

# Planning Southampton City Centre

## Local Development Framework City Centre Action Plan Issues & Options Paper

First Stage April 2007. Your chance to have an input over the planning framework for the next 20 years.





# Local Development Framework City Centre Action Plan (CCAP)

## Stage 1: - Issues & Options Paper for Public Comment

The document is placed on deposit for a consultation period of 6 weeks as outlined in the Adopted Statement of Community Involvement (September 2006).

**The period starts on Thursday 12<sup>th</sup> April 2007 and ends on Wednesday 23<sup>rd</sup> May 2007 at 5pm**

**Please send the completed response form(s) or your comments and suggestions to:**

**Address:** Planning Policy  
Planning & Sustainability Division  
Ground Floor, Civic Centre  
Southampton  
SO14 7LS

**Email:** [city.plan@southampton.gov.uk](mailto:city.plan@southampton.gov.uk)

**Contacts:** Graham Tuck 023 8083 4602; Dawn Heppell 023 8083 3828  
Mel Tapping 023 8083 3828

**Website:** <http://www.southampton.gov.uk/planning>

It would greatly aid the process if you used the official representation forms available from Planning Policy or Gateway (Civic Centre) or from the website. Representation Form A includes the whole questionnaire of options; Form B is for use to make a single written comment on an issue or option.

Under the new planning system it is important you raise sites and key issues and alternative options at this stage in the process. Otherwise it is possible an Inspector would not consider your representation as “sound”.



# Southampton City Council

## City Centre Action Plan – Issues & Options Paper

### Contents

	Page
<b>1</b>	<b>Introduction</b>
1.1	What is the Local Development Framework? <b>5</b>
1.2	What are the Issues and Options? <b>6</b>
1.3	Process for preparing the CCAP- <i>Your Views Matter</i> <b>6</b>
<b>2</b>	<b>A Vision for the City Centre: Core Strategy's Approach &amp; Key Strategic Issues &amp; Challenges</b>
2.1	Strategic Planning Issues & Challenges <b>9</b>
2.2	City Centre Boundary and Neighbouring Areas <b>15</b>
2.3	Timescale & Monitoring <b>19</b>
2.4	Development Constraints <b>19</b>
<b>3</b>	<b>Overall Structure of the City Centre &amp; Broad Options</b>
	<b>Key Themes</b>
3.1	Historical Evolution & Planning History <b>22</b>
3.2	Heritage-Led Regeneration leading Urban Design & Sustainability <b>24</b>
3.3	Transport, Place Making, Gateways and Legibility <b>31</b>
3.4	Climate Change – Renewable Energy & High Quality CHP <b>35</b>
	<b>Development Types</b>
3.5	Retail <b>39</b>
3.6	Culture, Leisure, Tourism, Sport and the Night Time Economy <b>41</b>
3.7	Office Development <b>46</b>
3.8	Housing <b>47</b>
3.9	Implementation, Delivery, Infrastructure and Planning Obligations <b>48</b>
3.10	Key Areas, Quarters & Objectives <b>49</b>
3.11	Key Development Sites <b>53</b>

<b>4</b>	<b>City Centre: Options for the Key Development Sites</b>	
	<b><i>Retail Core</i></b>	
4.1	Bargate / Debenhams / East – Street Shopping Area	<b>56</b>
4.2	Marlands Shopping Centre & Above Bar Street 1 (Civic Centre Rd & Ogle Rd) & Above Bar Street 2 (Sussex Rd to the rear)	<b>58</b>
	<b><i>Major Development Quarter: Retail / Leisure / Office Expansion</i></b>	
4.3	Major Development Quarter including West Quay 3	<b>67</b>
	<b><i>Enhanced Transport Interchange</i></b>	
4.4	Central Station	
4.5	Mayflower Plaza, Gantry	<b>68</b>
	<b><i>Old Town</i></b>	
4.6	High Street	<b>70</b>
4.7	Fruit and Veg' Market	<b>71</b>
4.8	Lower High Street	<b>72</b>
	<b><i>Waterfront Destinations</i></b>	
4.9	Town Quay / Royal Pier / Mayflower Park	<b>73</b>
4.10	Ocean Village	<b>76</b>
4.11	Town Depot	<b>77</b>
	<b><i>South East / Oxford Street</i></b>	
4.12	Brunswick Square	<b>79</b>
4.13	College Street	<b>80</b>

<b>Central Parks &amp; Surrounds / Cultural Quarter</b>	
4.14 Northern Above Bar	81
4.15 East Park Terrace	82
4.16 Southampton Solent University	83
<b>Vibrant Cultural / Business Quarter – Bedford Place / London Road</b>	
4.17 Kings Park Road Car Park	84
<b>Eastern Regeneration Quarter</b>	
4.18 Overall Planning Background	85
4.19 St Mary’s Redevelopment Area	86
4.20 Chapel / St Mary’s Gateway (former Petrol Station)	88
4.21 Golden Grove Estate	89
4.22 City College	90
4.23 Deanery North	91
4.24 Paget Street / Chapel	92
4.25 Britannia Road Development Area	93
4.26 Southern Part of Northam Industrial Estate	94
4.27 City Commerce Centre	95
4.28 Central Trading Estate	96
<b>Parks &amp; Common Land</b>	
4.29 Central Parks	97
4.30 Hoglands Park Buildings	98
4.31 Queens Park	99
<b>Other Sites of Importance</b>	
4.32 City Cruise Terminal	99
4.33 Holyrood Estate	99
4.34 Kingsland Estate	100
<b>5 Background Work &amp; Evidence Base</b>	<b>101</b>
<b>6 Glossary</b>	<b>102</b>

	Page
<b>MAPS</b>	
1 Core Strategy Preferred Option for the City Centre	12
2 City Centre Boundary Options	18
3 Urban Design Options	28
4 Future Public Transport Connections	33
5 Possible Future Transport Alterations	34
6 Combined Heat & Power (CHP) Network & Potential Renewables	38
7 Culture, Leisure, Tourism & Night Time Economy	45
8 Development Quarters Options 1	51
9 Development Quarters Options 2	52
10 Possible Development Sites to 2026	55

*The Issues & Options Proposals Map is also available separately*

## 1 INTRODUCTION

### 1.1 What is the Local Development Framework?

1.1.1 The City Centre Action Plan (CCAP) will form part of a wider portfolio of development strategies called the Local Development Framework (LDF). The LDF

will replace the Local Plan Review and form the development plan for the city. It will contain spatial planning policies on the development and use of land, affecting the nature of places and how they function. 'Spatial' means that these will consider many factors including land-use.

- 1.1.2 The CCAP is an 'Area Action Plan' (AAP), a framework for development of the defined City Centre which will have Development Plan Document (DPD) status. It must be in conformity with the overarching emerging LDF Core Strategy, emerging City of Southampton Strategy, emerging South East Plan and also National Planning Policy. The CCAP could also potentially be supplemented by Supplementary Planning Documents (SPDs). These may be a detailed masterplan or design / sustainability guidance.
- 1.1.3 Being a development framework the CCAP must focus on the delivery of development in the City Centre in order to meet the objectives of sustainable development and broader planning strategies (i.e. LDF Core Strategy). This will include guiding new development such as commercial or residential to appropriate locations and providing a cohesive design-led steer. The CCAP must reflect the overall priorities of Southampton City Council and aims to deliver sustainable development in the city such as the need to tackle Climate Change. Other DPDs will be produced which will also affect the City Centre such as the LDF Core Strategy and also the DC Policies DPD. Before these are finalised the CCAP will work alongside the Local Plan Review in terms of general DC Policies only.

**KEY QUESTION 1: *What changes, if any, need to be made to the City Centre to help improve it?***

- 1.1.4 **The answers to this question will shape the City Centre Action Plan (CCAP) which will show in detail how significant changes in the Centre will create various areas or quarters as an essential part of Southampton's growth, urban renaissance and tackling climate change agenda.**
- 1.1.5 **The Action Plan will form the guiding document for a range of Council strategies in the city centre, which will take forward its objectives. These will include for example city branding, legibility, the Local Transport Plan, 3D masterplanning.**
- 1.1.6 The CCAP twenty-year development framework (to 2026) should: -
1. Express in detail key objectives from regional plans and the LDF Core Strategy;
  2. Resolve land-use conflicts for different sites and areas;
  3. Facilitate the implementation of development through the planning process over the short / medium and long term, by providing more certainty for developers and infrastructure providers, and by setting out key delivery issues;
  4. Guide more detailed Supplementary Planning Documents (SPDs) and area masterplans.

## **1.2 What are the Issues and Options?**



1.2.1 This first draft of the CCAP is known as the 'Issues and Options' Paper. **Issues** have been informed by background evidence, public consultation and the main **spatial key objectives** which are given by the emerging LDF Core Strategy, specifically: -

- The quality of the built environment;
- Tackling the effects of climate change;

1.2.2 The **options** are those framework actions in planning terms (i.e. new developments) which are needed to achieve the key objectives. These options have to be realistic in that they must fit within planning policy guidance and be deliverable. Therefore, some options are not even considered as viable and as such are not raised at this stage.

### **1.3 Process for preparing the CCAP- *Your Views Matter***

1.3.1 This Issues and Options Paper will be consulted on over a six week period from **Thursday 12<sup>th</sup> April 2007 to Wednesday 23<sup>rd</sup> May 2007 (at 5pm)**. We want your views on the options we are putting forward. Please use either Form A or Form B to make these comments. Both are available from the website or hard copies from the Gateway, City Libraries or Housing Offices.

1.3.2 Any comments that we receive will be fully considered. They will help us to prepare for the next stage in producing the CCAP when the options are firmed up and presented in a Preferred Options Paper. The production process for the CCAP is summarised in the table below.

1.3.3 Preparation of the Action Plan will conform at each stage to the City Council's LDF Statement of Community Involvement (SCI); and will be underpinned and informed by the sustainability appraisal / strategic environmental assessment (SA/SEA) and other evidence (available separately).

1.3.4 **The Action Plan will include site specific policies for significant sites. If you are promoting such a site or another significant issue, it is important you identify it to us now. Late representations are likely to be judged "unsound" by an Inspector if they have not been through the correct stages for community involvement and sustainability appraisal.**

1.3.5 **It is important that you identify now any further issues or options which have not been addressed by this report but should be considered. In that regard Section 4 of this document outlines a number of possible development sites. Please justify any more sites that should be added. Any 'omission sites' can be looked at following consultation.**

**KEY QUESTION 2: *Are there any omission sites not included in Section 4 that should be included in the Action Plan?***

Commencement of document preparation	October 2006
<b>Stage 1: Consultation on the CCAP Issues and Options and initial Sustainability Appraisal (SA)</b>	<b>April - May 2007</b>
Stage 2: Public participation on CCAP Preferred Options & SA	January 2008
Stage 3: Submission of CCAP to Government	January 2009
Public consultation on submission CCAP	January – February 2009
Examination (Public Inquiry)	Summer 2009
Receipt of Inspector's report	December 2009
Stage 4: Adoption and Publication	January 2010

## 2 A VISION FOR THE CITY CENTRE: CORE STRATEGY'S APPROACH & KEY STRATEGIC ISSUES & CHALLENGES

### 2.1 Strategic Planning Issues & Challenges

#### Policy Context

2.1.1 Government planning policy promotes city, town, district and local centres. The South East Plan's South Hampshire strategy has been led by the Partnership for Urban South Hampshire (PUSH). This is seeking enhanced economic and commercial performance, including in knowledge based sectors, focussed first on urban areas, including Southampton City Centre.

2.1.2 The following is the City of Southampton Strategy's 2026 vision:

**'As the major city in central southern England, Southampton will be recognised as the region's economic, social and cultural driver, building on its role as an international seaport, centre for cutting edge research and leading retail centre. It will be a centre of learning, have a varied and exciting cultural landscape and be known for its innovative and creative businesses, leisure opportunities and fine parks and open spaces. Adapting into a sustainable waterfront city Southampton will have a world-wide profile, attracting visitors, new citizens and businesses by being the UK's premier cruise liner home port, a major European container port and the local city for one of the UK's top airports. Southampton will be known as a city that is good to grow up in and good to grow old in where people are proud to live and economic success is harnessed to social justice'.**

2.1.3 The emerging LDF Core Strategy sets out the strategic principles for the City Centre: -

- Enhance Southampton's strong regional role including transport access;
- Develop a Major Development Quarter (MDQ) in the west of the City Centre;
- Promote distinctive and high quality design to enhance Southampton's heritage and sense of place, for example, capitalising on the waterfront, old towns and parks;
- Enforce environmentally sustainable design;
- Create a coherent 'design-led' shopping area and City Centre with a mix of uses, including further regional and local development:  
*Retail:* broadly 100,000 – 160,000 square metres net comparison retailing, focussed first on the primary shopping area;  
*Offices:* broadly 250,000 – 310,000 square metres extra;
- Develop up to a further 4,500 residential units (mostly smaller units);
- Promote leisure, cultural, tourist, visitor attractions, higher density residential development and community facilities;
- Enhanced access by active travel modes (public transport, cycling and walking).  
A higher quality streetscene via 'place making' initiatives. Overall City Centre car parking strategy;
- Tackling deprivation, "access to jobs" agreements;
- Protect and enhance ecologically important sites and manage flood risk.

2.1.4 The city centre action plan will address these issues in more detail, and for specific sites.

2.1.5 The above summary of the LDF Core Strategy is for information. In formal terms, any representations you wish to make to seek changes on the above should be made through the Core Strategy process (the next stage for comment is scheduled for September 2007). However, in informal terms, feel free to make comments on the above as you are making formal comments on the Action Plan.

2.1.6 In the light of the above policy context, the following is proposed:

**A BOLD SPATIAL VISION TO 2026: A Dynamic, Inspirational and International City Centre connected with its Unique Heritage, Waterfront and Central Parks.**

A cohesive and clearly branded regional City Centre characterised by a rich and distinctive urban context, a place to visit and experience as the focus of Southampton’s maritime and cruise destination. A Centre renowned for its mix of uses including regional retail, office, leisure, and culture accessed via greatly enhanced sustainable and active travel modes; a key hub in the regional economy. A place connected to surrounding communities and celebrated for its cultural diversity. A Centre characterised by dynamic architecture, a high quality built environment, pleasant useable spaces and street scene, a place to live, work and play. A sustainable City Centre powered by renewable energy and high quality Combined Heat & Power, known throughout Europe as a leading Centre of economic and cultural activity.

Key Issues & Aspirations

2.1.7 Southampton City Centre has some great strengths and distinctive assets, including a strong retail offer (and including West Quay Shopping Centre), key businesses / Solent University, the medieval Bargate and walls, the Central Parks and Ocean Village. It also has some great potential, for example: further commercial growth close to the Central Railway Station, and the potential to enhance visual / physical connections to the waterfront, with views of passing ships. The City Centre has tremendous opportunities to add to the urban and economic renaissance in South Hampshire and the South as a whole. The Centre should build upon its key strengths such as its heritage, the waterfront, parks and lead retail offer to create the bold vision outlined above.

2.1.8 This Issues and Options document present a number of planning and deliverability issues, and options for solutions. These are directly influenced by the policy context and bold vision above.

2.1.9 Some key specific issues are given overleaf as follows:

Major Issues	Aspirations
<b>1.Capitalise on and enhance the distinctiveness of the city centre:</b>	
a. Reconnect the waterfront with the urban centre.	Develop movement and linkages between key central points with the waterfront. Create viewpoints to waterfront activity. Capitalise on the Royal Pier / Town Quay / Mayflower Park area and develop opportunities for linkages to the City Cruise Terminal.

b. Reconnect with our historic identity	Reconnect with the maritime heritage of Southampton making more of the Old Town and the Town Walls.
c. Continue to enhance the city's architecture and design	Create a higher density urban core, a place to live work and play characterised by high quality architecture, urban design and street scene that creates context or respects heritage.
d. Capitalise on the city's great parks	Development which adds to the setting of the park
e. Reconnect the city centre and its central communities	Promote the cultural diversity of the St Mary's area as a city centre attraction
<b>2. Continue to strengthen the city's retail, office, leisure, cultural and residential offer:</b>	The major development quarter (expansion of the city centre west); key note sites; range of individual site opportunities.
<b>3. Continue to enhance the environmental sustainability of the city centre:</b>	
a. Need for significant shift in access to city centre from private car to public transport, walking, cycling	Greatly enhance bus access to the City Centre, sustainable transport interchanges and innovative park & ride linkages. Redevelop Central Station as a key gateway & reduce long stay car parking.
b. Energy / Building design; Ecology / Flood risk	Implement strategies to reduce the overall carbon emissions from the City Centre and greatly expand the Combined Heat & Power network. Respect the Government's policy approach to international ecological designations and flood risk.

**KEY QUESTION 3: *Do you agree with the Vision for the City Centre? What are the Key Priorities, Issues and Aspirations? Are there other options?***

*Spatial Strategy*

*Movement Patterns*

2.1.10 The general spatial emphasis for the City Centre and the key routes & desire lines are illustrated by the emerging LDF Core Strategy 'City Centre' section (see Preferred Options Paper, October 2006).

# CITY CENTRE

LDF Core Strategy  
Preferred Option



**Map 1 Core Strategy Preferred Option**

2.1.11 Key issues for moving into and around the city centre include:

- Maintaining and enhancing environmentally sustainable access to the city centre – public transport, cycling, walking; from southern England, South Hampshire and the city;
- Managing car access;
- Implementing the “north – south” spine street scene improvements and enhance east – west links in the city centre;
- Creating far better pedestrian links from the Central Station to the rest of the city centre;
- Creating better links to and from the waterfront, and between different parts of the waterfront (eg Ocean Village, Royal Pier / Town Quay / Mayflower Park, Itchen waterside);
- Integrating St Mary’s and the football stadium with the rest of the city centre, and good links with other central communities (eg Northam, Polygon, etc).

Key views can be maintained or created (for example, to the unique waterfront or Civic Centre clock tower / proposed lasers).

Development Strategy- Sites

2.1.12 There is a long term physical opportunity for major expansion in the west of the city centre (major development quarter), close to the Central Station, particularly for retail and office uses.

2.1.13 There are other key note sites which can add to the distinctiveness of the city centre:

*Northern Above Bar – Cultural Quarter* – capitalising on the setting of the parks and Guildhall

*West Quay 3* – proposed Carnival (P&O) HQ, city plaza, leisure / office / retail - capitalising on the setting of the city walls

*Royal Pier / Town Quay / Mayflower Park* – great potential to link the city centre, maritime heritage, old town, waterside park and bustling waterfront. This is the home of the Southampton International Boatshow. Development options present major challenges regarding deliverability.

*Town Depot* – great potential to connect to the Itchen waterfront. Likewise, development options present major challenges regarding deliverability.

And development sites which can improve links to St Mary’s: Charlotte roundabout area (including East Park terrace and former Co-op site); and the potential to redevelop the East Street Shopping Centre.

2.1.14 The specifics of the major types of development are given overleaf.

Types of Development

	<b>National / strategic policy</b>	<b>Southampton specifics</b>
<b>Retail</b>	Retain and enhance regional status by promoting more development and a coherent overall shopping area.  Focus first on primary shopping area, and then extend adjacent (with good linkages).	Great existing provision; some potential to increase provision in the existing primary shopping area; the physical opportunity for significant retail expansion westwards close to the West Quay Mall and Marlands, subject to the sequential approach. (See retail section below).
<b>Offices</b>	Focus office development (and hence economic growth) in city centres	Particular emphasis on offices reasonable close to Central station, to aid environmentally sustainable commuting.



<b>Leisure / Culture</b>	Focus on city centre as a whole	Good range of existing provision with scope for enhancements, eg: Mayflower Theatre; art galleries / museums / library; Leisure World; Ocean Village bars, cinemas (including Harbour Lights). Proposed cultural quarter – Guildhall square, further artistic space. Night time hubs / zones to concentrate light night uses and minimise amenity issues.
<b>Residential</b>	Focus on urban areas, including city centre	Flood risk needs to be considered / managed in various parts of the city centre

### Proposals Map & Diagrams

2.1.15 The overall approach is given by a series of diagrammatic maps throughout and also the Issues and Options Proposals Map, which shows the exact boundaries of the proposals.

2.1.16 The maps are for illustrative purposes and show options spatially. These mostly include the City Centre Boundary as given by the Preferred Options Core Strategy. Options for the extension to this are given in Section 2.2.

**2.1.17 The Proposals Map is also forwarded for comment and should be read alongside the site specific options presented in Section 4.**

2.1.18 The below disclaimer applies to all of the illustrative maps.

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## **2.2 City Centre Boundary and Neighbouring Areas**

### City Centre Boundary

2.2.1 The city centre boundary is defined in the emerging (preferred options) core strategy, as illustrated on the map below. It includes most destinations which serve the wider city and region, and some predominately residential areas.

2.2.2 This paper puts forward two options for extending the city centre boundary. These options were not explicitly raised at the start of the core strategy process; but are presented now to allow a debate prior to the submission stage of the core strategy. Please comment if you wish to raise any points about the process.

The areas are:



A *St Mary's*: Inclusion in the city centre could help regeneration, raise the profile of the area (including the diverse retail / business community in St Mary's), and help to integrate St Mary's with the rest of the city centre. Inclusion in the city centre could also risk developers being able to build very large developments which do not fit into the grain of the community, and are some distance from the main transport connections. To limit this risk, a major commercial area could be designated to steer very large development to certain parts of the city centre.

B & C *Two Parts of the Port (City Cruise terminal and Dock Gate 4 / Oceanography Centre)*: Given the national / local economic importance of the port and its capacity constraints, if included in the city centre these areas would need to be safeguarded for port use. In the longterm, as city centre development moves towards the City Cruise terminal, the terminal could be redeveloped and integrated within the city centre. This could create views of ocean liners, and a highly distinctive city centre destination (eg cruise terminal, cafes, bars, restaurants, etc). Whether or not this vision can be realised will be affected by the operational and commercial needs of the port. However this vision would retain the cruise terminal and not create pressures for it to be displaced elsewhere. Inclusion of the area by Dock Gate 4 within the city centre establishes the potential link with Royal Pier / Town Quay. Specifically, is it possible to relocate the local ferry terminals from Royal Pier / Town Quay to the Dock Gate 4 area. In addition the Oceanography Centre is a key employer and asset to the local economy, with an international profile.

