) – the site will contribute to creating high quality development to enhance the city’s regional status and distinctive sense of place.
- 9.232 Transport, Streets and Spaces (Policies TR1, and DE2) – Pedestrian and cycle connections to the site will be enhanced, including the International Maritime Promenade and Ocean Village strategic links.
- 9.233 Waterfront and New Open Spaces (policies DE4 and EN5): development will retain and enhance a continuous public walkway and provide a new public events space, which will complement the role of the site for world yachting and special events. There may be an opportunity to extend the walkway north to link with Chapel Riverside. The use of the Southampton Water Activity Centre should not be prejudiced.
- 9.234 Location of Uses within Centres (policy IN4): supports full or partial public active frontages along the waterfront and all active frontages elsewhere. Retail uses will be in accordance with policy IN3.
- 9.235 Night-time and late-night uses (policy IN6) – the Quarter is designated a night-time zone.
- 9.236 Placemaking and Heritage (policies DE1, EN6 and EN7): The quality of architectural design will be exceptional and distinctive to create landmark buildings to enhance Ocean Village as a high-quality waterfront destination. Proposals will preserve or enhance the heritage assets in and adjacent to the Quarter including the listed buildings, Canute Road conservation area, and the port’s heritage (such as the listed quay walls, surviving historic buildings and features). The site lies within an area of high archaeological potential. Canute Road follows the historic shoreline, with areas to the south reclaimed in the 19th century for the Docks. Remains associated with the former docks are of archaeological interest. Reclaimed areas are underlain by alluvial deposits, with buried peat deposits at depth (peat dating from Mesolithic times onwards, and potentially Saxon). Former intertidal areas may contain archaeological remains such as ships and boats, waterfront structures, oyster beds, etc. Some buried remains may be of national significance.
- 9.237 Flood Risk (policy EN9) - The strategic shoreline defence for the city will run through the site, and development will incorporate this and be safe.
- 9.238 Hazardous substances (policy EN13): A part of the site lies within the Health and Safety Executive consultation zone for the Eastern Docks. This may affect the detailed design of buildings.

## **CENTENARY QUAY**

- 9.239 Centenary Quay is a major mixed-use development under construction on the edge of Woolston district centre on the site of the former Vosper Thornycroft shipyard. Phases 1 and 2 of the redevelopment are already complete and Southampton’s tallest building is under construction. Development will regenerate and enhance a key waterfront site, help strengthen the local community and provide homes, jobs, services and facilities to serve the wider area.

9.240 This policy continues the current approach to the redevelopment which seeks to deliver a high-quality mixed-use development with links to the waterfront and into Woolston district centre. Centenary Quay received planning permission in 2009 for 1,620 homes, cafes, bars and shops and employment uses.

**Policy S113 (S) – Centenary Quay**

- 1. Development at Centenary Quay will continue the redevelopment of this prominent waterfront site with a mix of marine employment, residential, small-scale shopping, food and drink, education, health, and community uses permitted.**
- 2. Development will be supported which:**
  - a. Provides good links into Woolston district centre;**
  - b. Provides public access to the waterfront and where practical a continuous high quality public waterfront walkway;**
  - c. Creates new public open space in addition to the waterfront walkway (policy DE4 Waterfront) and improvements to the public realm;**
  - d. Delivers the Centenary Quay Marine Employment Quarter adjacent to the existing deep water quay; ensuring it is located and designed to protect the amenity of existing and proposed residential areas;**
  - e. Protects and enhances heritage assets and their setting, based on an understanding of their context, including buried archaeological remains, in accordance with policies EN6 and EN7; and**
  - f. Provides a strategic flood defence as an integral part of the development in accordance with policy EN9;**



Map 23 Centenary Quay

- 9.241 Development will accord with all plan policies, including:
- 9.242 Waterfront and New Open Spaces (policies DE4 and EN5): development will retain and extend the public walkway to maintain the sites connection with the waterfront.
- 9.243 Placemaking and Heritage (policies DE1, EN6 and EN7): Any further development should maintain the high quality of the buildings already completed or under construction and consider views into the site from the water and from Itchen Bridge as they will be prominent buildings from these viewpoints in addition to from within and across the site. The site lies within an area of archaeological potential. Much of that potential was removed by 19th century quarrying and later development (including the current ongoing development). However, parts of the site, particularly at the north end, retain archaeological potential.