### The City Centre and its Neighbouring Areas

2.2.3 The City Centre should not be seen in isolation, its links with the wider city and beyond should be recognised. For example:

- There are a number of important destinations or activities just outside the core commercial area, for example: the Royal South Hampshire Hospital (RSH) or Southampton Football Club's St Mary's Stadium. Active travel links between these destinations and the City Centre need to be improved; in particular, pedestrian links across the inner ring road;
- Southampton Docks (Eastern and Western) also lie just outside the City Centre. Their transportation needs should be considered alongside those of the City Centre.
- There are a number of LRNS priority and regeneration areas around the city, including some close to the City Centre, with lower employment levels. Major job generating development in the City Centre should provide measures to help those residents access the jobs, e.g. training or childcare (see LDF Core Strategy).

2.2.4 There are a number of inner residential communities in the Polygon, Bevois, Newtown, Northam, St Mary's & Chapel in which the impacts of City Centre development can be felt. Southampton Partnership's Bevois and Bargate Action Plan (March 2006) identifies a number of issues which the City Centre Action Plan could help deliver through site planning and through developer contributions. In addition to the training issues above, these include:

- Improving physical and visual links to and from Bevois and Bargate and the City Centre, including across main roads and enhanced pedestrian / cycle routes;

- The need for enhanced facilities for younger people, including enhanced sports provision. (In addition, central schools are presently operating close to capacity);
- Improved health facilities;
- Promoting community safety and addressing the impact of the City Centre's night time economy (see Section 3.4)

2.2.5 There would need to be a clear link between individual City Centre developments and the above issues for a contribution to be sought from developers to contribute towards these wider programmes. Options are presented in Section 3.3.

**KEY QUESTION 4: *Are there any further issues and options arising in relation to the boundary and neighbouring areas?***

Boundary Options

**Rank your preferences (favoured=1, least =8)**

<b>2.2.1 City Centre Boundary</b>		<b>Rank</b>
<b>1</b>	Option 1: Include areas A, B & C within the Boundary	<input type="checkbox"/>
<b>2</b>	Option 2: Include only areas A & B within the Boundary	<input type="checkbox"/>
<b>3</b>	Option 3: Include only areas A & C within the Boundary	<input type="checkbox"/>
<b>4</b>	Option 4: Include only areas B & C within the Boundary	<input type="checkbox"/>
<b>5</b>	Option 5: Include only area A within the Boundary	<input type="checkbox"/>
<b>6</b>	Option 6: Include only area B within the Boundary	<input type="checkbox"/>
<b>7</b>	Option 7: Include only area C within the Boundary	<input type="checkbox"/>
<b>8</b>	Option 8: Do not extend the boundary / or other suggestions to extend the boundary (add text):	<input type="checkbox"/>

*Please either photocopy this page, complete and submit or use the official comment form available.*

**Commercial Area Option (see Map 2 overleaf)**

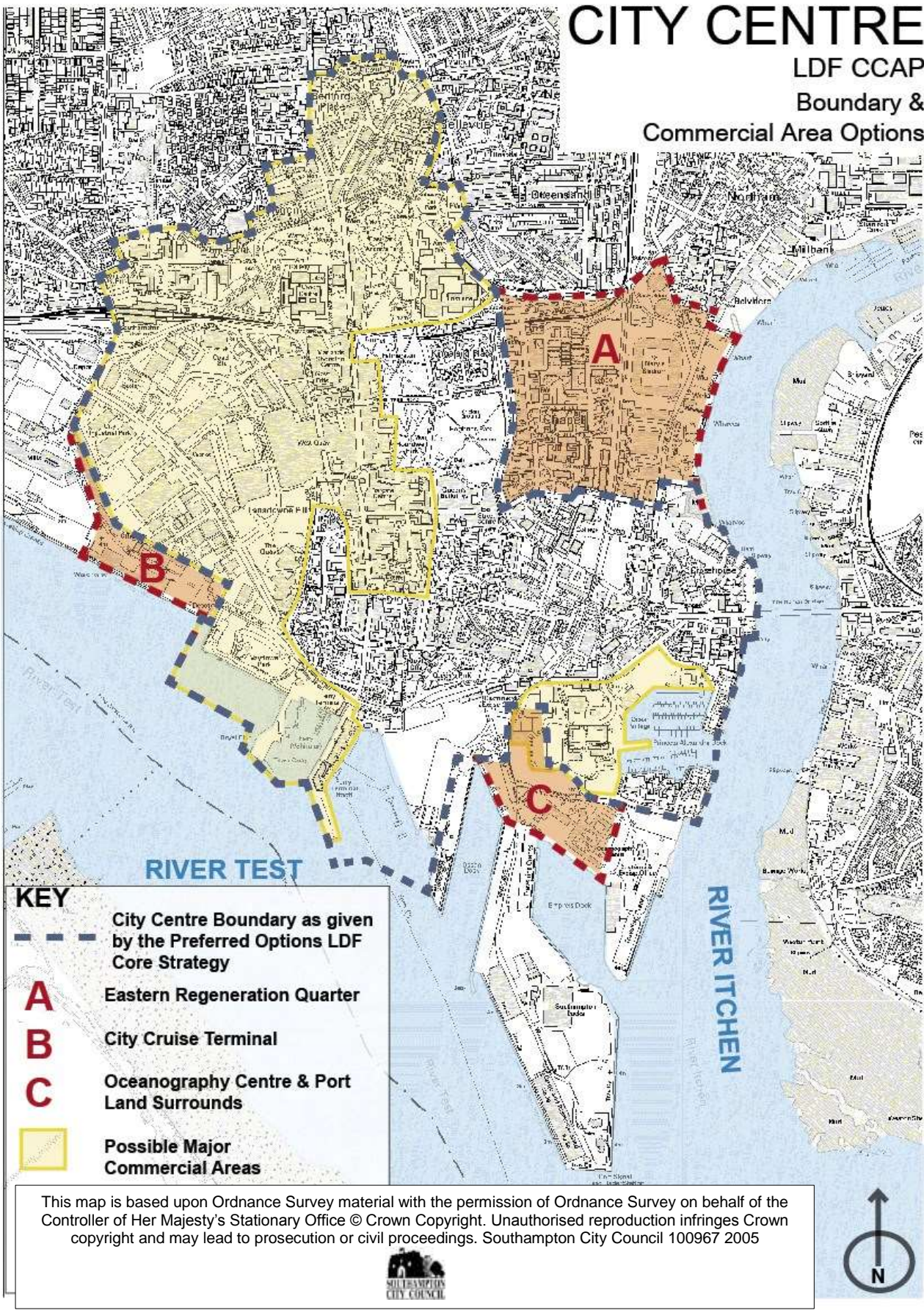
**KEY QUESTION 5: *Should a major commercial quarter be defined to steer very large commercial development to that area? If so is the area shown correct? Are there other options? How should very large commercial development be defined? (e.g. over 1,500 sq m? Over 2,500 sq m?)***



# CITY CENTRE

## LDF CCAP

### Boundary & Commercial Area Options



Map 2 City Centre Boundary Options



## 2.3 Timescales / Monitoring

The Action Plan will set out a broad brush timetable for the likely delivery of sites. Clearly this can only be relatively broad brush. This paper sets out an indication of timescales based on the current understanding of delivery issues:

Short term:	2007 – 2012
Medium Term:	2012 – 2017
Longterm:	By 2026

This will form the basis for monitoring progress on the Action Plan.

2.3.1 Until the City Centre Action Plan is adopted (scheduled for January 2010), the development plan for the city centre is the city wide local plan, adopted 2006. Prior to receiving adopted development plan status in January 2010, some more limited weight can be attached to the Action Plan, particularly by submission stage.

### Comprehensive Redevelopment / Piecemeal Development Prejudicial to Wider Objectives

2.3.2 Sometimes individual redevelopments can build up incrementally to deliver the objectives of the Action Plan. In other cases piecemeal development could undermine wider comprehensive objectives for the area. It is suggested that the piecemeal redevelopment of sites / areas should not be permitted where:

- It would undermine the key planning objectives of the City Centre Action Plan for a site, area or city centre as a whole.
- It is still reasonably likely that the key planning objectives of the Action Plan can be delivered by a different type or form of development, or a more comprehensive development.

**KEY QUESTION 6: *Is the above approach to timescales and monitoring appropriate? Are there alternative options?***

## 2.4 Development Constraints

2.4.1 Within Section 4 a number of possible development sites to 2026 are discussed. A standard constraints table is given that shows some standard statutory designations (see overleaf).

2.4.2 **Flood Risk** will be a major issue in certain parts of the city centre, and particularly for residential uses. PPS25 adopts a sequential approach (eg locate sensitive types of development outside of flood risk areas where possible), and then mitigation (eg – design / operational measures to reduce risks where development is inside an area of flood risk). PPS25 also recognises the importance of sustainable development / urban regeneration, and focussing development in the city centre will achieve this objective. PUSH are undertaking a strategic flood risk assessment which will inform the City Centre Action Plan. It will determine areas of flood risk into the future. In broad terms, and subject to the results of the strategic flood risk assessment (and individual assessments), it is suggested that PPS25 applies to Southampton as follows. Most commercial development can be located in areas of flood risk subject to mitigation. Residential development is

likely to be able to occur in some areas of flood risk (eg West Quay 3 and the major development quarter) on upper storeys subject to mitigation measures. Areas of flood risk in the eastern area of the city centre may be more sensitive. If so, in these areas the potential for residential development will need to be decided in terms of a balance of considerations: whether city wide housing targets can be met elsewhere; the potential for residential development in these locations to contribute to urban regeneration / sustainable development; and the potential for mitigation measures.

*Example Table that is used in Section 4.*

<b>Site Constraints</b>			
<b>Flooding</b>	<b>Nature Conservation</b>	<b>Heritage Conservation</b>	<b>General</b>
<i>Low Risk, Medium Risk or High Risk</i>	<i>National / International Site Designations- Any locally proposed?</i>	<i>Listed and Locally Listed Buildings / Conservation Areas</i>	<i>Other issues of note</i>
<b>Delivery Timescale:</b> <i>i.e. any time period between 2007 – 2026</i>			
<b>Building Height &amp; Broad Density Sought:</b> <i>– i.e. 8-12 storeys, higher density</i>			

2.4.3 **Heritage** issues involve conservation areas, nationally listed and locally listed structures, archaeology, street and development patterns, townscape, morphology, parklands and ancient monuments. Development will be expected to maintain, enhance and complement these. An updated map of the Local Areas of Archaeological Importance is given by the emerging LDF Core Strategy. The entire area covered by the CCAP is covered by an area of importance and development proposals are likely to involve archaeological investigation, recording and publication.

2.4.4 **Nature Conservation** issues relate to international and national sites. The international and national sites are broadly the Special Protection Areas (SPA) or Sites of Special Scientific Interest (SSSI) in the River Itchen Corridor Solent and Southampton Water and also the Ramsar sites. Appropriate Assessment (AA) may be warranted depending on the options taken later in the plan making process. There are also small local designations (eg other mudflats) on the edge of the city centre, which relate to Biodiversity Plan objectives. There is also an importance attached to smaller nature sites or wildlife corridors and in particular, the integration into new landscape schemes of biodiversity factors. Proposals for tall buildings may also have implications for bird migration patterns.

2.4.5 The present nature conservation designations are given by the Local Plan Review.

2.4.6 General citywide constraints arise from **Aerodrome Safeguarding**. This will impact upon developments that might attract birds and buildings over 45 metres (approx' 15 storeys) in the north east area of the City Centre and over 90 metres (approx' 30 storeys) in the rest of the City Centre. The Aerodrome Operator (BAA Southampton Airport) should be consulted on relevant proposals. It may be that the CCAP options implement future constraints on building heights as part of the overall design strategy. Options for suggested building heights and density are given in Section 4 are may be expanded upon via SPD in the form of a 'Skyline Strategy'. Planning for taller structures will have to be planned with the expected expansion of Southampton Airport in mind.

**KEY QUESTION 7: *Are there any other key development constraints that we may have overlooked?***

- 2.4.7 **Building Heights / Density.** Possible general building heights / densities are suggested for each site, to promote discussion. This has been informed, in part, by the Development Design Guide (see Background Work and Evidence Base section). The final decision on appropriate building heights can only be determined by a design appraisal at master plan or planning application stage. It will often be appropriate to generate a varied skyline by varying building heights on a site. Aerodrome safeguarding and environmental appropriate assessment could also be relevant. PPS12 explains that design guidance may be provided in an action plan, or in supplementary planning guidance. The design section of this paper discusses the issue of tall buildings. Should further guidance be provided for other buildings?

**KEY QUESTION 8: *Should indicative guidance be provided on the issues which will affect building heights in the city centre as a whole, or on individual sites? Or should no further guidance be given until master plan or planning application stage?***  
(See also Section 3.26/3.27)

### **3 OVERALL STRUCTURE OF THE CITY CENTRE & BROAD OPTIONS**

#### **Key Themes**

#### **3.1 Historical Evolution of the City Centre**

- 3.1.1 Development aspirations in Southampton are constrained or enabled by a number of long-term factors including geography, history and urban morphology.
- 3.1.2 History is the skeleton underneath modern Southampton. Development in central Southampton has taken place within a medieval constraint (the streets and a lot of the property divisions). However, it's also an opportunity as well as a constraint. For instance, the post-war development has largely taken place within the humanising medieval pattern, and the continuance of this pattern, with its human scale, has gone a long way to mitigating the impact of these developments on the streetscene.
- 3.1.3 The city's underlying topography is in the form of a broad peninsula set at the confluence of the Test and Itchen rivers that leads southwards to the Solent. The land is mostly low-lying, with a gravel ridge on the west side. The significant level changes that occur on the western side of this landform provide excellent views and opportunities for connections with large 'reclaimed' areas of land. There are though constraints affecting eastern areas from the low lying flood plain along the Itchen waterfront.
- 3.1.4 The peninsula's sheltered position and surrounding prolonged high tide has ensured Southampton's role as the main port on Britain's south coast for many centuries. The waterfront has traditionally provided the most spectacular point of arrival to the city for both local ferry traffic and international cruise liners. Furthermore, the Port has developed a national reputation as gateway to the world for both international trade and passenger traffic and the associated scale and mass of the shipping and dockside architecture has made probably the most significant contribution to the underlying character and image of the city.
- 3.1.5 The main focus of occupation within the peninsula has shifted at various times, but by the 10<sup>th</sup> century it had centred on the south-west corner, and it remained centred there until Southampton's unprecedented expansion in population size during the 19<sup>th</sup> and 20<sup>th</sup> centuries. In the process of expansion, numerous villages such as Hill, Shirley and Woolston were incorporated within the town's boundaries.
- 3.1.6 John Speed's map of 1611 shows a street pattern that has largely survived to the present day: within the walled town a network of streets running eastwards and northwards from the extensive waterfronts; and important suburbs spreading north of the Bargate and east to St Mary's Church.
- 3.1.7 In the course of the 19<sup>th</sup> century, a population that usually numbered only several thousand increased to more than 120,000, in part because Southampton successfully catered for and exploited the new, steam-powered technology. The 1846 Royal Engineers Map shows many of these important changes including the railway terminal (begun in 1840), and the building of the Eastern Docks (begun in 1838).



- 3.1.8 The new houses that were needed to accommodate the increasingly larger population could only be built on green-field sites. It is from this period that the town began its period of rapid expansion, with the construction of large-scale housing developments in St. Mary's, Newtown, Nicholstown and Northam, as well as the in the outlying villages. During this period plots of land were bought up by speculative developers and developed to cater for the growing population of immigrants who found work in the expanding port. Further large-scale development in the 20<sup>th</sup> Century resulted in the City's population reaching over 220,000 today with over 11,000 being within the Central Bargate Ward.
- 3.1.9 Although overtime older buildings have largely been replaced, partly through slum clearance and partly through wartime destruction, the streets have generally survived and the tenement patterns can still be traced in large areas. Post-war rebuilding, which has created much of the City Centre that we now inhabit, has generally taken place within the pattern of a medieval town. Some post war construction has sometimes resulted in a poorer architectural quality in certain areas, and buildings inappropriate to context, with impacts on character and historical appreciation, although some buildings are worthy of local listing. The Port has also changed catering more for container traffic and cruise passengers rather than previous trading and passenger patterns related to the British Empire.
- 3.1.10 For most of Southampton's history development has generally been on Brownfield sites. Greenfield development, which happened for a number of reasons and because of a combination of a number of circumstances, carried on throughout the 20th century, it wasn't simply a 19th-century expedient. Until recently, it has been the modern way, based on (a) a continuous expansion of Southampton's borders and (b) a regular supply of largely unregulated free space.
- 3.1.11 In recent times the role of retail and leisure has increased dramatically, with Southampton now seen as a regional capital and national cruise destination. This is best demonstrated by the development of West Quay Shopping Centre and growth of the nearby airport and cruise terminals. The City Centre has recently been seen as a place to live with over 1,200 residential properties being developed since 2001. The waterfront has also been 'opened up' in Ocean Village, whilst the there has been growth in the number of hotels.
- 3.1.12 Contemporary developments may not necessarily require 'modern' design solutions. With appreciation for excellent design and heritage new answers are having to be found, which in many respects will be the pre-modern solutions. The developments of the past must be an embedded feature and lessons learnt from previous successful development that have made today's Southampton.

*The Future- Embracing the Urban Renaissance and the Quality City*

- 3.1.13 In addition to a number of recent developments, the City Centre still has considerable capacity to grow further, whilst due to the success of the Port large areas of the Waterfront remain inaccessible to the public. A large amount of post war rebuilding is now becoming obsolete. The City therefore has a tremendous opportunity to reconnect with its maritime heritage, build upon its heritage assets, create a more legible character, and consolidate its position as a regional centre.
- 3.1.14 In effect the City needs to embrace the urban focus endorsed by the urban renaissance which is occurring nationwide in similar maritime centres such as

Bristol, Birmingham, Liverpool, Manchester and Newcastle. The growth pressures should be focused positively to create an exemplar urban centre – options for which are given throughout this Section 3.1 and within the rest of this paper.

### Planning Policy History

3.1.15 Since the first Planning Act of 1947 the City Centre has been subject to few statutorily adopted city-wide plans. No formal development framework has ever been proposed for the City Centre, although in 1942 a 'County Borough of Southampton Planning Scheme' was developed in the form of a consultant's report that included a framework for the post war development of the City Centre. In 1952 the first development plan for the City was produced, the 'County Borough of Southampton Development Plan'. Subsequent land-use plans were produced affecting the City Centre; the first 'Local Plan' was adopted in 1995 and reviewed in 2006. A number of Supplementary Planning Guides have been produced, most recently the City Centre Urban Design Guide in 2000 and the Development Design Guide in 2004. These will be used to influence the Action Plan.

3.1.16 The Action Plan is therefore a new opportunity to integrate a number of spatial factors including urban design to develop a cohesive framework for the future of the City Centre.

## **3.2 Heritage-Led Regeneration leading Urban Design & Sustainability**

### Major Urban Design Issues – Creating a 'Sense of Place'

3.2.1 Better design and urban design approaches are essential to the successful intensification and growth. There is a need to create an overarching sense of quality buildings, routes and spaces throughout the city, informed by its maritime heritage. The quality of the built environment determines how Southampton is regarded by its own community, visitors and investors. It is very much part of reinforcing the city's character and 'sense of place.' The historical evolution above shows that the City would benefit from design-led approaches, in particular, linking the important city elements such as the Station with the Parks etc.

3.2.2 Making the city feel comfortable, ordered and managed requires a coordinated approach to urban design issues including spaces around buildings, accessible routes, architecture, conservation, landscape, open space and the public realm. Urban design has a crucial role to play in helping to improve people's wellbeing and quality of life, benefiting public health, increasing property values and in creating places that not only feel safe, but are safe. Similarly, access for all is a vital part of achieving social equality and should be required through urban design policies. The policies and proposals contained within this Action Plan need to be about designing people friendly places – creating urban quality in Southampton.

3.2.3 The emerging LDF Core strategy sets out a series of key policy headings under which successful places and quality of design can be achieved. These guiding principles will not be repeated here. Instead via taking a spatial approach options will be presented which are related to the City Centre.

### Urban Design Options

Urban design principles are presently expanded upon in Supplementary Planning Guides (SPGs); these may be updated to supplement the Action Plan as Supplementary Planning Documents (SPDs). A summary of major design principles are:

- **Urban Form and Scale** – Respect and enhance the existing urban fabric, ensuring that heritage factors are embedded as opportunities;
- **Public Realm and Open Space**- Positive developments that contribute;
- **Mixed Use and Tenure** – Best use of land, ‘24 hour city’, compatible mixes, adaptability of buildings;
- **Movement and Inclusive access**- Legibility & connectivity of proposals;
- **Architecture** – High quality architecture influenced by urban design;
- **Landscape**- Biodiversity and quality landscaping contributing to place making;
- **Historic Environment**- Consideration of all heritage assets, constraints and context.

#### Specific Citywide Urban Design Principles & Options

3.2.4 Further to the above and the LDF Core Strategy the following broad principles are identified as being specifically important to the Southampton City Centre:

- Planning for the deficit of legible links in order to create a **cohesive and connected** spatial experience between existing elements of the City Centre;
- Reinforce the currently weak **gateways** and the sense of arrival in the centre via exceptional landmark buildings at key points, legibility of the routes and approaches and quality of the existing and proposed public realm;
- Maintain identified important **views and vistas** to the landmark buildings such as the Civic Clock Tower and along key routes such as the North / South Spine;
- Develop and manage **landmark and taller structures** on key sites fronting key spaces and nodes and within the proposed Major Development Quarter including some regionally significant buildings
- A need for **contextual based high quality architecture** that both respects and sometimes creates context that is style neutral, with regard to the proposed city ‘quarters’;
- Respect the unique **waterfront heritage and context** in the southern area of the City Centre including the Old Town, ensure that maritime heritage is an embedded factor, viewed as a regeneration constraint and opportunity;
- Developments that contribute toward existing and proposed **quality public spaces and place making**, helping to achieve modal shift to active / sustainable modes and incorporating ‘pocket parks’ and useable spaces.

Generally:

- Proposals which meet the general principles of the LDF Core Strategy (and relevant Development Control Policies) and also Supplementary Guides on Urban Design. In particular, **quality urban design contributions that are appropriate to context and the scale of development.**

**KEY QUESTION 9: Are these Urban Design principles important and are there any additional issues / options we have missed for the City Centre?**

#### Management of the City Skyline – Options

3.2.5 Further to the above, more specific options are now given. Southampton is currently experiencing a level of urban regeneration and investment that offers significant opportunities to transform the city environment. The effects upon the city skyline could be quite dramatic if allowed to develop unchecked. The CCAP therefore proposes to implement a 'skyline strategy' (that may be supported by SPD) to manage this pressure in a positive direction. This should allow flexibility in certain areas but maintain control where developments would harm the city skyline or have an adverse impact upon the area.

**Rank your preferences (favoured=1)**

<b>3.2.1 Skyline Strategy</b>		Rank
<b>1</b>	Option 1: To allow development to come forward without specific policies or guidance for the management of the city skyline.	<input type="checkbox"/>
<b>2</b>	Option 2: To develop citywide skyline strategy so that views, vista, landmarks and tall buildings are developed in line with the broad strategy, options for which are outlined above.	<input type="checkbox"/>

*Please either photocopy this page, complete and submit or use the official comment form available.*

Tall Buildings – Options

3.2.6 Proposals for taller buildings within the city could affect the image, environment and design quality of the city as a whole, and influence the amount of development in city centres. The City Council is considering adopting SPD to manage this form of development. The Skyline Strategy and broad locations of tall buildings are briefly illustrated by the diagram overleaf. A 'tall building' is any structure(s) that relevant to other neighbouring buildings is substantially taller and/or which significantly change the skyline. Additional issues could include airport safety. An unmanaged approach to tall buildings might lead to a cumulative effect which would need to be assessed in terms of bird movements to European ecological sites.

**Rank your preferences (favoured=1)**

<b>3.2.2 Tall Buildings (see also Map 3)</b>		Rank
<b>1</b>	Option 1: To assess planning applications for tall buildings on their individual merits without an overall managed approach or strategy.	<input type="checkbox"/>
<b>2</b>	Option 2: To allow tall buildings in areas identified on the map and in addition where suitable justification is given on other sites.	<input type="checkbox"/>
<b>3</b>	Option 3: To only allow tall buildings in the positions identified on the map (see Map 3 later).	<input type="checkbox"/>

*Please either photocopy this page, complete and submit or use the official comment form available.*

Urban Regeneration and Revitalisation- Options

3.2.7 City place making includes regeneration and revitalisation of existing neighbourhoods, spaces and buildings. This is inherently heritage led. While recognising the importance of new development and the benefits this brings the City, it is also recognised that there is a role in the regeneration of vital pieces of city fabric. This meets not only the aims of creating more successful areas and routes but is inherently sustainable in the consideration of existing embodied energy. In understanding cities one needs consistent and historic points of reference that add to the way finding experience. A legible city is one, which

retains memorable buildings, spaces and routes and builds upon these with positive developments and creative landscape schemes. The City Council will look at the following issues as part of the City Centre Action Plan process. Key themes will be:

- Activating failing spaces, routes, areas and streets;
- The reuse of existing buildings where possible (prior option than redevelopment);
- Opportunities for living over the shop and creative industries (see also Section 3.6);
- Connections and routes through and between existing 'City Centre communities' and those nearby such as links with Northam, Newtown, Nicholstown and Polygon (see also Section 3.3) ; • Support for existing and new community uses, etc.
- Links with legible city aims of way finding and city identity (see also Section 3.3).

3.2.8 Urban regeneration priorities are guided by heritage and urban design, particularly in areas such as the Old Town. This principle relates closely to other measures such a legible cities, culture and tourism outlined in Sections 3.3 and 3.6. Major development sites are proposed in Section 4, all of which will, in part, contribute to the strategic aims of the Action Plan.

3.2.9 Section 4.19 concerns options for the Eastern Regeneration Quarter along with a number of possible development sites in the area. Parts of this regeneration area may be included in the Action Plan subject to consultation over the possible Boundary extension.

**KEY QUESTION 10: *Are all regeneration initiatives covered within this list; are there any which are missing?***

*Urban Design Options Diagram*

3.2.10 The above options, 1) City Centre urban design principles, 2) skyline, 3) tall buildings and, 4) urban regeneration are summarised by the diagram overleaf. **Please also comment on this and the major issues raised**, noting that the diagram attempts to summarise the main principles as given by more detailed supplementary guides and background evidence.

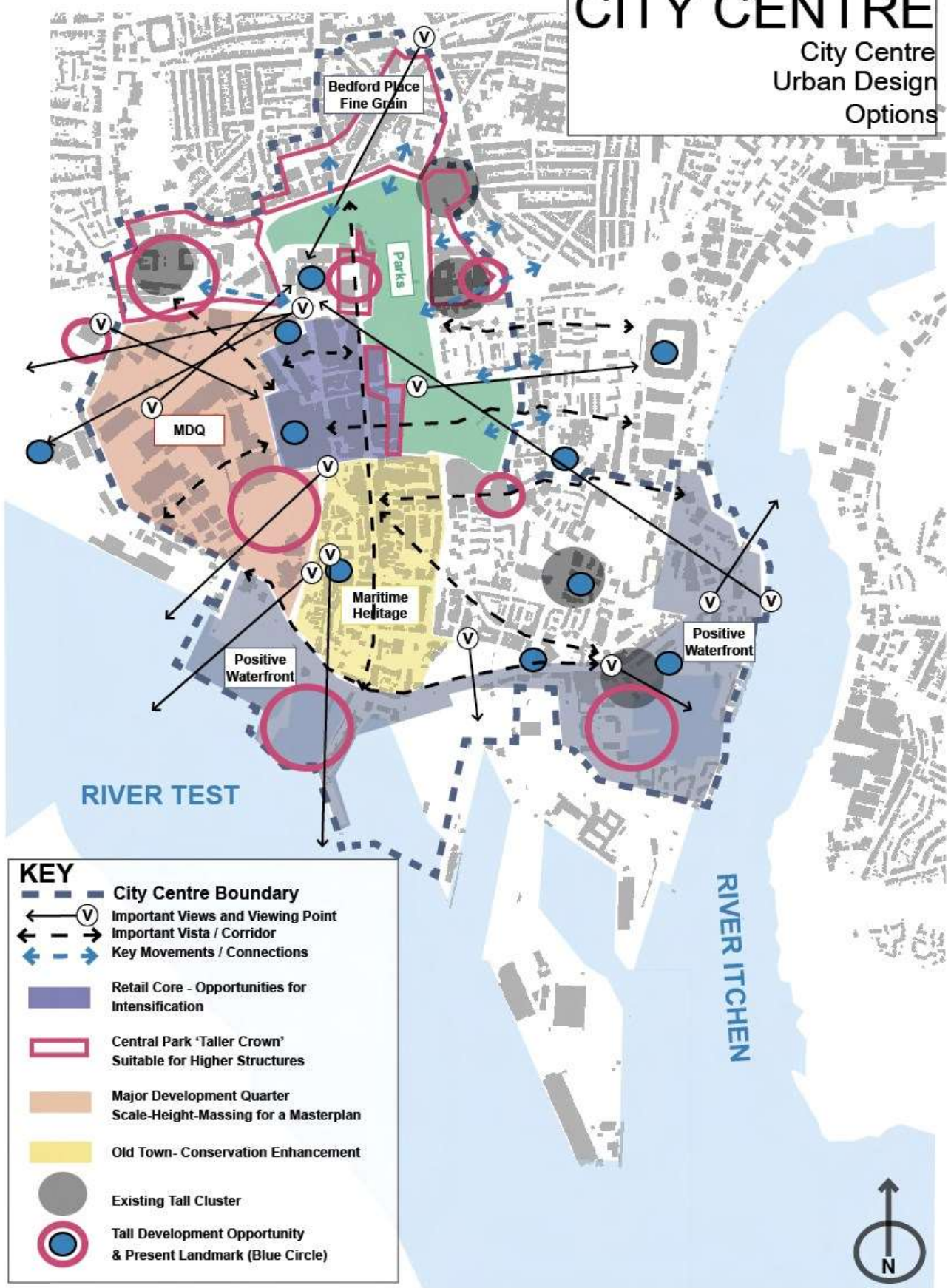
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# CITY CENTRE

City Centre  
Urban Design  
Options



**KEY**

- City Centre Boundary
- Important Views and Viewing Point
- Important Vista / Corridor
- Key Movements / Connections
- Retail Core - Opportunities for Intensification
- Central Park 'Taller Crown' Suitable for Higher Structures
- Major Development Quarter Scale-Height-Massing for a Masterplan
- Old Town- Conservation Enhancement
- Existing Tall Cluster
- Tall Development Opportunity & Present Landmark (Blue Circle)

### **Map 3 Urban Design Options**

*The above has been informed by existing SPG including background design studies. Options for Key Gateways are also given by the Transport Section 3.3.*



### Sustainable Design and Construction

3.2.11 The emerging LDF Core Strategy sets out the requirement to reduce CO<sub>2</sub> emissions from new development. Section 3.4 outlines the requirements for stand alone Renewables and Combined Heat & Power (CHP) connections and should be read alongside this.

3.2.12 The issue of sustainability is seen to be at the forefront of how new citywide development should be designed. This is particularly appropriate issue for Southampton which is looking at a period of increased development and intensification of uses within the city centre. Therefore, the responsible approach to development within the city will seek to incorporate sustainability into the design approach at the outset. Developments throughout the city should optimise energy and other resource use and performance through building shape, orientation, servicing, detailing and materials. Southampton wishes to become an exemplar city in terms of sustainable design and construction so that the impact of new development on its residents and the ecosystem are minimised as far as possible. As this increased level of developments comes forward the City Council will expect all new developments to address the following issues: -

- Adaptive construction of buildings for future proofing (changing markets & uses);
- Provision of links to City Combined Heat and Power plant or others (see Section 3.4);
- Water management process within the building – collection, storage and recycling;
- A sustainable waste and recycling approach;
- A sustainable energy approach to both construction & longer term building use;
- The consideration of the embodied energy of existing buildings on and around the development site;
- Explore the potential for ground to be used for heat and cooling;
- Solar and wind power potential for energy use within the building;
- Use of simple sustainability issues such as daylight penetration and natural ventilation systems;
- Landscaping that would have natural drainage and water management features mitigating run off and assisting with flooding potential;
- Landscape approaches that would assist in mitigation of carbon footprints such as tree and shrub planting schemes;
- The use of visual features such as green roofs and sustainable materials.

3.2.13 It is anticipated that the above issues will be included in an SPD on Sustainable Construction that will supplement the LDF Core Strategy. At this stage in the Action Plan they are raised as options that will also effect all new developments in the area.

**KEY QUESTION 11: *Are all relevant sustainability initiatives covered within this list, are there any which are missing?***

### Specific Historical Factors & Listed Buildings

3.2.14 Historical factors are guided by broader strategic principles in the LDF, the urban design issues raised above, supplementary guides and conservation area

appraisals. Specifically for Southampton its heritage assets are broad ranging from internationally important Town Walls to simple, yet important locally listed buildings. As the city faces major urban change it does not wish to lose sight of its past and the heritage assets it values. Therefore policies will be written to ensure that in creating exemplar design in new developments we do not lose those buildings, which are key to Southampton local distinctiveness. The City Centre has the following designated conservation areas which should remain: -

- Carlton Crescent
- Oxford Street
- Canute Road
- Old Town

**KEY QUESTION 12: *What is the future of our conservation areas, will they remain the same or expand to reflect 20th century urban morphology?***

3.2.15 The present Local Plan Review and subsequent LDF Development Control Policies DPD will outline specific policies for Heritage Conservation that will also affect the City Centre. At this stage options are presented throughout the Action Plan with regard to urban design (above), character areas or quarters (Section 3.9), and specific development sites (Section 4) all of which will have regard for the importance of conserving and enhancing the Historic Environment, in particular, the maritime heritage of the City. Tourism is addressed in Section 3.4 which also relates to this issue.

3.2.16 It is envisaged that the Action Plan will include policies and a development framework to implement positive development, therefore, policies and principles for safeguarding or enhancing heritage assets will become an ‘embedded’ feature of the overall strategy (this was emphasised earlier).

3.2.17 In that regard and further to the present listed sites (available separately), the following are considered worthy of considering for inclusion under the ‘local list’. If locally listed, redevelopment would not be encouraged and if it did proceed the former building should be recorded. Some of the sites below are also potential development sites, and the Action Plan will need to resolve this potential conflict. Through the CCAP process and further liaison with English Heritage, site H4 may be recommended for future national statutory listing.

Site Number (s)	Site and Area Name	Key Comments
H1	Debenhams site ‘Queens Buildings’ – good example of post-war retail development?	Possibility for local listing. Also a possible development site (see sites 19 and 20)
H2	Hanover House, Hanover Buildings	Possibility for local listing. Also a possible development site (see sites 19 and 20).
H3	Properties in the Kingsland Estate (Cossack Green Area)	Possibility for local listing

H4	Above Bar Precinct opposite West Quay 2 (No.s 12-70 and No.s 1 & 2 Hanover Buildings) – retain as one good example of post war architecture?	Possibility for local listing or recommendation for national listing
----	--	--

**KEY QUESTION 13: *Further to the heritage measures outlined throughout this Issues and Options Paper what do you think are the most important heritage features or assets in the City Centre and how do you think these should be approached to 2026?***

### **3.3 Transport, Place Making, Gateways and Legibility**

3.3.1 Transport is an integral part of successful spatial planning. In order for the new growth anticipated in the City Centre to be sustainable a range of transport infrastructure and place making initiatives will be needed. Southampton should be accessed via sustainable travel modes, such as rail, bus and cycle whilst there are opportunities to make the City Centre pedestrian focused. There are significant transport and place making improvements which could be made which are outlined in this section.

3.3.2 There are particular issues which arise from analysis of the present situation as given by the Local Transport Plan monitoring reports and also when relating the broader strategies forwarded within the emerging *LDF Core Strategy* and adopted *Local Transport Plan 2 (2006-2011)*. These surround the broad need to reduce demand for transport, manage the present network more efficiently and invest in targeted projects which meet the overall objectives of modal shift to more sustainable transport modes and an enhanced streetscene (public realm).

#### Planning Issues

3.3.3 Areas for City Centre transport improvement include: -

- *Highways*: Canute Road and wider southern City Centre highway network which constrains access to the Eastern Docks of the Port and Isle of Wight Ferry. The general quality of the roads and pathways should be enhanced;
- *Bus Transport*: Bus facility improvements to address the need for a citywide and regional interchange: Possibly on the Castle Way / Portland Terrace area and also enhancements to facilities around the Central Parks;
- *Coach*: Need for a regional interchange and coach parking to accommodate expected expansion of coach travel, and also the need during events;
- *Public Realm*: General streetscene / pedestrian and environmental improvements to enhance areas of poor visual quality. This would include the continued roll out of the North / South Spine. Other projects of note include both on street and proposals for new civic spaces in targeted areas which presently lack quality: -
  - Ocean Village, Bedford Place / London Road, East Street, Guildhall Square, Civic Centre Square & Civic Centre Road / New Road
- *Gateways*: Address the issue of a poor sense of arrival in the City Centre. Possibly design led enhancements & sense of place initiatives at various locations including Central Station and the Isle of Wight Ferry Terminal.
- *Rail*: Central Station redevelopment and tunnel 'rail gauge' enhancement.
- *Parking*: Modal shift away from the private car, general street clutter removal.

3.3.4 Enhancements to the streetscene and general improvements to the legibility, movement and connectivity of the City Centre will help contribute to other priorities of the Action Plan including culture, tourism and urban design. The role that high quality public spaces can play in attracting and sustaining events spaces is an important element of ‘soft’ infrastructure- the role that the people of Southampton will play in making a successful city.

Options

3.3.5 The Options forwarded for discussion include two strands:  
 - 1. *Public Transport* – Future facilities and connections;  
 2. *Highways Interventions including the Public Realm* – Future proposals for road use, place making and car parking (both on street and off street car parks) with a view to reduce overall long stay car parking (over 4 hours- all day).

3.3.5 Many of the options forwarded are steered by the Local Transport Plan 2. Supplementary Planning Documents (SPD) including Public Realm and Streetscene Guidance may provide further detailing. It may be that the SPGs on North / South Spine and Streetscape Manual are updated, brought forward and adopted as SPDs to supplement this CCAP. The following two diagrams illustrate and outline the twenty year transport options considered as viable. Headline proposals include new public transport facilities and routes, the location of the Isle of Wight Ferry Terminal, highways and public realm alterations and the possible redevelopment of car parks. ***Please study these carefully as they outline the options for comment geographically (larger copies of the maps are available as separate electronic pdfs).***

**Rank your preferences (favoured=1, least favoured=2)**

3.3.1 Transport (Public Transport) See Map 4		Rank
1	Option 1: Implement Bus, Rail, Ferry and Coach Measures broadly in line with the suggestions illustrated overleaf (Map 4). This will be part financed by public funding and private developments	<input type="checkbox"/>
2	Option 2: Other Suggestions	<input type="checkbox"/>

*Please either photocopy this page, complete and submit or use the official comment form available.*

**KEY QUESTION 14: Which public transport options do you prefer? Do you have any other suggested measures for public transport?**

**Rank your preferences (favoured=1)**

3.3.2 Transport (Highways) See Map 5 (overleaf)		Rank
1	Option 1: Modest place making initiatives, no new bus schemes and no new pedestrian priority schemes. All present car parks to remain.	<input type="checkbox"/>

2	Option 2: Large scale place making public realm alternations including new bus only routes on Civic Centre Road, New Road, Portland Terrace & Palmerston Road. New pedestrian priority schemes on East Street / part of the High Street, around Queens Park and on Western Esplanade. Options to close or scale back overall long stay car parking beginning with 'on street' and then exploring options for 'off street' redevelopments.	<input type="checkbox"/>
3	Option 3: A mix of Option 1 & 2 with selected interventions suggested as being (add text): -	<input type="checkbox"/>

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**KEY QUESTION 15: Do you have any comments over highways interventions?**

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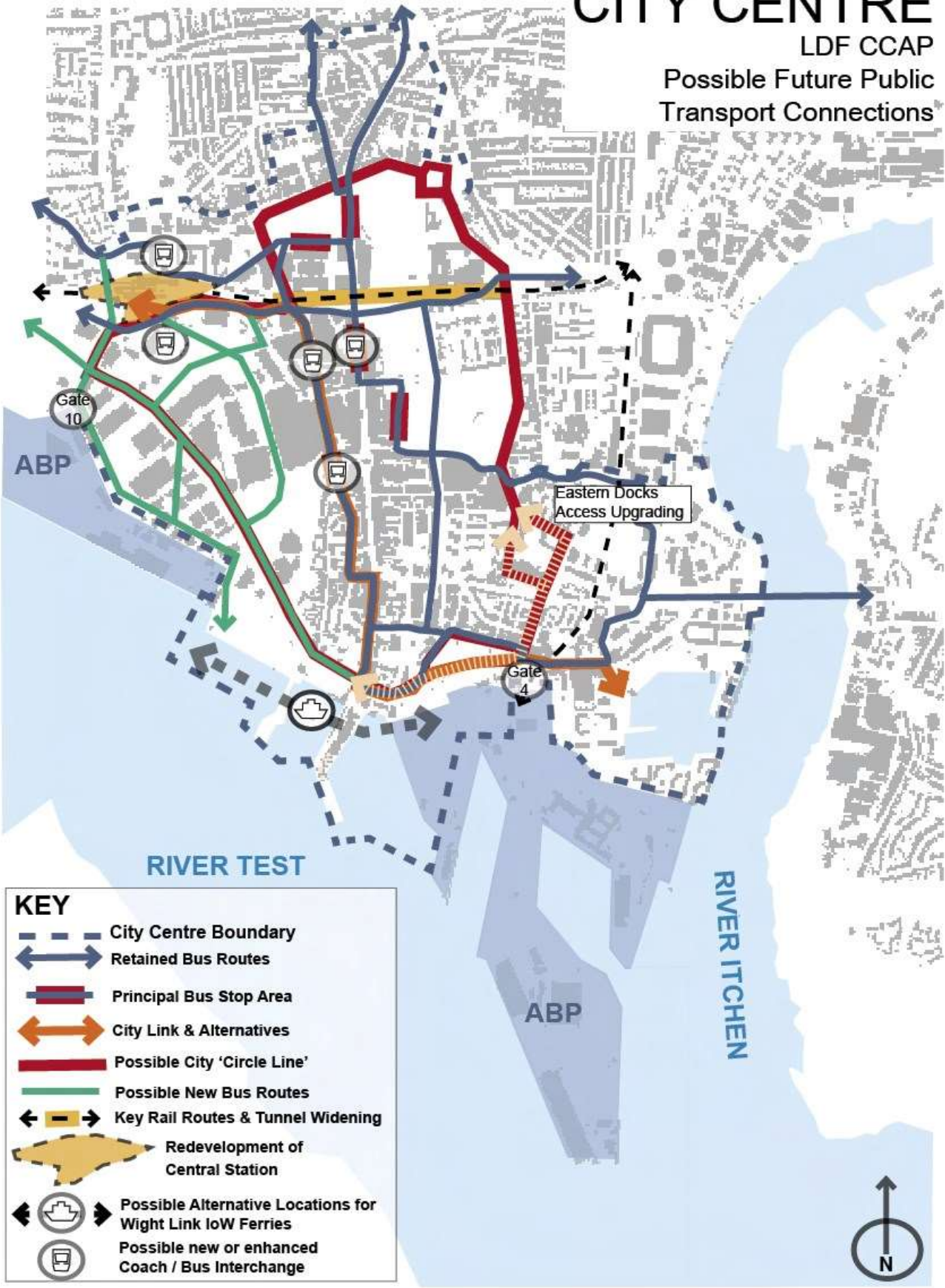




# CITY CENTRE

LDF CCAP

Possible Future Public Transport Connections



Map 4 Future Public Transport Connections Options

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*\*Proposals on Castle Way will have consider the heritage aspects of the Walls.*

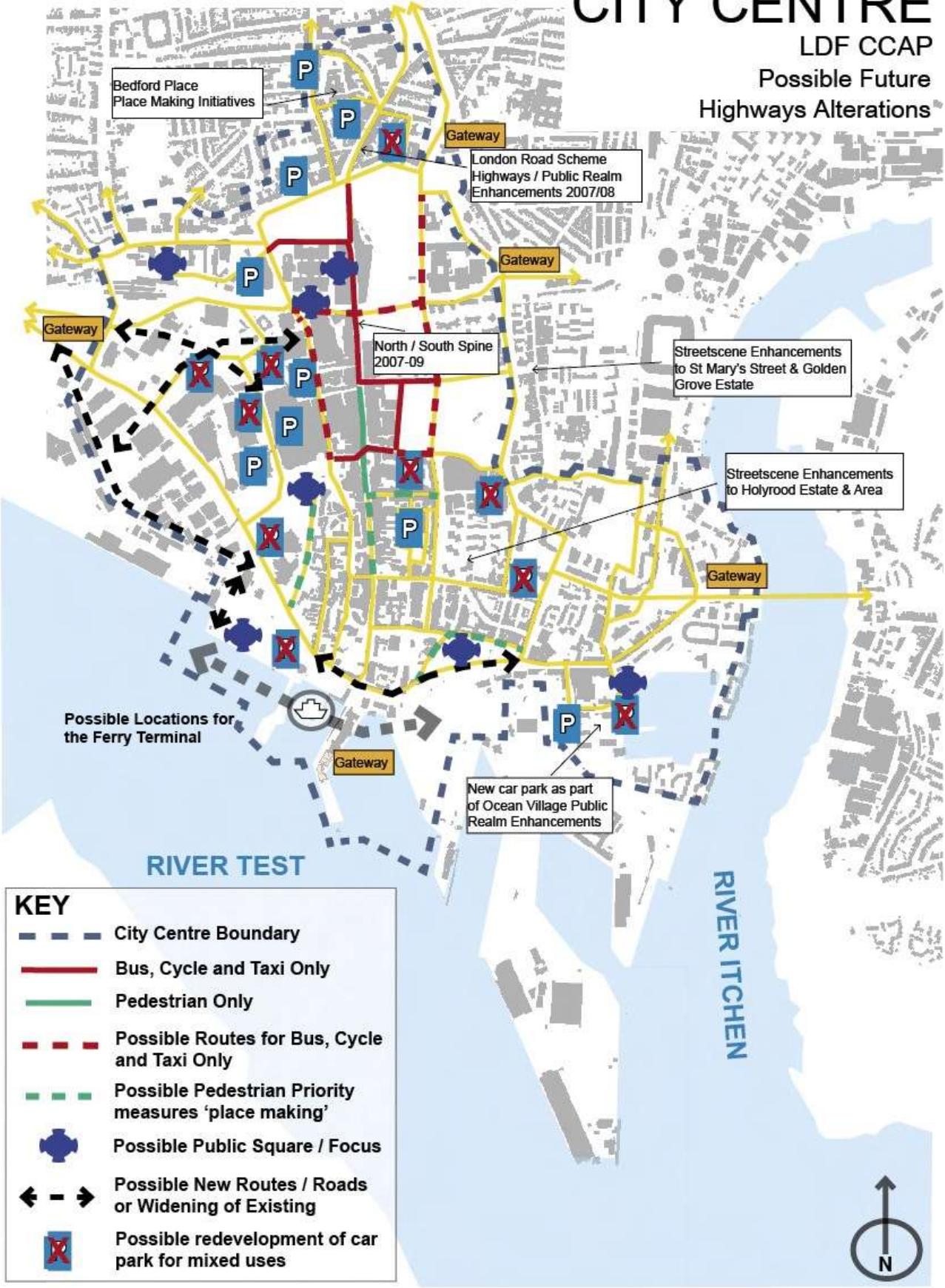
*to  
Town*



# CITY CENTRE

LDF CCAP

Possible Future  
Highways Alterations



## Map 5 Possible Future Transport Alterations

### 3.4 Climate Change & Renewable Energy & High Quality CHP

- 3.4.1 The need for development to reduce projected CO<sub>2</sub> emissions has been established in National and Regional guidance. Tackling the causes and effects of Climate Change forms a major piece of the emerging City of Southampton Strategy and emerging LDF Core Strategy. The City Centre should be the centrepiece and cornerstone of Southampton's efforts to reduce its overall CO<sub>2</sub> emissions, conserve energy use and switch to more sustainable forms of energy generation. Indeed the proposed growth outlined in this Action Plan would only be sustainable if ultimately it were zero carbon. The present City Centre Combined Heat & Power (CHP) network is nationally recognised and presents major opportunities for further expansion. There are also opportunities within the city centre for stand alone renewable energy generation to serve discrete developments and infrastructure.
- 3.4.2 Proposals within the city centre will be expected to reduce CO<sub>2</sub> emissions to reach the targets outlined in the LDF Core Strategy and the PPS on Climate Change & Planning.

#### Planning Issues

##### *Combined Heat & Power (CHP)*

- 3.4.3 The CCAP presents opportunities to plan the relocation and/or expansion of CHP plants operated by the private sector (presently Utilicom) and also to explore opportunities for biomass generation on a secure city centre site.
- 3.4.4 The present CHP network and options for expansion are illustrated alongside other proposals for renewables in the diagram later in this section. The following sites and areas present opportunities to locate a new CHP Boiler House: - •
- Central Station area (perhaps as part of a redevelopment);
  - Chapel and St Mary's area (possibly a small unit on the Deanery North site);
  - Major Development Quarter (expansion of existing facility or a new facility on a development site) ;
  - Ocean Village (Oceanography Centre);
  - Old Town / South Centre (Fruit & Veg' Market / Brunswick Square redevelopment);
- The development Options for each site are presented in Section 4.

##### *Renewable Energy*

- 3.4.5 There are possible renewable energy generation development projects on Mayflower Park and Town Depot sites as suitable locations for wind and hydro / tidal generation. The use of photo voltaic cells, solar water heating systems and ground source heat pumps can also be used to provide a significant proportion of energy for developments and infrastructure either independently or in combination.

## Options

### *Combined Heat & Power (CHP)*

- 3.4.6 In order to successfully implement site connections, site development briefs and agreements must safeguard in an appropriate way the advanced servicing of sites to take CHP / cooling, including future access and easements. It will be necessary for development proposals to initiate connections proposals from the inception / design stage.
- 3.4.7 A further option would be to make it mandatory for developments to connect to CHP as illustrated by the diagram later. This would be subject to criteria, such as threshold distance from pipelines, threshold size of heat loading. An alternative would have to be allowed, which should require a higher energy/ CO<sub>2</sub> commitment than connecting to CHP would deliver.
- 3.4.8 The following is the suggested sequential approach (i. being preferred): -
- i. Requirement to connect to existing CHP system;
  - ii. Option for stand alone CHP system capable of connection to existing system in due course (and technical compatibility) where a network is planned;
  - iii. Alternative 'sustainable energy' solution that delivers enhanced CO<sub>2</sub> /energy minimisation/resource use outputs;
  - iv. Carbon offset contribution to sinking fund to 'bank' resources to extend network infrastructure (i.e. to pre service sites).
- 3.4.9 It would be appropriate for smaller schemes that would attract a planning obligation (particularly small residential proposals) to contribute to iv, in order to raise the necessary infrastructure funding to expand the network. The 'heat load criteria' will be critical and compatible heat/cooling/energy load profiles will need to demonstrate which option (i. to iv.) is appropriate for each proposal.

### *Renewable Energy*

- 3.4.10 There may therefore be the need for a specific policy to facilitate urban renewable installations. This could be in the form of Permitted Development for micro generation (via a Local Development Order- LDO), with some proactive policy for larger renewable energy generation projects. Permitted Development would need to take account of the heritage conservation status of the city centre, with strong caveats in place to ensure the character of listed buildings and conservation areas are retained.
- 3.4.11 An alternative option would be to allow development in the city centre to develop without additional measures in place to encourage the use of renewables. Development would still be bound to achieve carbon emission reduction targets as set in the emerging LDF Core Strategy, although this will be at a slower rate.

**KEY QUESTION 16: Please comment on the CHP / Renewables options above, below and the diagram (overleaf) providing comments on the sites / areas suggested and also forwarding alternative sites / areas?**

**Rank your preferences (favoured=1, least favoured=2)**

<b>3.4.1 CHP</b>		<b>Rank</b>
<b>1</b>	Option 1: Require all City Centre development to connect to the CHP network and in some cases install an on site Boiler House(s), alternately development should include higher CO2 reductions in order to avoid CHP connection;	<input type="checkbox"/>
<b>2</b>	Option 2: Do not impose renewables / CHP requirements but still expect developments to demonstrate CO2 reductions in line with wider requirements.	<input type="checkbox"/>

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**Rank your preferences (favoured=1, least favoured=2)**

<b>3.4.2 Renewable Energy</b>		<b>Rank</b>
<b>1</b>	Option 1: Develop Permitted Development rights for micro generation and on-site renewables in the city centre and proactive policy for larger renewable energy generation projects.	<input type="checkbox"/>
<b>2</b>	Option 2: Do not develop any further policy mechanisms (beyond the core strategy) to further enhance carbon emission reductions from city centre development.	<input type="checkbox"/>

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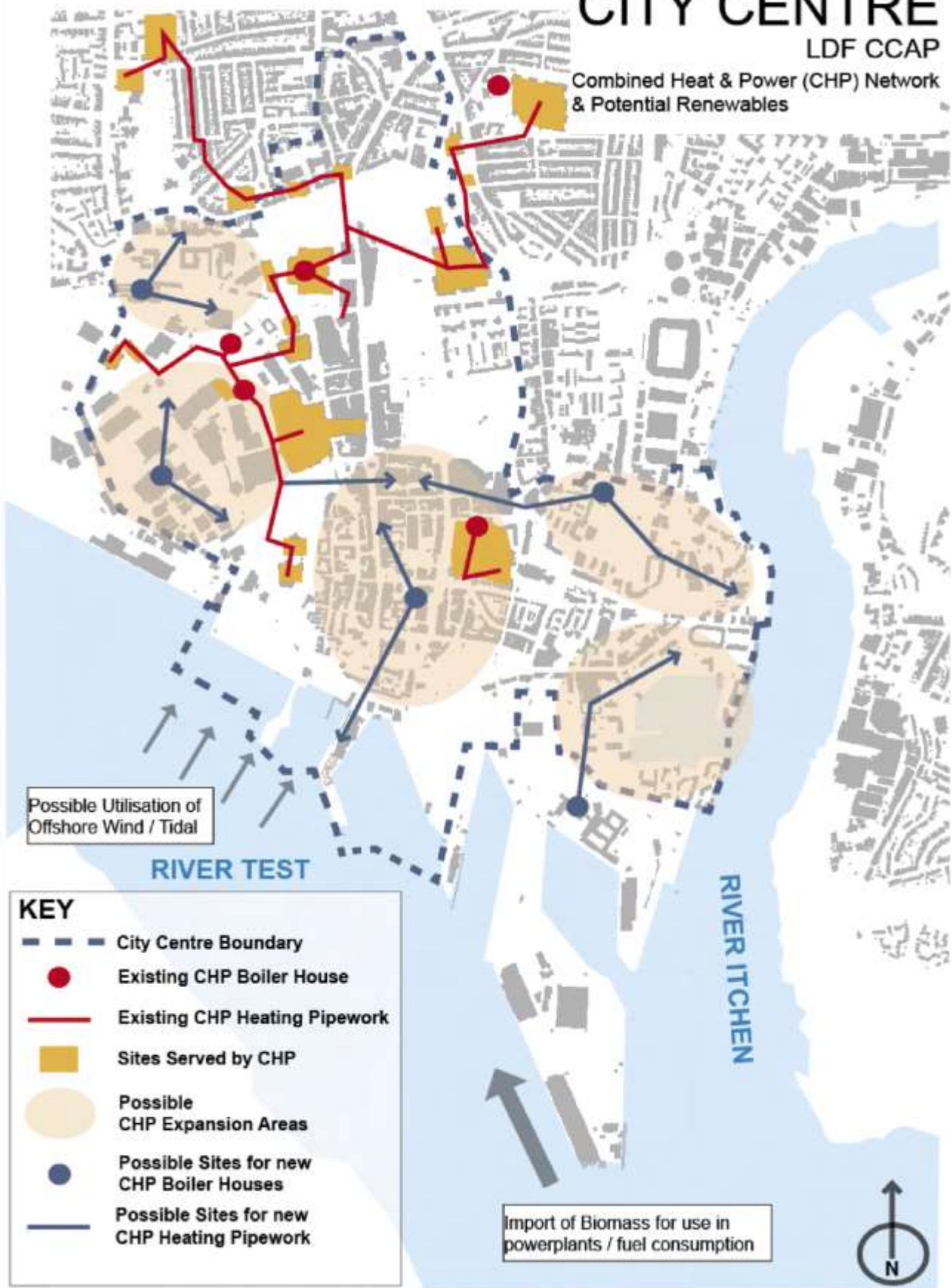




# CITY CENTRE

LDF CCAP

Combined Heat & Power (CHP) Network  
& Potential Renewables



Map 6 Combined Heat & Power (CHP) Network & Potential Renewables



*The exact boundary / location of the present CHP network / boiler houses is shown by a separate map supporting the Sustainability Appraisal.*

## **Development Types**

### **3.5 Retail**

- 3.6.1 Southampton City Centre is a strong regional shopping centre and retailing is one of its core functions. Retailing represents a major and growing economic sector and generates commercial and pedestrian activity / viability. It is increasingly seen as part of a wider “leisure” experience, and a means of enhancing Southampton as an attractive place to live and work. Existing provision includes purpose built shopping centres: the West Quay, Marlands and Bargate centres; prime shopping streets (Above Bar); and specialist streets like East street.
- 3.6.2 There are three relevant retail studies: “South Hampshire Centres” (DTZ – 2005). This sets out quantitative needs for future retail floorspace. The LDF Core Strategy adopts the figures for Southampton City Centre, 2005/6 – 2026, as guidelines: 100,000 – 160,000 sq m net comparison retail floorspace increase (140,000 – 210,000 sq m gross increase). The “Southampton City Centre Capacity Study” (Donaldsons – publication anticipated for March 2007) looks at the potential to deliver retail sites in the primary shopping area (PSA). The “City Centre Retailing background paper” (Southampton City Council – 2006) tests DTZ’s assumptions on market shares between South Hampshire’s different centres.
- 3.6.3 The Core Strategy starts to set out City Centre retail issues by stating that Southampton’s strong regional role should be enhanced by ensuring a coherent primary shopping area and by planning for a significant increase in retail floorspace (guidelines provided as above). It explains that retailing can expand from the existing primary shopping area into the adjacent major development quarter (to form an expanded primary shopping area) subject to the sequential approach (e.g. looking at the deliverability of sites within the existing primary shopping area first).
- 3.6.4 The Action Plan will provide an indication of the likely deliverability of new retail floorspace in the PSA, and hence the likely appropriate scale of retail expansion in the major development quarter.
- 3.6.5 These issues of overall need and deliverability clearly cannot be forecast precisely twenty years ahead. Even on a shorter timescale the relationship between these issues centres on judgement rather than purely mathematical calculation.
- 3.6.6 It is currently intended that the Core Strategy and Action Plan will provide quantitative guidelines, stating the key assumptions on which these guidelines rest, and that these assumptions will be monitored. A planning application for retail uses in that part of the Major Development Quarter outside the existing PSA will need to demonstrate that these assumptions have not changed significantly.
- 3.6.7 The headline conclusions of the City Centre Capacity Study (Donaldsons) are as follows (drawn from Table 11 of that report). Clearly the “detailed” viability appraisals (for some of the sites) are still relatively broad brush, and the assumptions used are clearly set out in the report. There are six retail sites wholly within the PSA which are viable or might be viable (e.g. marginal). In the short term: West Quay III Central site (assumed viable). In the medium term: Above Bar Street / Bargate Street (assumed viable); Above Bar Street / Pound Tree Road (detailed appraisal - viable). In the long term to 2026: Bargate Centre /

Hannover Buildings / Queens Way and Above Bar Street / Civic Centre Road (detailed appraisal - marginal viability). The total “net additional” retail floorspace these schemes could deliver (e.g. above the retail floorspace already present) is estimated at 37,000 sq m (gross). This is significantly lower than the lower end of the needs established by the DTZ study to 2026 of 140,000 sq m; and indicates that retail expansion in the Major Development Quarter would be appropriate.

- 3.6.8 A redevelopment of the Major Development Quarter is likely to occur in the longer term. If at that time there is still a large need for retail floorspace in the City Centre, and a quantum of this need cannot be delivered in the existing PSA. This will create the justification for a retail scheme in the Major Development Quarter. Should the Action Plan provide any further general guidance on the phasing / timing of a retail element in the major development quarter?
- 3.6.9 The Core Strategy establishes that any retail expansion in the Major Development Quarter should form a coherent expansion of the PSA (e.g. establish good links). In other words it would not simply be an edge of centre site, but become part of an expanded Primary Shopping Area. This Issues and Options Paper (Major Development Quarter section) asks whether or not the Action Plan should provide any further guidance as to where retail (and other uses) in this area should go. The existing West Quay retail park footprint is defined in the Local Plan Review as Primary Shopping Area. If these retail uses are displaced to a new area within the Major Development Quarter should these new areas also be designated as Primary Shopping Area?
- 3.6.10 Royal Pier and Town Quay are not directly connected to the Primary Shopping Area. The extent of any retailing here should be determined by PPS6 criteria, the extent of linkages to the Primary Shopping Area, and waterfront regeneration objectives.

**KEY QUESTIONS 17: *Do you have any comments on the issues above? Do you agree with the assessment of the City Centre Capacity Study? Are there other sites in the Primary Shopping Area which might be commercially capable of delivering additional retail floorspace? Do you have any comments on the phasing and timing of any retail expansion in the Major Development Quarter?***

- 3.6.11 The retail floorspace set out in the DTZ study is additional floorspace over and above the floorspace that currently exists within the Primary Shopping Area. Therefore, in general the existing Primary Shopping Area boundary should be retained. One potential exception is the East Street Shopping Centre, already under occupied retail space. If retailing is expanded into the major development quarter, there may be a short term impact on other parts of the Primary Shopping Area, for example the Debenhams block. However this area should be retained in the Primary Shopping Area to ensure it is re-used as retail space.

**KEY QUESTION 18: *Do you agree with the above assessment of the existing Primary Shopping Area? (See also Section 4).***

- 3.6.12 The Local Plan Review identifies primary and secondary frontages, and these are shown on the draft proposals map attached to this paper. In the primary frontage the Local Plan (policy REI 3) controls changes of use out of A1 retailing to non Aclass uses; and in the secondary frontage (policy REI4) seeks that ground floors are for A –class or other direct service to the public. These are city wide policies which will be reviewed in the Development Control DPD.

**KEY QUESTION 19: *Are the current areas for primary and secondary frontage in the City Centre appropriate, or should they be altered?***

3.6.13 In terms of major convenience retailing, a significant proportion of the City's main food shopping currently takes place in out-of-centre stores, including stores outside of the City. The case for further retail provision is a balance between "clawing back" this trade and the impact of new provision on the City's existing centres. Major City Centre convenience retailing is currently focussed in one location – the Asda foodstore. A redevelopment of this area should create a wider / enhanced link between the existing shopping area and the Major Development Quarter / Central Station. (To achieve this, the Asda store could redevelop over two floors on site, or could relocate within the City Centre). A reconfiguration of major convenience retail provision in the City Centre could provide more stores. This in turn could promote greater competition; a redevelopment of the Asda store site; and a greater geographical distribution of convenience stores (for example, better located to priority and expanding communities in the east; as well as reprovision in the west). The Action Plan cannot specify sites specifically for convenience retailing (this is part of the wider A1 use class), so formal options are not presented. However a redevelopment of the East Street Shopping Centre (in the east) and the Major Development Quarter (in the west) could provide locations for larger food stores. These are raised in the relevant site sections.

**KEY QUESTION 20: *In terms of major convenience retailing, do you have any comment on the above issues? Are there other issues? Can a redevelopment of the Asda store be delivered? (See also Major Development Quarter section on Asda).***

3.6.14 In terms of local convenience provision, there has been significant housing / population growth in the southern and eastern parts of the city centre. The new Tesco metro at Ocean Village is believed to be "over trading", and there has been no other new provision in the area. The issues and options paper identifies a number of potential development sites in this part of the city centre, with the potential for active / ground floor frontage.

**KEY QUESTION 21: *Should the Action Plan identify which development sites are suitable for local retailing and reserve an element of the ground floor for this; or identify the need and let the market identify a site?***

### **3.6 Culture, Leisure, Tourism and the Night Time Economy**

3.6.1 A vibrant mix of leisure, tourism and cultural uses are needed to sustain the City Centre as a regional centre, place to visit, live within; and experience. The night time economy should be one for everyone to experience and enjoy with a range of uses offering evening entertainment; places to eat and drink. There are a number of issues arising within this topic area surrounding the perceived lack of diversity on offer, attractiveness of the City to the visitor, and also crime and antisocial behaviour. There are also tremendous opportunities to build upon excellence in the sector including creative industries, Town Walls and the visual arts.

3.6.2 Spatial planning can integrate a number of factors and strategies in order to provide the 'geographical infrastructure' to support a varied and vibrant 'sense of place'. The CCAP will though have to be supported by a range of measures such

as events organisation in order to be successful. The arts and culture cannot be manufactured but it can be assisted with proactive policies.

- 3.6.3 The evidence base informing the issues and options is broad being backed up by the *DTZ Town Centres Study (2006)* that identified a lack of arts, cultural and tourism uses in Southampton relative to other centres. The *City Centre Health Check (2004/2005)* provides statistics that show the diversity of use and also popularity. The *Citywide Tourism Strategy (2002-2006)* outlines the previous measures for promoting tourism, some of which are forwarded as options. There has also been a considerable amount of *citywide branding / legibility background work* undertaken which has infused the ideal that Southampton should be made more coherent and attractive through enhancements to its visual character and identity. The *Centre Vision 2* outlines key development sites for leisure, culture and tourism, all of which are addressed as development options whilst the *Public Art Strategy (SPG)* provides details of integrated and stand alone visual monuments.
- 3.6.4 The 'World within a City' *Cultural Strategy for Southampton (2003)* outlines a shared vision for culture: "**Southampton will be recognised as a City of Culture locally, regionally, nationally and, ultimately, internationally. People will readily think of Southampton as a place which has a deep appreciation of culture**". The options presented seek to implement the geographical / spatial elements of this broad vision and strategy supported by a Cultural Consortium covering various aspects such as: -
- Visual & performing arts and media;
  - Heritage & tourism;
  - Libraries, literature and literacy;
  - Sport, recreation, parks and open spaces;
  - Play and events spaces.
- 3.6.5 The overall aim of spatial planning for culture is to integrate the various elements outlined in all of the plans above to create a broad place making strategy for the City Centre. This is supported by two of the six overall objectives of the emerging City of Southampton Strategy 'sense of place' and 'imaginative arts and cultural opportunities' and infused by various key themes of the emerging LDF Core Strategy specifically 'a city [that] reflects varied culture and heritage' (emerging Spatial Objective 16). Site specific options are therefore forwarded below and throughout this Issues & Options paper.
- 3.6.6 The themes raised here also relate to the heritage, transport / legible cities and 'place making' priorities outlined in Sections 3.2 and 3.3.
- 3.6.7 The Casino Advisory Panel recommended in January 2007 to issue a licence for a large casino in Southampton. This is subject to approval by the Secretary of State, which is expected later in 2007. This issue has been the subject of national and local debate regarding gambling and potential regeneration benefits.
- 3.6.8 Southampton can invite bids for a casino (1 large casino only), although further legislation on the bidding process is required first. A large casino will have a minimum total customer area of 1,500m<sup>2</sup>, and be permitted up to 150 Category B1 gaming machines, with a maximum jackpot of £4,000. In terms of general national planning policy, a casino of this scale would be appropriate in a City

Centre location. The City Council will need to decide whether to utilise this licence, and if so where: Royal Pier or West Quay 3 are two possible sites.

- 3.6.9 All of the issues given have also been informed by consultation undertaken for the LDF Core Strategy.

### Issues

#### *Cultural*

- Perceived lack of arts and culture despite being a National Centre for the visual arts. Need for enhanced arts facilities including reinforcing the present offer and promoting space for galleries, museums, music based culture, public art, quality cafés and bars. There may also be a need for community based facilities for clubs and voluntary organisations. Southampton is deficient in 'cultural uses' which could potentially aid a diverse sense of place.
- Need to support creative industries and a varied economic base in smaller business specialising in growth sectors (such as media, creative arts).

#### *Leisure*

- Need for a mix of uses including, small scale sport uses, enhanced cinema(s), a concert hall and alternative leisure such as recreational activities, for example an ice rink. Opportunity to incorporate a large casino as per the recent recommendation to Government. Southampton is deficient in a range of leisure uses that cater for the city and the wider sub region; there are opportunities to expand performance spaces.

#### *Tourism*

- Realise the assets of the City including maritime heritage and opportunities for regional recreational facilities, hotels and guest houses. Southampton needs to make more of its diverse heritage via architecture, uses and place making as outlined in Section 3.2 earlier.

#### *Night-time Economy*

- Ensure that the City Centre offers facilities for all and that the dominance of late night operating bars and clubs is complemented via alternatives such as restaurants, cafes, evening shopping, leisure, dancing and sporting facilities.

### Options

- 3.6.10 Varied proposals are forwarded that seek to enhance the Southampton as a 'place' and deliver a true urban renaissance and quality City Centre.

#### *Cultural*

- Allocate specific sites to incorporate (or be made up entirely of) arts facilities, wider range of provision and support space. Reinforce a theatre quarter around the existing Mayflower. Safeguard existing community facilities and integrate measures to include these as part of mixed uses. Incorporate public art as part of public realm enhancements. Develop a mix of areas some suitable for local business / cultural (and creative) drivers and ensure that the necessary infrastructure is in place to support festivals.

- Support a network of ‘creative clusters’, loosely defined areas where a range of smaller local business is encouraged to develop opportunities. *Leisure*
- Promote mixed uses on most development sites. Plan specific areas and quarters for concentrations of leisure activities- specifically those that cater for a range of persons and age groups such as a cinema, dance club, ice rink and bingo. Relax the opening times for retail / restaurant uses to create more of a ‘24 hour’ economy.

*Tourism*

- Promote sites for maritime heritage including key areas in the Old Town, Ocean Village area, including proposals to open up the waterfront. Seek regional museums and tourist attractions. Adopt a positive approach to hotels as part of mixed use schemes; overall city branding and legibility as part of wider measures (see also Section 3.3).

*Night-time Economy*

- Regulate the size, location and opening times of certain D2 ‘assembly and leisure’, or A4 ‘drinking establishment’ night time uses and seek strategies to concentrate location. Planning Obligations should be used to reduce the cumulative impact of night-time uses. Encourage a mix of uses which incorporate a proportion of evening uses that are A3 ‘restaurant’ or D2 ‘assembly and leisure’ that are non-drinking orientated including dancing clubs, recreation, sport uses etc.

**3.6.11 The options presented are illustrated by the diagram overleaf and the Issues & Options Proposals Map, please also comment on these.** The exact boundaries of any night time areas, restrictions on opening and allocations are shown for comment. Also at this stage views of the broad 20 year direction are sought as outlined by the options below. Many of the cultural, leisure and tourism proposals will be implemented via new development, options for which are outlined in Section 4.

**KEY QUESTION 22: *Please rank your preferred options for culture, leisure, tourism and the night time economy or suggest alternative ideas?***

**Rank your preferences (favoured=1)**

<b>3.3 Culture, Leisure, Tourism and Night-time Economy</b>		<b>Rank</b>
<b>1</b>	Option 1: Implement a broad range of measures surrounding place making that focus on the four key factors as listed above.	<input type="checkbox"/>
<b>2</b>	Option 2: Focus on one particular area, culture, leisure, tourism or night-time economy in order to direct the largest development framework emphasis to delivering a successful ‘single factor’ place making strategy.	<input type="checkbox"/>



**3** Option 3: A mix of Option 1 & 2 with selected interventions suggested as being: -

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**KEY QUESTION 23: *What do you think should be the most important Cultural, Leisure, Tourism or Night time measure?***

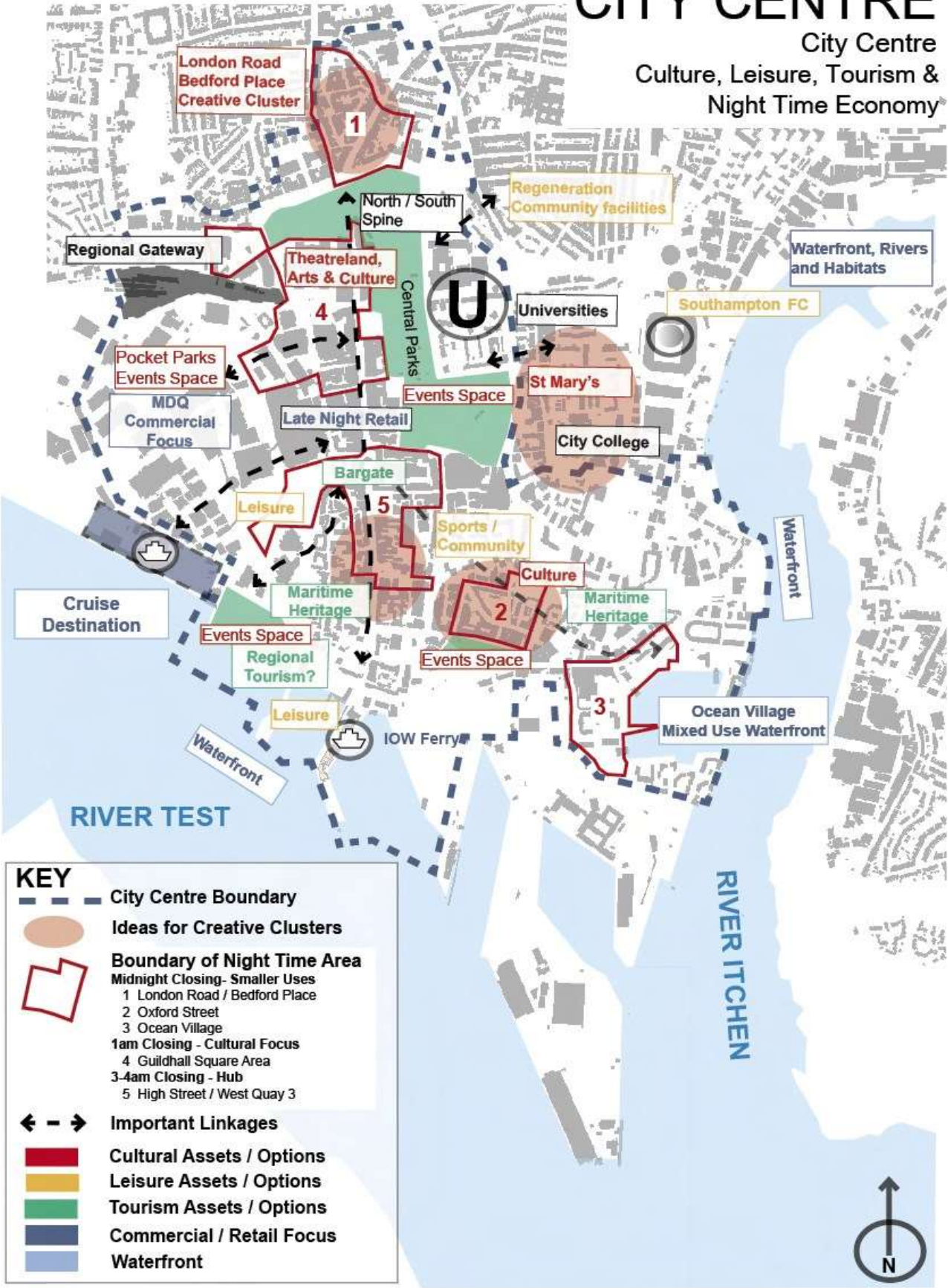
**Creative Clusters;** Areas where smaller local business involved with creative industries are encouraged to locate aiding the economy and creating unique and vibrant character. These are proposed in Bedford Place, Lower High Street, Oxford Street area & St Mary's / Northam.

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# CITY CENTRE

City Centre  
Culture, Leisure, Tourism & Night Time Economy



**Map 7 Culture, Leisure, Tourism & Night Time Economy**

*Please also see the Issues & Options Proposals Map that includes the exact boundaries of the night time areas.*

### 3.7 Office Development

- 3.7.1 The South Hampshire Strategy (PUSH) promotes major economic growth, of which a major element is expected to be in office based sectors. Based on overall economic forecasts, and an increasing switch in office provision towards city / town centres, the “South Hampshire’s Centres” Study (DTZ – 2005), predicts a need for 250,000 – 310,000 sq m of additional offices in Southampton City Centre, 2006 – 2026. Meeting PUSH targets would also mean the retention of existing office provision in the City Centre. In line with PPS6 and the South Hampshire strategy, focussing office development on the City Centre benefits accessibility by public transport and adds vitality to the centre.
- 3.7.2 The suggested spatial strategy for the City Centre Action Plan proposes a particular emphasis on office development close to the Central Station. Potential sites include south of West Quay Road, the Central Station redevelopment, and Mayflower Plaza.
- 3.7.3 The Local Plan Review identifies two office areas (policy RE115): north of the Parks / Cumberland Place; and Commercial Road / Central Station area. There is also a significant office area at Ocean Village. The Local Plan Review states that major office development will only be permitted in these areas. This may be considered too restrictive for the Action Plan.

**KEY QUESTIONS 24:** *In principle is major office development appropriate anywhere in the major commercial area (as opposed to just the specific office areas in the (Local Plan Review)? Should existing major office areas be safeguarded to prevent conversion / redevelopment to non office uses? Is it appropriate to ensure sites close to the railway station include a significant element of office provision? (See individual sites).*

### 3.8 Housing

- 3.8.1 The housing strategy for new development in the city is led by the LDF Core Strategy. This outlines the overall requirements for new housing in order to deliver the overall target of 16,300 homes by 2026. It is clear that in outlining the broad spatial location for new development a significant proportion will be needed in the City Centre. The Core Strategy recognises that the City Centre can accommodate higher density housing and needs to attract a mix of family housing as well as smaller units and the need for purpose built student accommodation. Issues of affordable housing are also outlined.
- 3.8.2 Specific design and housing policies are provided by the Local Plan Review until superseded by the Development Control Policies DPD. In broad terms the Action Plan seeks to deliver housing as part of a strategy that: -
- Encourages mixed use development;
  - Encourages diverse residential development that promotes both quiet areas and also vibrant '24 hour' city areas;
  - Encourages a proportion of 'family homes' to return to the city centre in order to build balanced and sustainable communities; this will require a range of types and tenures;
  - Recognises that residential proposals often will make a wider site redevelopment viable, attracting a better quantum of development;

- Encourages the development of high density innovative exemplars of housing development which explore how high quality design can add landmark buildings to the city and incorporate outdoor space such as terraces and balconies;
- Supports taller residential buildings in appropriate locations;
- Supports the development of residential accommodation specifically for students in order to free up larger family housing presently used by students.

3.8.3 A clearer indication of the amount of new homes to be delivered in the City Centre will be given following analysis of the Issues and Options Stage. This is because a number of development sites have been identified in Section 4 that include options for residential, mostly as part of mixed use developments. The outcome of such options along with regard for other constraints such flooding will determine the level of residential that may be delivered via the development framework.

**KEY QUESTION 25: *Do you agree that the above reflect the City Centre Housing Issues?***

**3.9 Implementation, Delivery, Infrastructure and Planning Obligations, Monitoring**

3.9.1 The Action Plan will set a vision and high aspirations for the City Centre. However these aspirations will need to have a reasonable likelihood of being delivered over the short, medium or long term to 2026.

3.9.2 The LDF Core Strategy (Preferred Options section 7) sets the overall approach to implementation, by determining planning applications; seeking developer contributions; delivering commercially viable development; and the provision of public services.

3.9.3 The intention is for the Action Plan to take a relatively strategic approach. For example, in relation to each development site it will set out key planning objectives and key delivery issues. Further details will need to be set out in SPD (including design guidance and masterplans), the implementation plans of various agencies, and marketing information.

3.9.4 The Action Plan can help delivery by:

- Ensuring that through its preparation and consultation it considers delivery issues alongside planning and community issues
- Providing flexibility to account for changing commercial or practical circumstances, provided this does not conflict with key planning objectives.
- Providing clarity as to what those planning objectives are, to reduce the risks for a developer further through the planning process.
- Providing more certainty to transport providers, utility companies and public services (education / health, etc) as to where developments are going to go.
- Seeking developer contributions to meet wider planning objectives.

**KEY QUESTION 26: *Do you agree with the above approach to delivery? Are there other ways in which the Action Plan can aid delivery?***



## Developer Contributions

- 3.9.5 The City Council will seek financial contributions or other actions in line with contemporary Government guidance, currently Circular 05/2005 (this could be subject to reform). The LDF Core Strategy sets out a number of areas where contributions will be sought, all of which could be relevant to the city centre (depending on the circumstances). In summary these are: affordable housing; transport; public realm or street scene, including community safety / gateways / approaches; open space and leisure; access to jobs / training; community hubs / health / education; natural environment / bio-diversity; mix of uses; archaeology; and the on site management of waste and recycling. Contributions from City Centre development could be used outside the city centre, provided there is a clear link. For example, this could apply to transport or access to jobs agreements. Likewise, they could be used for strategic projects within the city centre.
- 3.9.6 The existing SPG to the Local Plan sets out more detailed guidance on requirements and the level of financial contribution. This will be updated as SPD.

**KEY QUESTION 27: *Beyond the above guidance on developer contributions, could the Action Plan or SPD provide further useful guidance? For example, should the Action Plan identify strategic long term city centre projects on which contributions will be used?***

## 3.10 Key Areas, Quarters & Objectives

- 3.10.1 The City Centre incorporates different urban typologies. In planning and design terms the area requires different approaches within different areas or 'quarters'. The following two major options are forwarded for defining the City Centre, these are illustrated by diagrams.

	Option 1*	Option 2	Summary Objectives in Land-use & Design
	As per character areas in City Centre Urban Design Strategy (CCUDS)– 2001	Amendments to areas for City Centre Action Plan	
	<b>Description of Area &amp; Objectives</b>		
1	<b>Retail Core</b> Above Bar / West Quay Shopping Centre (prime shopping areas).  (CCUDS = Central area)	Also include secondary shopping area (East Street). Alternatively have East Street / Debenhams as a separate area. Possibly also Northern High Street though this is currently in the Old Town area. Reduce in some areas, e.g. East Street shopping centre?	Maintain and enhance a strong retail core, streets & places, active frontages, clear routes – access for all.
2	<b>Major Development Quarter</b>  (CCUDS = Western)	This area is defined in the Core Strategy for expansion. Might be options over precise boundaries.	Long-term major retail, leisure, office led expansion to retain / enhance regional status



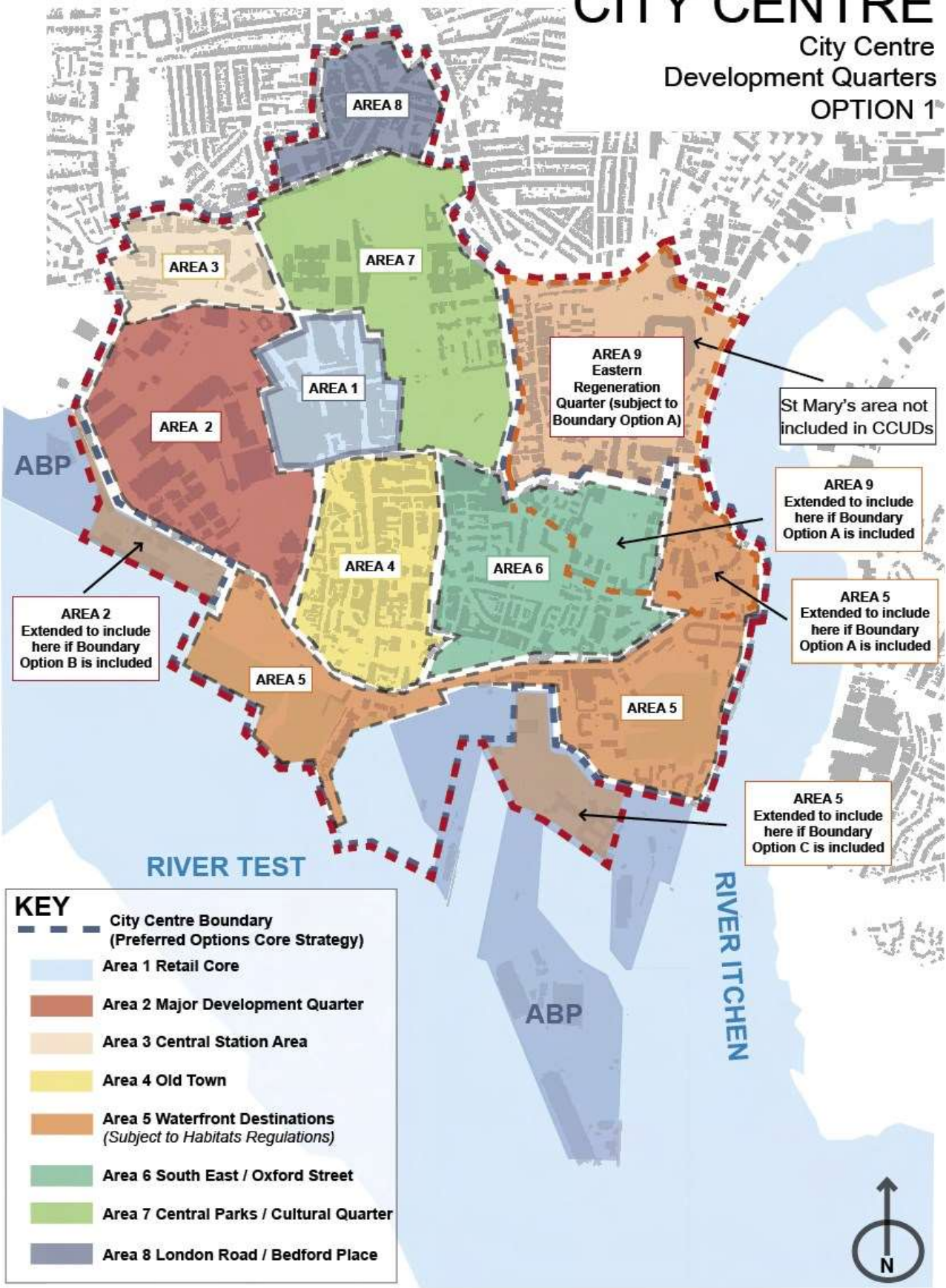
3	<b>Central Station Area</b> (CCUDS = Northern)	Should this be a separate area or part of the MDQ?	Area for an improved transport interchange and mixed high density office / residential development, with improved links to the rest of the City Centre.
4	<b>Old Town</b>	Should the waterfront be a separate area? Alternatively the Old Town and MDQ could link down into Royal Pier; and Oxford St link down into Ocean Village?	Enhance maritime heritage. Preserve and enhance buildings, streets and spaces. More activity in places.
5	<b>Waterfront Destinations</b> including land south of Canute Road & Ocean Village	Or should the waterfront be expanded to include both sides of Canute Road? Should Ocean Village be a separate area?	A series of waterfront / riverside destinations better connected to each other and the city centre
6	<b>South East / Oxford St</b> Including Holyrood Estate, Chapel (CCUDS + Eastern)		Mixed use led regeneration objectives and connections with the waterfront
7	<b>Central Parks / Cultural Quarter / Kingsland</b>	This is a clearly defined area – consider that there no other options. Should the Kingsland Estate form part of the Eastern Regeneration area?	Preserve and enhance the Central Parks. Surrounding development sites to create a positive setting and relationship, including the potential for taller buildings, and the promotion of cultural, education and mixed use schemes.
8	<b>London Road / Bedford Place area*</b>	This is a clearly defined area. Commercial and cultural area bounded by residential – consider that there are no other options.	Wider streetscene, place making improvements extending beyond London Road to Bedford Place. Vibrant cultural area with a mix of retained mixed-uses including commercial, bars, etc. Links back across the parks to the City Centre. Possible Business Improvement District (BID).
9	<b>Eastern Regeneration Area - not included in CCUDS*</b>	<b>St Mary's Area-</b> Include area if boundary is extended (shown as area 5 – renumbered)	Urban enhancement and regeneration and waterfront.
*The proposed boundary of the CCAP differs from the CCUDS- also CCUDs did not include the London Road /Bedford Place area, apart from this Option 1 covers the same area as CCUDs.			

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# CITY CENTRE

City Centre  
Development Quarters  
OPTION 1



**Map 8 Development Quarters Option**

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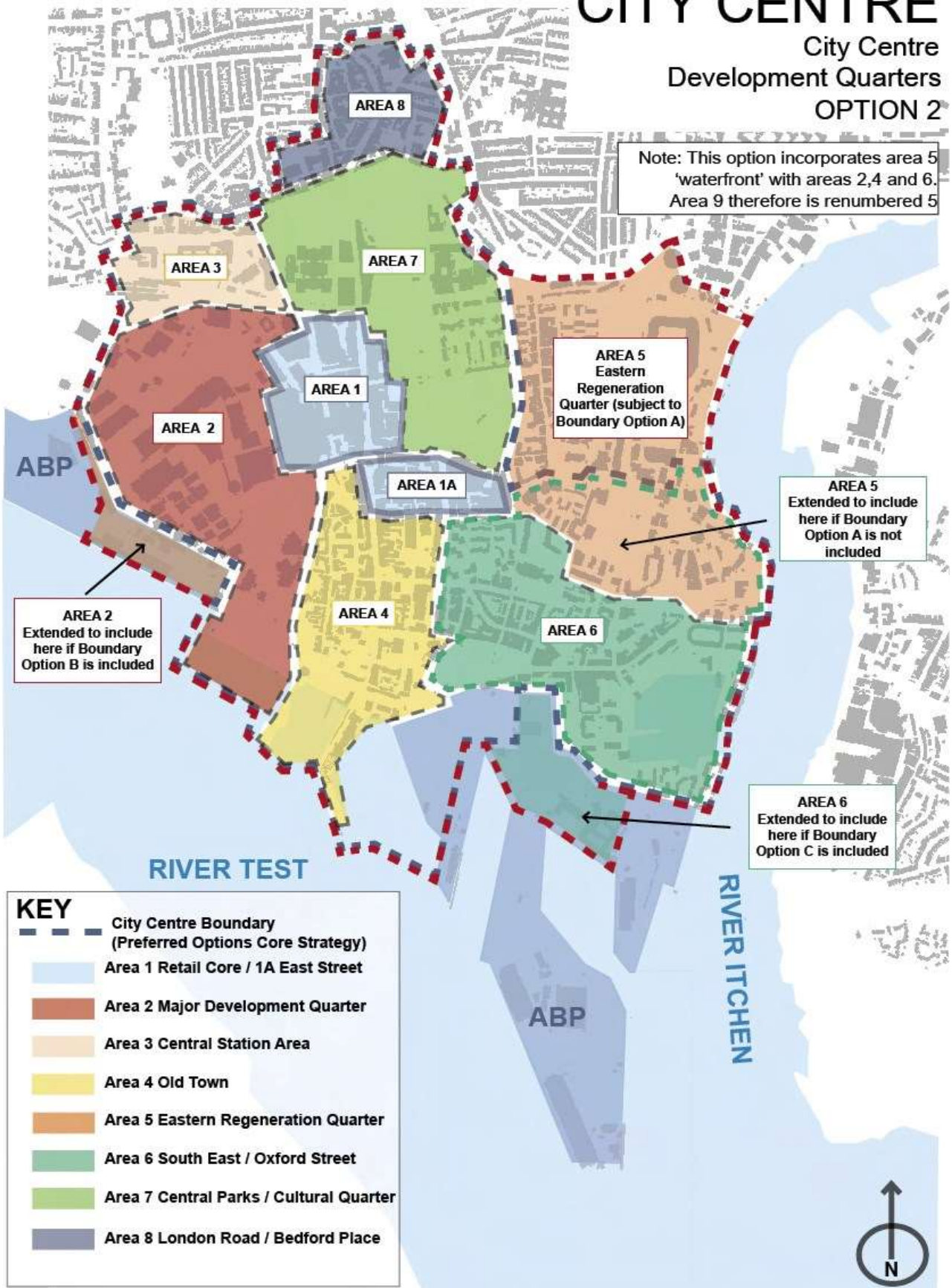


**1**



# CITY CENTRE

## City Centre Development Quarters OPTION 2



## Map 9 Development Quarters Option 2

3.10.2 The boundary for the CCAP has been set by the emerging LDF Core Strategy. Options for extending this are given in Section 2.1 earlier.

**KEY QUESTION 28: Which option do you prefer? Do you have any other suggested definitions for development quarters?**

Site Number	Sites and Area Name	Broad Comments (for more specific options, see individual sites)
<b>Retail Core</b>		
1,2	Bargate / Debenhams / East – Street Shopping Area	Retail led area. Redevelopment opportunities to accommodate anchor store and links to St Mary's. Redevelopment opportunities of the Bargate Centre to restore historic walls
3,4,5	Marlands Shopping Centre, Above Bar Street 1 (Civic Centre Rd & Ogle Rd) & Above Bar Street 2 (Sussex Rd to the rear)	Potential retail-led intensification
<b>Retail / Leisure/ Office led Expansion- Major Development Quarter</b>		
6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17	Major Development Quarter including West Quay 3 Area (incorporating north of Bargate & De Vere car park)	Major westward expansion area. Opportunities to accommodate growth. West Quay 3: City Plaza, leisure / office / retail / residential.
<b>Enhanced Transport Interchange</b>		
18	Central Station	Interchange and Gateway. High density development.
19	Mayflower Plaza, Gantry	Opportunities for offices or offices / mixed use
<b>Old Town</b>		
20	High Street	Leisure and residential led mixed-uses



21	Fruit and Veg' Market	Potential residential or employment mixed-use
22	Lower High St	Residential led mixed-use development incorporating heritage aspects

**Rank your preferences (favoured=1, least favoured=3)**

<b>3.10 Key Areas, Quarters &amp; Objectives</b>		<b>Rank</b>
<b>1</b>	Option 1: As per character areas in City Centre Urban Design Strategy (CCUDS)– 2001	<input type="checkbox"/>
<b>2</b>	Option 2: Amendments to areas for the City Centre Action Plan	<input type="checkbox"/>
<b>3</b>	Option 3: Other Suggestions	<input type="checkbox"/>

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### **3.11 Key Development Sites: General Summary**

*(see diagram overleaf & proposals map)*

<b>Waterfront Destinations</b>		
23	Town Quay / Royal Pier / Mayflower Park	Key waterside development opportunities linking with the rest of the City Centre
24	Ocean Village	Mixed uses including waterside tourism, cultural, residential, facilities and possible CHP site
25	Town Depot	Major waterside development opportunities
<b>South East / Oxford Street</b>		
26	Brunswick Square	Potential residential or employment mixed-use
27	College Street	Potential residential-led redevelopment
<b>Central Parks &amp; Surrounds / Cultural Quarter</b>		
28	Northern Above Bar	Cultural quarter incorporating residential, leisure and cultural facilities
29	East Park Terrace and area	Mixed use residential & offices, hotel, education / community uses
30	Solent University	Intensification of University uses
<b>Vibrant Cultural / Business Quarter – Bedford Place / London Road</b>		
31	Kings Park Road Car Park	Potential residential & offices
<b>Eastern Regeneration Quarter</b>		
32	St Mary's Redevelopment	Regeneration – active frontages
33	Chapel / St Mary's Gateway	Regeneration – Mixed uses
34	Golden Grove Estate	Regeneration – Environmental enhancements
35	City College	Educational / Community use
36	Deanery North	Residential including possible CHP site
37	Paget Street / Chapel	Regeneration – Employment led use
38	Britannia Road	Regeneration – Leisure based
39	Southern' Northam Industrial'	Regeneration – Employment / Leisure based
40	City Commerce Centre	Regeneration – Employment based
41	Central Trading Estate	Regeneration – Employment based
<b>Parks &amp; Open Spaces</b>		
42	Central Parks	Retain character, reinforce active frontages and enhance leisure uses
43	Hoglands Park Buildings	Cultural, sporting and leisure uses
44	Queens Park	Potential park extension and public realm enhancements
<b>Other Sites of Note</b>		
A	City Cruise Terminal (ABP)	Potential redevelopment with linkages via the MDQ to the North / South Spine
B	Holyrood Estate	Improvements to the streetscene and existing environment

C	Kingsland Estate	Improvements to the streetscene and existing environment (local listing)
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The sites on this table relate to the CCAP development sites plan (also see the Issues & Options Proposals Map that shows the exact boundaries of the sites).



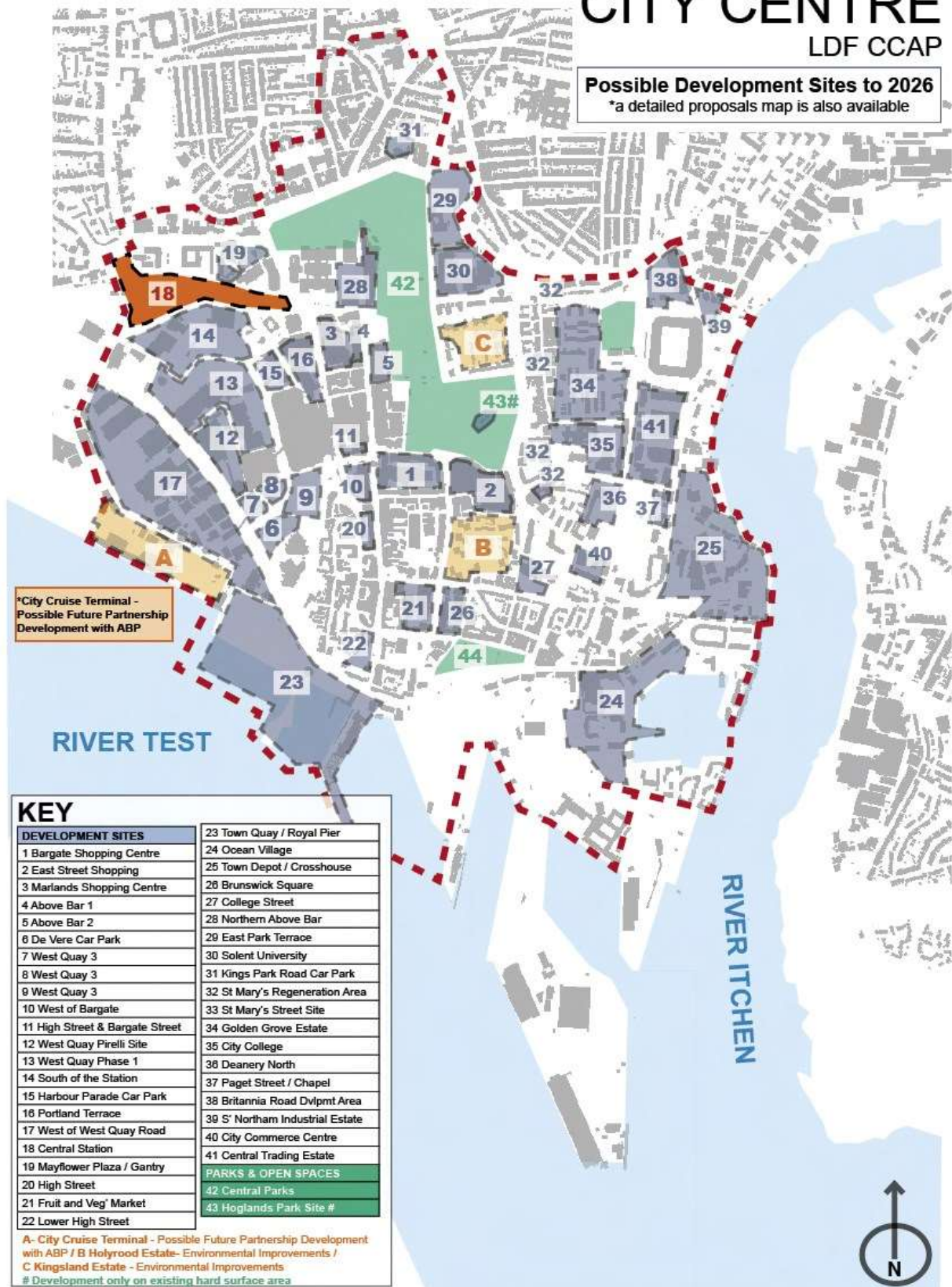
Map 10 Possible Development

Sites to

# CITY CENTRE

LDF CCAP

**Possible Development Sites to 2026**  
\*a detailed proposals map is also available



2026

3.11.1 The Council is already pro-actively working to secure development on many of these sites. The CCAP may retain flexibility over all of the options outlined in section 4 to take into account any changed circumstances and the consultation feedback.

**Please refer to the KEY QUESTION raised earlier in Section 1 regarding any omission sites / other options or possibilities for development or redevelopment.**

# 4 CITY CENTRE OPTIONS FOR THE KEY DEVELOPMENT SITES

## Retail Core

### 4.1 Bargate / Debenhams / East – Street Shopping Area (Sites 1 & 2)

#### Site Constraints

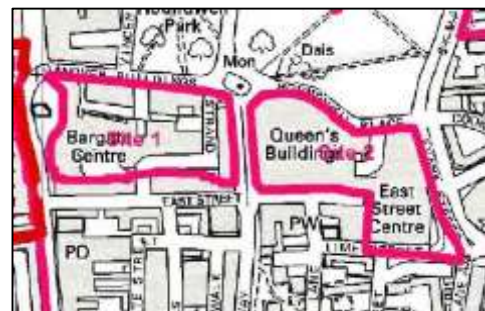
Flooding	Nature Conservation	Heritage Conservation	General
Low Risk	Close to Grade II listed parks	Some locally listed buildings close to Bargate. Also possibilities for further local listing, see para 3.2.16.	None

**Delivery Timescale:** By 2026

**Possible Building Height & Broad Density Sought:** Medium rise (around 4 storey) close to city walls, possibility of higher structures overlooking the park

#### Planning Issues

4.1.1 Bargate is an enclosed 1980s style shopping centre. Its main entrance fronts the mediaeval Bargate and plaza. The development is not sympathetic to and does not make the most of the Town Walls. A redevelopment could create a shopping and street scene which rectifies this. There are also locally listed buildings.



4.1.2 Following the shift of retailing to the West Quay shopping centre, the Bargate centre is presently occupied primarily by youth orientated retail and leisure uses. A redevelopment could facilitate enhanced and enlarged retail provision, capitalising on the potential to create a unique environment around the Town Walls and appealing to niche upper market retailing.

4.1.3 East Street is a healthy secondary shopping asset: providing valuable alternative / independent shopping in the heart of the City Centre. There is scope for pedestrian enhancements and reduced car parking; not pedestrianisation (which would risk undermining this type of trade).

4.1.4 The Debenhams block is a key retail anchor for the eastern end of the primary shopping area. The block should be retained in retail use. If in the longer term Debenhams were to relocate within the city centre and then this block were redeveloped, it should create a positive relationship with the parks.

4.1.5 The East Street shopping centre presents a very unappealing 1970s style design and in terms of perception, blocks access from St Mary's to the City Centre, and has a high vacancy rate. It would be important for a redevelopment to create positive links through to St Mary's.

#### Delivery Issues

- 4.1.6 The Bargate centre and associated multi-storey car park are in one ownership. The adjacent buildings fronting Hannover Buildings and Queens Way are in multiple ownership. Parts of this area include service yards for surrounding shops. The City Centre Capacity Study (Donaldsons – 2007) concludes that the viability of a redevelopment of this area is currently marginal and is only likely to be viable if an anchor store (currently Debenhams) remains to the east. In addition, development costs may have been underestimated given the historic nature of the site. The potential for further residential use on upper storeys should be explored as this would aid viability.
- 4.1.7 The continued presence of Debenhams may depend on the scale of any retail expansion at the major development quarter (which in turn relates to the issues of retail need and sequential approach in the retail section).
- 4.1.8 The East street shopping centre is likely to be viable for mixed use redevelopment. It is too far removed from the prime retail pitch to contribute a significant element of comparison shopping. However, it could be a suitable location for a convenience store.

Options

For Bargate

**Rank your preferences (favoured=1)**

4.1.1 Bargate		Rank
1	Option 1: medium rise development (e.g. around 4 storeys), with the lower floors in retail use, and the upper storeys in residential or mixed use.	<input type="checkbox"/>
2	Option 2: as per option 1, but more upper storeys, particularly in the north east corner overlooking the park (away from the city walls).	<input type="checkbox"/>

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Options for Debenhams

**Rank your preferences (favoured=1)**

4.1.2 Debenhams		Rank
1	Option 1: No specific policy	<input type="checkbox"/>
2	Option 2: Policy promoting retention of retail uses, and allowing retail led redevelopment with residential or mixed use on upper floors	<input type="checkbox"/>

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Options for East Street Shopping Centre

**Rank your preferences (favoured=1)**

4.1.3 East Street Shopping Centre		Rank
1	Option 1: Retain in Primary Shopping Area. Promote redevelopment with retail on ground floor (for example focussing on a convenience store and local / specialist trade) and mixed use above.	<input type="checkbox"/>



<b>2</b>	Option 2: Remove from primary shopping area and allow mixed use redevelopment: retail, hotel, office, residential.	<input type="checkbox"/>
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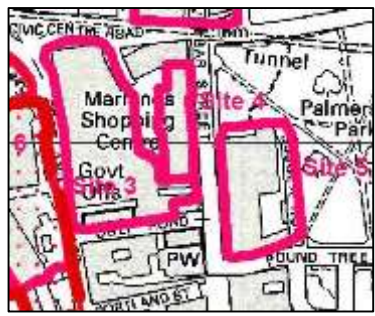
**4.2 Marlands Shopping Centre and Above Bar Street (Sites 3, 4, 5)**

Site Constraints			
Flooding	Nature Conservation	Heritage Conservation	General
Low Risk	Close to Grade II listed parks	One Listed Building	Aerodrome Safeguarding may impact
<b>Delivery Timescale:</b> <i>In situ</i>			
<b>Building Height &amp; Broad Density Sought:</b> Mix depending on context.			

Location

Planning Issues

4.2.1 The Marlands and Above Bar Street form part of the prime shopping area and could form part of a wider retail circuit connecting with the major development quarter. There is the opportunity to create a key entrance point into the main shopping area from the north, and to create high rise high quality development overlooking the park. Retail uses should be retained on the lower floors, with residential or office uses on the upper floors.



Deliverability

4.2.2 The Marlands centre was refurbished in 2006 and is likely to remain in situ. The City Centre Capacity Study (Donaldsons – 2007) advises that the block to the east of Above Bar Street: would be commercially viable for redevelopment to provide retail uses on the lower 2 storeys, with residential above. It advises that the block to the west of Above Bar could be commercially viable for redevelopment on the same basis, although this is more marginal. Further residential uses on upper floors may aid redevelopment. High rise high quality development could create a positive frontage to the parks.

Options

**Rank your preferences (favoured=1)**

4.2 Marlands Shopping Centre and Above Bar Street		Rank
<b>1</b>	Option 1: Four storey development only – retail on lower floors	<input type="checkbox"/>
<b>2</b>	Option 2: Higher number of storeys on all or part of the two Above Bar blocks – retail on lower floors	<input type="checkbox"/>

## **Major Development Quarter: Retail / Leisure / Office Expansion**

### **Major Development Quarter (Sites 6 to 17)**

#### **Site Constraints**

<b>Flooding</b>	<b>Nature Conservation</b>	<b>Heritage Conservation</b>	<b>General</b>
Medium up to High Risk	Local Intertidal Mudflats nr Royal Pier.	Town Walls Grad 1 Listed	None

**Delivery Timescale:** By 2026

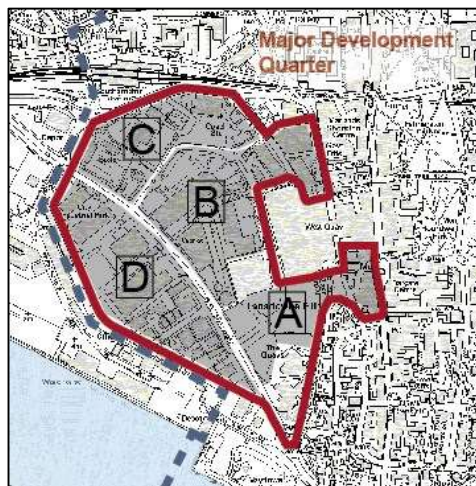
**Possible Building Height & Broad Density Sought:** Promote high density uses, landmarks, views of waterfront, protect key views

#### Location

#### Overall Vision

4.3.1 Much of this area currently consists of low density development. This presents a major opportunity for City Centre expansion to promote more intensive / higher quality buildings, streets and spaces.

4.3.2 Regional retail, leisure and office uses are major destinations and this area provides the opportunity to locate them close to the existing City Centre and railway station. Further retail space (if needed) should be close to the existing primary shopping area. This will be subject to the sequential approach (see retail section). Leisure and office uses can be located further out, still within easy walking distance by new routes of the station and shops. Provided there is appropriate physical capacity, residential development should also be included, to create a wider mix of uses. The ground floors on key routes should present active commercial frontages. Sites within this area may also be suitable for a large casino as indicated in Sections 2.1 and 3.3 earlier.



4.3.3 Development of this area is likely to occur on a phased basis, with different sites coming forward for redevelopment at different times. However, it is important that each individual development contributes to a wider picture for the future of the area as a whole.

#### Connectivity: Transportation and Positive links with the surrounding Cityscape

4.3.4 **Transportation:** The proposals for Central Station will provide an enhanced rail facility to serve the development, and an enhanced bus interchange to serve the western approach to the development. There is also the need for enhanced bus set down facilities on the eastern side of the development (e.g. in the Portland Terrace area). There need to be enhancements to pedestrian and cycle routes leading to this part of the City Centre; and where necessary increases in highway

junction capacity and car parking. Active uses / frontages should be “wrapped around” any new multi-storey car parking.

4.3.5 Other positive pedestrian links (e.g. clearly defined routes, at grade high quality street scene, active frontages). This includes the need to integrate the major development quarter in pedestrian movement terms:

- With the Central station transport interchange, and the opportunity for high density development at that location.
- With the existing primary shopping area, creating commercially viable footfall flows between existing and new prime retail space.
- To the south side of West Quay Road: the existing “Leisure World” facility, and the potential office quarter.
- In the longer term, to a world class new city cruise terminal, facilitated by ABP.
- To the Mayflower Park (central waterside park and home of the boatshow); and Royal Pier / Town Quay (redevelopment to a world class waterfront).

4.4.5 Creation of strong visual corridors and views to: International cruise liners, docked at the City Cruise Terminal and (in the distance) the Mayflower Cruise Terminal; to the Town Walls; the Civic Clock Tower; the Solent Flour Mills; and the West Quay shopping centre and the Skandia building.

### Overall Options- MDQ

#### *Location of Uses*

**Rank your preferences (favoured=1, least favoured=3)**

<b>4.3.1 Major Development Quarter - Location of Uses</b>		<b>Rank</b>
<b>1</b>	Option 1: Set general principles for the location of uses. E.g. – any further retailing should be closest to the primary shopping area.	<input type="checkbox"/>
<b>2</b>	Option 2: Identify specific quarters where a particular mix of uses should start and end, including a specific area for potential retail expansion.	<input type="checkbox"/>
<b>3</b>	Option 3: Identify specific directions / routes uses should take (e.g. retailing towards station, or towards West Quay Road	<input type="checkbox"/>

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#### *Key Routes*

**Rank your preferences (favoured=1)**

<b>4.3.2 Major Development Quarter - Key Routes</b>		<b>Rank</b>
<b>1</b>	Option 1: Specify the general areas between which new / enhanced routes need to be created (e.g. the existing primary shopping area; south of West Quay Road; the waterfront; central station)	<input type="checkbox"/>
<b>2</b>	Option 2: Specify specific locations between which new / enhanced routes need to be created (e.g. Civic Centre Road / Marlands; West Quay shopping centre; West Quay 3 City Plaza; Leisure World; towards City Cruise terminal; Mayflower park / Royal Pier / Town Quay; central station).	<input type="checkbox"/>

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### Public Spaces

As an example there would be the opportunity to create a plaza & boulevard along West Quay Road- further information is outlined in the transport Section 3.3.

#### **Rank your preferences (favoured=1)**

<b>4.3.3 Major Development Quarter - Public Spaces</b>		<b>Rank</b>
<b>1</b>	Option 1: List the opportunities above to be considered.	<input type="checkbox"/>
<b>2</b>	Option 2 List the opportunities above which must be created : somewhere in the development	<input type="checkbox"/>
<b>3</b>	Option 3: State where within the MDQ the opportunities must be created.	<input type="checkbox"/>

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### Visual Links

#### **Rank your preferences (favoured=1)**

<b>4.3.4 Major Development Quarter - Visual Links</b>		<b>Rank</b>
<b>1</b>	Option 1: Identify the key opportunities to create or maintain visual links, and state these should be considered alongside other issues in drawing up specific designs for development.	<input type="checkbox"/>
<b>2</b>	Option 2: Identify specific views which must be retained or established.	<input type="checkbox"/>

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### Community Uses

If a need for a non commercial or community use is identified which could be met in this part of the City Centre:

#### **Rank your preferences (favoured=1)**

<b>4.3.5 Major Development Quarter - Community Uses</b>		<b>Rank</b>
<b>1</b>	Option 1: Specify a specific part of the area where the community use should be provided, as part of a mixed use scheme	<input type="checkbox"/>
<b>2</b>	Option 2: Specify that the need for the community use should be considered in detailed master planning for the area.	<input type="checkbox"/>

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## **Major Development Quarter – Specific Site Options A to D**

Looking at 4 different areas of the quarter, and starting from the east at the existing primary shopping area the following A to D outline the specific options.

### **A South of the West Quay Shopping Centre (Sites 6-11):**

#### **Introduction**

4.3.6 The adopted Local Plan Review, policy MSA6, designates the West Quay 3 area, includes most of the areas below, excluding those designated with an asterix. The local plan proposes the following mixed uses: retail, food and drink, offices, residential, leisure (including multi purpose sports / leisure facility and ice rink). If the Council decided to utilise any licence it received, leisure could include a casino.

4.3.7 Key parts of this area are at an advanced stage in the development / planning process. Taking the area overall, high quality (re)developments, public space creation and street scene enhancements can create elements which form an enhanced link from the heart of the city at the historic Bargate, past new city plaza capitalising on the setting of the Town Walls, to south of West Quay Road, Mayflower Park and Royal Pier / Town Quay.

Breaking this down to spaces and development sites (1 to 3):

**1. Redevelopment of 2 blocks. East of High Street. North of Bargate Street\* (Sites 10 & 11)**

Planning Issues:

4.3.8 The opportunity to create positive links through from the heart of the City Centre by enhancing the setting of the Bargate, Bargate Street and Town Walls. Create an active / public ground floor frontage; and active use of upper storeys to residential / office use.

Deliverability:

4.3.9 These areas are in multiple ownership. The block east of High Street is trading well. Redevelopment is likely to be in the long term. Archaeology is likely to be an issue.

**Rank your preferences (favoured=1)**

4.3.6 MDQ South of the West Quay shopping centre- East of High Street. North of Bargate Street		Rank
1	Option 1: Ground floor A1 retail (shops) only, with residential / mixed use above	<input type="checkbox"/>
2	Option 2: Ground floor: Most or all A class retail (eg shops, cafes, restaurants, possibly excluding financial services / hot food takeaways)	<input type="checkbox"/>

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**2. Castle Way Area (Site 10), City Plaza and Western Esplanade (Sites 6 to 9).**

Planning Issues:

4.3.10 The Castle Way area has the opportunity to create public space above the town walls to form a distinctive open space. The Castle Way area is also a key part of the bus network and a set down area which could be enhanced. Below the walls, opportunity to create city plaza setting to Town Walls, fronted by active retail /leisure uses (and possibly a site for a casino); and a landmark development with views over the waterfront, city and towards the New Forest. Promote high quality routes to the south (along Western Esplanade) and to the west (towards the rest of the MDQ and the station).

Deliverability:

4.3.11 The site is owned by the City Council. Hammersons are the preferred developer and they are working up a scheme to meet the above aspirations. A planning application is anticipated in 2007.

Options:

**KEY QUESTION 30: *The City Council's aspiration is to deliver the above concept for 'West Quay 3', and it is expected this will be achieved prior to the adoption of the Action Plan. Do you have any comments?***

Development Securities Sites; De Vere Grand Harbour Hotel car park.

Planning Issues

4.3.12 Part of the development securities site has a planning application for the Carnival P&O office HQ: this represents a major economic boost for the city. A mixed use office / residential / leisure scheme is being prepared for the remainder of the site. This part of the site is one of the possible locations for a large casino. The Quays Leisure Complex and De Vere Grand Harbour hotel are key existing assets. If it can be developed, the De Vere car park site could provide office or conference centre development.

Deliverability

4.3.13 Development Security sites: No significant physical constraints on the development site. Implementation of the mixed use scheme depends on market demand. Schemes are in advanced state of preparation. De Vere Grand Harbour hotel car park: The release of this site depends on De Vere's interests and market demand.

Options

**KEY QUESTIONS 31: *Development Security sites: The City Council's aspiration is to deliver the above concepts, and it is expected this will be achieved prior to the adoption of the Action Plan. Do you have any comments?***

***De Vere car park: Viable options will very much depend on securing a scheme complementary to De Vere's hotel operation (e.g. offices or conference centre) for which there is market demand. Do you have any comments?***

**B West Quay Retail Park; Asda / Car Parks / Pirelli (Sites 12, 13 & 15, 16)**

Planning Issues

4.3.14 This area could create, if needed, a retail expansion to the primary shopping area. The City Centre capacity study (Donaldsons) considers the possibility of 3 storeys of retail development. With a greater number of storeys, the scheme could be mixed use. It could also offer roof top space with views over the waterfront. Retail space would need to be linked to the existing shopping area in the following two areas.

*The Asda / Car Parks Area with Marlands / Civic Centre*

4.3.15 A potential redevelopment of the Asda site, and / or relocation of the Marlands / Portland Terrace car parks could create a new development block with a clear pedestrian avenue leading from the Marlands Centre into the MDQ. Associated issues are the needs for convenience shopping and parking provision for the City Centre. A link between the MDQ and the existing centre at this point could combine with a possible Civic Centre Plaza.

*West Quay Retail Park / Pirelli with West Quay shopping centre and WQ3*

4.3.16 There is an existing link from the lower ground atrium of the West Quay shopping centre to its multi storey car park. This could be connected to a wider bridge to link directly to the West Quay retail park. Alternatively a new direct link could be created from the West Quay shopping centre. A new link will be created from the WQ3 city plaza towards the retail park.

*The Pirelli site*

4.3.17 IKEA are working up a scheme for a new store on this site with new links to the West Quay shopping mall. A planning application is expected imminently.

Delivery Issues:

4.3.18 The West Quay 2 shopping centre, Asda site and Portland Terrace car park are privately owned. A dialogue is required with the owners to establish their aspirations. The freehold of the West Quay retail park is owned by the City Council, though they are on a very long lease to one private interest. The retail warehouses are trading strongly and so are unlikely to become available until the long term. The long lease holder is promoting a higher density redevelopment in that time frame.

Options

Linkages

**Rank your preferences (favoured=1)**

<b>4.3.8 MDQ West Quay retail park; Asda / Car Parks – Linkages</b>		<b>Rank</b>
<b>1</b>	Option 1: Specify in which locations new linkages from the new development to the primary shopping area should be created, e.g.: at West Quay shopping centre and / or Portland Terrace by Marlands.	<input type="checkbox"/>
<b>2</b>	Option 2: Simply state the principle that new development must create good pedestrian links with the primary shopping area with active frontages, and create a series of east – west linkages. Leave flexibility about how this is achieved.	<input type="checkbox"/>

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Land-use

The first priority for this area should be to provide the retail space which cannot be delivered within the existing primary shopping area.

**Rank your preferences (favoured=1)**

<b>4.3.9 MDQ West Quay retail park; Asda / Car Parks – Land-use</b>		<b>Rank</b>
<b>1</b>	Option 1: Development should be entirely retail led.	<input type="checkbox"/>
<b>2</b>	Option 2: Development should be retail led, but include a mix of other uses (e.g. housing, offices, and / or community uses).	<input type="checkbox"/>

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**KEY QUESTION 32: In addition, if some of the retail development is not needed until beyond 2026, should space be safeguarded for it?**

**KEY QUESTION 33: Format of development- Options for height and mixed use above?**

**C Northern Fringes (Site 14)**

Planning Issues

4.3.19 For a variety of reasons, parts of this area are likely to remain in situ. Key opportunities or issues include:

- The creation of a clear pedestrian route from the central station into the MDQ (and through to the existing City Centre);



- The possibility of creating redeveloped (and attractively designed) space for bulky goods retailing, to facilitate the redevelopment of the overall MDQ;
- The opportunity to provide higher density development;
- The possibility to better link the coach and railway stations.

Deliverability

4.3.20 There are a number of substantial buildings likely to remain in situ: in the east: Skandia HQ (a major economic asset); the student halls; and in the south west: the hotels / restaurants. The major electricity sub station would be very costly to relocate and is likely to remain in situ. Discussion is needed with the operators of the coach station to understand their long term aspirations. The retail warehouses on the site are trading strongly and so are unlikely to become available in the short to medium term.

Options for the retail warehouse area

**Rank your preferences (favoured=1, least =4)**

<b>4.3.10 MDQ Northern Fringes</b>		<b>Rank</b>
<b>1</b>	Option 1: Redevelop to continue to provide bulky goods retail formats, though to a far more attractive design. Retain as single storey retail use.	<input type="checkbox"/>
<b>2</b>	Option 2: As option 1 but with residential and / or office uses on upper storeys.	<input type="checkbox"/>
<b>3</b>	Option 3: Redevelop to provide non bulky retailing (subject to the sequential approach), including possibly a major convenience store	<input type="checkbox"/>
<b>4</b>	Option 4: Redevelop to provide residential and / or office led scheme.	<input type="checkbox"/>

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**D South of West Quay Road (Site 17)**

Planning Issues.

4.3.21 The Leisure World complex is a key leisure facility for the City Centre, including a major multiplex cinema. The design is a basic 1990s style “box” and current links to the main shopping area are poor. The industrial areas on either side are fully occupied and are safeguarded as such in the adopted local plan. The PUSH objectives for higher economic growth assume major growth in office sectors. The overall area offers the potential for redevelopment to a far higher employment density, as an office quarter within an easy walk of the central railway station. The need for industrial land in the city is being reviewed.

4.3.22 Redevelopment of this area offers the opportunity to create views from upper storeys and rooftop spaces across the docks and waterfront. There is also the possibility of creating a direct link with a redeveloped City Cruise terminal destination and waterfront, should ABP chose to facilitate this. The Holiday Inn area is a potential key link in creating connections between the waterfront Mayflower Park and the major development quarter / wider city centre.

Delivery Issues

4.3.23 An office quarter is likely to create the values to make a redevelopment viable. The Leisure World and / or Holiday Inn buildings may be in need of redevelopment towards the end of the plan period.

Options

**Rank your preferences (favoured=1, least =4)**

4.3.11 MDQ South of West Quay Road		Rank
1	Option 1: Promote a redevelopment of the two industrial areas to provide: <ul style="list-style-type: none"> <li>• an office quarter</li> <li>• an office led scheme with some mix of uses (e.g. housing or leisure)</li> <li>• a mixed use scheme with some offices, some residential and some leisure uses</li> </ul>	<input type="checkbox"/>
2	Option 2: Promote a comprehensive redevelopment of the whole area, including the Leisure World complex and / or Holiday Inn area.	<input type="checkbox"/>
3	Option 3: Promote a mixed-use office or leisure scheme.	<input type="checkbox"/>
4	Option 4: Retain for industrial use, or include an element of light industry in a mixed use scheme	<input type="checkbox"/>

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**Other Issues**

Combined Heat and Power Geothermal Station.

4.3.24 Section 3.4 outlined the options for CHP. In terms of the MDQ the operator is understood to be interested in expanding the facility and hence the area required. A relocation could be facilitated as part of a high value redevelopment in the major development quarter. Expansion of the facility’s capacity could help a developer meet the sustainable energy requirements for the MDQ.

Flooding

4.3.25 Most of the MDQ is in the areas at medium or high risk from tidal flooding. In terms of PPS25 (Development and Flood Risk), the retail, office and most of the leisure uses envisaged for the MDQ are low risk uses which in principle can be located in the areas of flood risk, subject to detailed considerations. Residential uses would not be appropriate on the ground floor, and on upper floors would require a means of evacuation. A strategic flood risk assessment is being conducted which will inform the Core Strategy. A further flood risk assessment will be required when specific proposals come forward at planning application stage.

**Enhanced Transport Interchange**

**4.4 Central Station (Site 18)**

**Site Constraints**

Flooding	Nature Conservation	Heritage Conservation	General
Low Risk	None	None	None

**Delivery Timescale:** *By 2026*

**Possible Building Height & Broad Density Sought:** Subject to master planning, tall / high density development.

Location

Planning Issues

4.4.1 The adopted Local Plan Review, policy MSA 2, promotes a comprehensive transport interchange / and office / hotel development concept. This concept remains sound, with the opportunity to create:



- An enhanced transport interchange and gateway to the city, including:
- A higher quality and higher capacity rail and city wide bus interchange;
- Better pedestrian links to the City Centre, and enhanced links to the rest of the city to the north;
- High density office or hotel development to capitalise on the sites accessibility and location in an established commercial office area and help deliver the PUSH economic objectives.

There is a small area of open space to the north and east of the Central station within this site which is currently protected by the adopted local plan. The space is not well used for recreation. Could this space be developed? If so, should it be replaced, at least in part, by a plaza or alternative space?

Deliverability Issues

4.4.2 The potential development sites are owned by Network Rail or Southampton City Council. The cost of bridging over an operational railway line to create new facilities would be high, so would depend on strong market demand and an investment commitment from Network Rail. In order to be viable residential may have to be considered as part of mixed uses. The site also includes the Nelsons gate car park area.

**Rank your preferences (favoured=1, least =3)**

4.4 Central Station – Design of the Development		Rank
1	Option 1: The creation of a major plaza / passenger concourse over the railway station.	<input type="checkbox"/>
2	Option 2: The creation of a smaller passenger concourse over the railway station	<input type="checkbox"/>
3	Option 3: Enhanced passenger concourses / facilities at ground level on either side of the railway station.	<input type="checkbox"/>

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4.4.3 All options to include improved interchange facilities between rail, bus and taxi. There are also opportunities to incorporate the small areas of parkland between Blechynden Terrace and the railway as part of a wider development that also brought forward enhanced public space, movement and linkages from Civic Centre Square to the station area.

*Mix of Uses*

**Rank your preferences (favoured=1)**

4.4 Central Station – Mix of Development		Rank
1	Option 1: Any mix of office and hotel use, with retailing limited in scale and type to that ancillary to the transport interchange.	<input type="checkbox"/>
2	Option 2: Any mix of office and hotel use; a smaller element of residential; a smaller element of retail use (above option 1).	<input type="checkbox"/>
3	Option 3: As option 2, still led by a mixed use office / hotel scheme, though with a larger element of residential use if required to help deliver Central Station improvements	<input type="checkbox"/>

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**4.5 Mayflower Plaza (Site 19)**

Site Constraints			
Flooding	Nature Conservation	Heritage Conservation	General
Low Risk	Close to Grade II listed parks	None	None
Delivery Timescale: By 2012			
Possible Building Height & Broad Density Sought: Tall building overlooking park			

Location

Planning Issues

4.5.1 The Local Plan Review policy MSA10, promotes mixed residential, office, and leisure and bars / restaurants, etc. The supporting text expects a substantial office element, and enhanced links to the Mayflower Theatre, including “pre theatre” bars / restaurants. Planning permission for a mixed use including mainly offices was granted in 2005, but not yet implemented.



4.5.2 The reasons for the Local Plan Review’s approach remain in place. The site is close to the central railway station, overlooks the parks, and is close to existing commercial / civic office locations. Therefore it is a good site for a high density ‘landmark’ office led development, to meet PUSH economic objectives. For similar reasons the site would be suitable for some high density residential development, although this is unlikely to be able to capitalise quite as much on the accessible location. There should be an active / public ground floor frontage to surrounding streets.

Deliverability Issues

4.5.3 The site is cleared and in one private ownership. The site is sloping and would require a decked construction. This equates to a high “upfront” capital cost for a developer. In the current market an office scheme is only likely to proceed with a “pre-let”.

Options

4.5.4 Implement the current planning permission; or implement a scheme in line with the adopted Local Plan Review policy. (The Council will welcome early delivery of this scheme).

**Rank your preferences (favoured=1, least favoured=3)**

4.5 Mayflower Plaza		Rank
<b>In-terms of a policy for the Action Plan :</b>		
1	Option 1: Any scheme should provide active / public ground floor uses. Should this be just on Commercial Road; or on the whole street frontage?	<input type="checkbox"/>
2	Option 2: Promote an office led scheme, with limited residential development.	<input type="checkbox"/>
3	Option 3: Promote a mixed use scheme, with a significant office element, though with up to 50% residential allowed.	<input type="checkbox"/>

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**KEY QUESTION 34: *Mayflower Plaza- Any design options?***

**The Gantry (Site 19 B)**

Planning / Deliverability Issues

4.5.5 The site is close to the main railway station, and adjacent to the Wyndham Court residential flats. The general location would be suitable for a range of uses: offices; hotel; residential; or cultural. The lack of main road frontage and proximity to residential flats may reduce the commercial attractiveness of the site for office development. Overshadowing of the flats is a constraint to high density development. The site is adjacent to the Mayflower theatre.

4.5.6 The City Council is working with partners on a scheme for around 100 residential flats and improved loading bay for the theatre. A planning application is currently expected in 2007.

Options.

4.5.7 This site is likely to be developed before the Action Plan is adopted. The site provides the opportunity for any reasonable and practical needs of the theatre to be considered. Given the constraints, flexibility should be retained to enable residential, office, hotel or cultural development.

**KEY QUESTION 35: *Comments over the future for the Gantry?***

**Old Town**

**4.6 High Street (Site 20)**

**Site Constraints**

Flooding	Nature Conservation	Heritage Conservation	General
Low Risk	None	Old Town Conservation Area	None

**Delivery Timescale:** By 2026

**Building Height & Broad Density Sought:** Higher, Mix of heights- Four to Six Storeys

Location

Planning Issues

4.6.1 This site is in the primary shopping area. The High Street was once characterised by a vibrant mix of Victorian and Edwardian architectural styles. Post war rebuilding left a legacy of poor architecture in places. The 'High Street' site includes a number of properties, 144-164 (even) High Street and 21, 23, 25-35 and 41 Castle Way. The site has a poor relationship with Castle Way to the rear, whilst rear servicing could be better utilised via underground access. There seem opportunities to redevelop the site creating a higher quality and a mix of architectural styles to 'break up' the frontage to the High Street and create a frontage onto Castle Way. The site could be intensified to accommodate further commercial and residential with active frontages on the ground utilising a range of cultural, leisure and tourism uses. Large scale comparison retailing would not be preferred given the planned concentrations to the north.



Delivery Issues

4.6.2 The land on Castle Way is in private ownership. The majority of the freehold on the land on the High Street is held by the City Council. Regeneration funding may be the most viable options to bring forward this land, whilst compulsory purchase of the land on Castle Way would aid a more comprehensive development. Longer leaseholders may have to be bought out. It may be likely that the site will have to be redeveloped given the build quality of the original development over the plan period.

Options

**Rank your preferences (favoured=1)**

4.6 High Street		Rank
1	Option 1: Redevelop the site as a whole for a mix of uses incorporating residential, commercial, creative industries and utilising a range of cultural and leisure uses on the ground floors;	<input type="checkbox"/>
2	Option 2: As above but instead create individual development sites, incorporating a larger range of uses and differing architectural styles;	<input type="checkbox"/>
3	Option 2: Retain as existing, including retail on ground floor	<input type="checkbox"/>

Please either photocopy this page, complete and submit or use the official comment form available.

**4.7 Fruit & Veg' Market (Site 21)**

**Site Constraints**

Flooding	Nature Conservation	Heritage Conservation	General
Low Risk	None	None	None

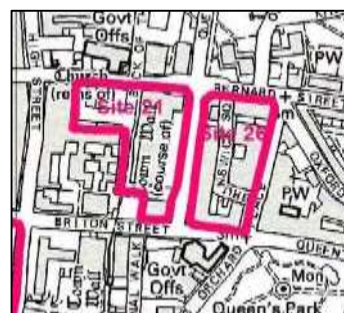
**Delivery Timescale:** By 2017

**Building Height & Broad Density Sought:** Higher, Mix of heights- Three to Seven Storeys

Location

### Planning Issues

4.7.1 The site measures 1.3 hectares of relatively underused land. There are opportunities for either a residential-led development which incorporates a strong active frontage on the ground floor that continues and re-enforces the linkages between the main shopping area and Oxford Street / Ocean Village area or an employment-led development. The site would be suitable for a mix of types and tenures including family townhouses and perhaps also student accommodation. The site is also ideally suited to accommodate a potential CHP plant to serve the wider area and the Old Town (see section 3.4). The redevelopment would also contribute to public realm enhancements in the area. The site may also have the potential to accommodate smaller leisure and sporting facilities to serve the central communities. A higher density would be appropriate.



### Delivery Issues

4.7.2 The site is expected to come forward for redevelopment within the period of the plan, the majority of the freehold being held by the City Council. Some leases are about to expire although the fruit & veg' functions will have to relocate to an out of centre site. There may be opportunities to redevelop the site and retain the existing commercial uses as intensification.

### Options

#### **Rank your preferences (favoured=1, least 5)**

<b>4.7 Fruit &amp; Veg' Market</b>		<b>Rank</b>
<b>1</b>	Option 1: Allocate the site only for residential purposes;	<input type="checkbox"/>
<b>2</b>	Option 2: Require a mix of uses which are predominately residentialled including student accommodation with active frontages on the ground floor including small scale convenience retailing, leisure and sport also incorporating CHP facilities for the surrounding district;	<input type="checkbox"/>
<b>3</b>	Option 3: Allocate the site for employment generating uses including light industry, offices, creative industries and leisure uses.	<input type="checkbox"/>
<b>4</b>	Option 4: Apply a flexible approach to the site looking at a mix of Option 2 & 3 with connections to the broader CHP network.	<input type="checkbox"/>
<b>5</b>	Option 5: Retain as existing or develop the site and retain an element for the present use (as an intensification) incorporating any of Options 1 to 4 selected as being: -	<input type="checkbox"/>

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#### **4.8 Lower High Street (Site 22)**

##### **Site Constraints**

<b>Flooding</b>	<b>Nature Conservation</b>	<b>Heritage Conservation</b>	<b>General</b>
<i>Low Risk</i>	<i>Open space biodiversity issues</i>	<i>Old Town Conservation Area</i>	<i>Open Space / Historic Volts</i>



**Delivery Timescale:** *By 2026*

**Building Height & Broad Density Sought:** *Higher – Taller structure on available footprint*

Location

Planning Issues

4.8.1 The site presents significant opportunities for a cultural, leisure or tourism uses to help ‘pull’ or attract visitors south down the North / South Spine and toward the Royal Pier / Town Quay area. There are though considerable constraints that affect delivery (see below). Part of the site is car parking that could be used more efficiently. St John’s Primary School also forms part of the site. There are also opportunities to make better use of the city’s archaeological remains as visitor attractions via a redevelopment



Delivery Issues

4.8.2 St John’s School, heritage, archaeology and open spaces are key constraints. This includes Quilter’s Vault, and Canute’s Palace. Development may have to involve a taller structure to be viable on a smaller available footprint. Construction would be possible over the vaults providing that the opportunity to open these up is taken. The School may also wish to explore options to redevelop / expand on its existing site.

Options

**Rank your preferences (favoured=1)**

4.8 Lower High Street		Rank
1	Option 1: Safeguard the school site, promote tourist / cultural based uses which seek to make the best of the maritime and other heritage factors and also open space;	<input type="checkbox"/>
2	Option 2: Promote a residential-led mixed use scheme, retain the School, retain open space and existing heritage aspects;	<input type="checkbox"/>
3	Option 3: Leave the site as is presently and allocate partly as open space.	<input type="checkbox"/>

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**Waterfront Destinations**

**4.9 Town Quay / Royal Pier / Mayflower Park (Site 23)**

**Site Constraints**

Flooding	Nature Conservation	Heritage Conservation	General
<i>High Risk</i>	<i>Habitats and Intertidal Mudflat Implications</i>	<i>Royal Pier and Relationship to Town Walls</i>	<i>Hampshire Act 1983 Southern Railway Act 1927</i>

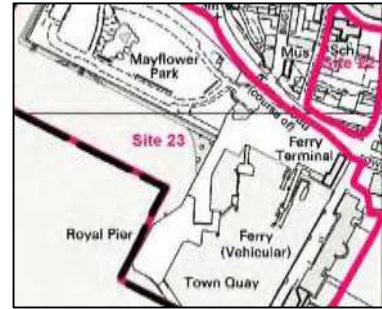
**Delivery Timescale:** *By 2026*

**Possible Building Height & Broad Density Sought:** Will depend on a masterplan. Potential for taller structures overlooking the waterfront, having consideration for the setting of / views from Old Town / Town Walls.

### Location

### Planning Issues

4.9.1 Town Quay and Royal Pier are currently a major underutilised opportunity for the City Centre. The area presents an opportunity to create a key leisure / casino, retail or other destination with office and / or residential development, to connect the City Centre to a distinctive outward looking waterfront, and to draw people through the historic old town. Current development concepts focus on the area between Royal Pier and Town Quay, although this could broaden to include Town Quay (see delivery section). Maintaining some views of and enhancing the setting of historic buildings to the north of Town Quay Road is an issue. The site can connect to the “north south spine” streetscene improvements, and to enhanced links to Ocean Village along the Canute Road corridor. Enhancement of the pedestrian crossing over Town Quay road is an issue (this could conflict with highway capacity issues). The local ferry terminals take a significant part of the site, and would need to be incorporated in a redevelopment or relocated (perhaps to the Dock Gate 4 area).



4.9.2 There is the potential to enhance Mayflower Park as a city centre waterside park, and to provide an enlarged park (by reclaiming land from Southampton Water) to provide a permanent home for the boatshow. This could be better connected to the major development quarter and the wider city centre if links can be created through the present Holiday Inn area. There is also the potential to investigate providing a renewable energy scheme at Mayflower Park (eg wind turbine or tidal power).

4.9.3 The impact on the Solent and Southampton Water (SPA) international environmental designation of any land reclamation or piling would require the first stage of, and probably a full “Appropriate Assessment” under the Habitats Regulations.

4.9.4 The area is considered an appropriate location for leisure / café / bar / restaurant and office uses. Leisure could include a casino, if the Council decides to utilise any licence it receives. It could also be an appropriate location for retail and residential uses. Any retail development would be outside the existing primary shopping area (PSA). The principle of, and the appropriate scale of retail development should consider PPS6 issues, the potential to create links to the PSA and the potential for waterfront regeneration. The site is at risk from flooding (see section on flooding in development constraints). This will be a particular issue for residential development, and in any case will require mitigation measures.

4.9.5 The transport enhancements to address highway congestion in the nearby area have been outlined in Section 3.2 earlier. Longer term it may be that Red Funnel relocate to ease capacity concerns.

### Deliverability Issues

4.9.6 The development concept currently envisaged includes an enhancement of Royal Pier and development of the area between Royal Pier and Town Quay (eg the present Red Funnel terminal and over the water). In the future it is also possible that Town Quay itself becomes incorporated into a development scheme. To draw people down from the main shopping area, and to pay for construction over the

water, development will need to be large to be commercially viable. (In terms of construction over the water reclamation and particularly piling will be expensive). A substantial element of residential development is likely to be required at Royal Pier / Town Quay if it is to fund enhancements / extensions to Mayflower Park as well. Physically, the existing Town Quay is unlikely to be able to support more intensive development. The need for an appropriate assessment under the Habitat regulations will be a key determinant of the extent of piling and reclamation. (Reclamation is likely to generate the most environmental issues). The operational requirements of ABP (who are a significant landowner on the site), and the flood risk issues, may limit the amount of higher value residential development. Is it practical to relocate the ferry terminal? If the PUSH strategy to focus development in urban areas is successful, it will raise land values and help delivery. The value generated by a large casino may also aid delivery. The mix and flexibility on range of uses which are appropriate will be a key determinant of values generated. Inclusion of retail and residential in a scheme are likely to help overall delivery.

- 4.9.7 So whilst there are major delivery issues to resolve, there also solutions to be explored. The delivery of a comprehensive redevelopment to create a key waterfront destination would do much to reconnect the city to its unique waterfront.

#### Overall Options

**Rank your preferences (favoured=1, least favoured=6)**

<b>4.9.1 Royal Pier / Town Quay / Mayflower Park</b>		<b>Rank</b>
<b>1</b>	Option 1: Relocation of Red Funnel ferry terminals if possible and redevelopment of ferry terminal site. Enhancements to re-open Royal Pier. No further development over the water. Enhancements to Mayflower Park.	<input type="checkbox"/>
<b>2</b>	Option 2: Comprehensive Redevelopment, including reprovision on site of ferry terminal. Development over the water covering the whole basin between Royal Pier and Town Quay. Enhancements to re-open Royal Pier. Enhancements and extension to Mayflower Park.	<input type="checkbox"/>
<b>3</b>	Option 3: As per option 3, but development over the water covering only half the basin between Royal Pier and Town Quay.	<input type="checkbox"/>
<b>4</b>	Option 4: (This could be added on to other options): Rebuilding of Town Quay on existing footprint to enable more intensive development on that pier.	<input type="checkbox"/>
<b>5</b>	Option 5: To be considered only if the above cannot be delivered. No extension to Mayflower Park. Seek public funding from national / regional bodies to enhance Royal Pier and / or Mayflower Park. Town Quay / ferry terminal remains as present.	<input type="checkbox"/>

<b>6</b>	Option 6: Other Suggestions	<input type="checkbox"/>
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**KEY QUESTION 36: What do you see as the future for Royal Pier, Town Quay & Mayflower Park?**

Options on Mix of Uses

**Which of the following mix of uses do you consider appropriate at Royal Pier / Town Quay?**

**Rank your preferences (favoured=1, least favoured=3)**

4.9.2 Royal Pier / Town Quay / Mayflower Park		Rank
<b>1</b>	Option 1: Leisure, Cafes, Bars, Restaurants and / or offices.	<input type="checkbox"/>
<b>2</b>	Option 2: Option 1 + retail	<input type="checkbox"/>
<b>3</b>	Option 3: Option 2 + some residential	<input type="checkbox"/>
<b>4</b>	Option 4: Option 3 + significant residential	<input type="checkbox"/>

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**4.10 Ocean Village (Site 24)**

**Site Constraints**

Flooding	Nature Conservation	Heritage Conservation	General
High Risk	None	None	None

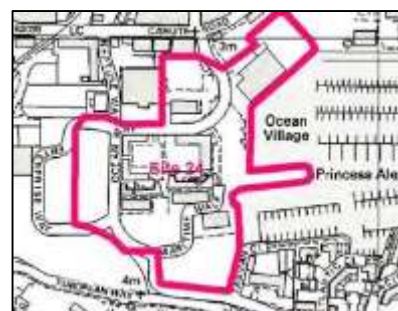
**Delivery Timescale: eBy 2012**

**Possible Building Height & Broad Density Sought: Mix depending on context – Mirror existing**

Location

Planning Issues

4.10.1 Ocean Village has been subject to a large amount of redevelopment over the past five years. New residential, cultural, leisure and tourist facilities have been granted permission with some sites now built out. There still presents some opportunities to continue waterside development, public realm and transport / access enhancements in the area. In particular, the range of facilities on offer, measures to address a car dominated Streetscene; attractiveness and connectivity with the rest of the City Centre. There are also opportunities to locate a CHP plant in the area to serve the whole of the Ocean Village area. This could be based at the National Oceanography Centre which remains a key anchor site. An expansion of small scale retailing may also be an option providing that the individual units do not threaten the Primary Shopping Area. Units of below 750 square metres in size and not exceeding a total of 3,000 square metres could be encouraged, effectively making the area a 'Local Centre'.



Deliverability Issues

4.10.2 Much of the site is in private ownership with large areas owned by Marina Development Limited (MDL). Many of the proposed developments are coming forward.

Options

**Rank your preferences (favoured=1)**

4.10 Ocean Village		Rank
1	Option 1: Adopt a future presumption against redevelopment in the area consolidating existing development with public realm and transport enhancements;	<input type="checkbox"/>
2	Option 2: Encourage an intensification of a mix of residential, cultural, leisure, tourist, small scale retail and office uses in the area with appropriate infrastructure.	<input type="checkbox"/>

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**4.11 Town Depot / Cross House (Site 25)**

**Site Constraints**

Flooding	Nature Conservation	Heritage Conservation	General
Low Risk	Small areas of mudflat adjacent – not European designation	Close to Grade II listed buildings	None

**Delivery Timescale:** By 2026

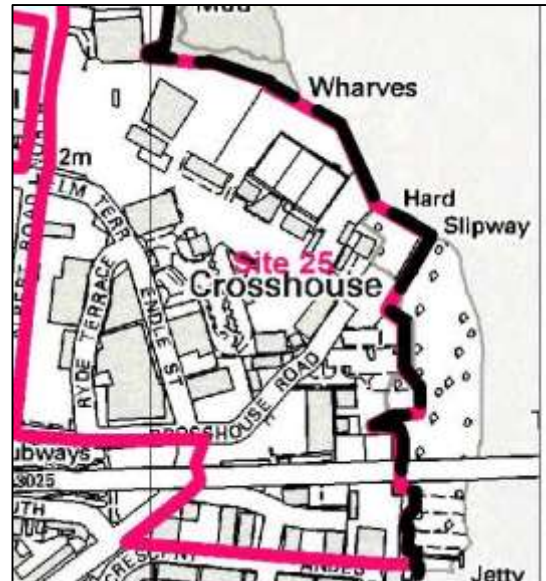
**Possible Building Height & Broad Density Sought:** Potential for tall development overlooking waterfront

Location

Planning Issues

4.11.1 This site may form part of the proposed Eastern Regeneration Quarter (see the Boundary & Quarter options given earlier).

4.11.2 The area provides the opportunity to create a waterside development and extended walkway leading up from Ocean Village. The site includes one listed building and a wider redevelopment may enable this to be converted. The western part of the area includes some informal industrial uses not safeguarded in the local plan. The southern part of the area includes industrial uses which are safeguarded in the current local plan. Should an element of light industrial uses be incorporated in a redevelopment?



The area is at risk from flooding, and this will create significant issues to resolve in relation to residential development.

#### Deliverability Issues

4.11.3 The Council is the freehold owner of Town Depot; and of the Cross House area (industrial and community leases have redevelopment clauses). American Wharf, immediately to the north, is currently on the market.

4.11.4 At this stage, to make a scheme viable, it is likely to need a comprehensive redevelopment of the whole area and be residential led (which depends on overcoming flood risk issues).

4.11.5 A fuller assessment of constraints is required to establish the financial viability of a scheme. There are two unusual constraints: the cost of repairing the sea wall; and the presence of storm drainage tanks for the City Centre, which are unlikely to be capable of relocation.

4.11.6 Town Depot is currently safeguarded in its entirety for a waste facility, based on a waste concept which is now outdated in terms of this location. There are two existing waste facilities on the site, taking around 15% of its area: a transfer depot and the household waste recycling centre. The review of the waste sites plan provides the opportunity to consider introducing more flexibility, including complete redevelopment if the relocation of the existing waste facilities can be secured.

4.11.7 The majority of Town Depot consists of the Council's main direct service depots (highways, housing, open space, waste vehicles). The Council needs to establish the needs of these functions if they are relocated, in which case sites could be secured in the open market place.

4.11.8 The Cross House Hard area includes community sailing / water activity uses, which would need to be incorporated in a redevelopment; a public car park and a range of industrial units.



4.11.9 What is the demand in this location for non residential uses?

Options

4.11.10 Mix of uses, to include community sailing / water activities.

**Rank your preferences (favoured=1)**

4.11 Town Depot / Cross House		Rank
1	Option 1: Entirely housing led.	<input type="checkbox"/>
2	Option 2: Housing led with cafes / bars fronting waterfront.	<input type="checkbox"/>
3	Option 3: Housing led with cafes / bars, and some small scale business uses (offices and or light industry), and a community use.	<input type="checkbox"/>
4	Option 4: Option 2 or 3 with a wider mix of uses aswell: housing, office, hotel	

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**South East / Oxford Street Area**

**4.12 Brunswick Square (Site 26)**

**Site Constraints**

Flooding	Nature Conservation	Heritage Conservation	General
Low Risk	None	None	None

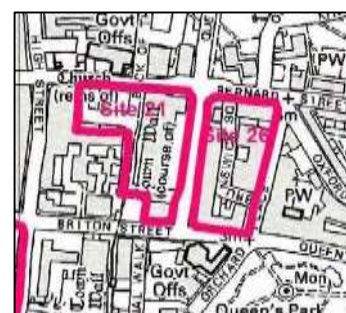
**Delivery Timescale:** By 2017

**Building Height & Broad Density Sought:** Medium Density – Four to Six Storeys

Location

Planning Issues

4.12.1 The site to east of site 21 (Fruit & Veg' market) is also made up of relatively underused land. There are opportunities for either a residential-led development which incorporates a strong active frontage or defensible space on the ground floor or an employment-led development. The site would be suitable for a mix of types and tenures including family townhouses and perhaps also student accommodation. The site is also ideally suited to accommodate a potential CHP plant (or at least connect with one nearby on site 21 as proposed earlier); this would serve the wider area and the Old Town (see section 3.4). The redevelopment would also contribute to public realm enhancements in the area. The site may also have the potential to accommodate smaller leisure and sporting facilities to serve the central communities. A higher density would be appropriate.



Delivery Issues

4.12.2 Part of the site is owned by the City Council and could come forward via asset management. The rest of the site includes some vacant uses. A comprehensive proposal would be desirable that included a perimeter block style of development



building over the road link of Brunswick Square creating a new public space in the centre.

Options

**Rank your preferences (favoured=1, least 5)**

4.12 Brunswick Square		Rank
1	Option 1: Allocate the site only for residential purposes;	<input type="checkbox"/>
2	Option 2: Require a mix of uses which are predominately residential including student accommodation with active frontages on the ground floor including small scale convenience retailing, leisure and sport also incorporating CHP facilities for the surrounding district;	<input type="checkbox"/>
3	Option 3: Allocate the site for employment generating uses including light industry, offices, creative industries and leisure uses.	<input type="checkbox"/>
4	Option 4: Apply a flexible approach to the site looking at a mix of Option 2 & 3 with connections to the broader CHP network.	<input type="checkbox"/>
5	Option 5: Retain as existing or develop the site and retain an element for the present use (as an intensification) incorporating any of Options 1 to 4 selected as being: -	<input type="checkbox"/>

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**4.13 College Street (Site 27)**

**Site Constraints**

Flooding	Nature Conservation	Heritage Conservation	General
Medium Risk	None	None	None

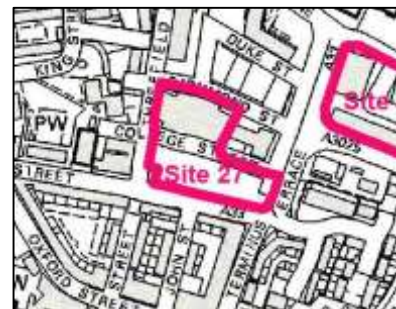
**Delivery Timescale:** By 2017

**Building Height & Broad Density Sought:** Higher, Mix of heights- Three to Five Storeys

Location

Planning Issues

4.13.1 The College Street site is presently a car park that is relatively popular. There are opportunities to include a mixed use development making a better use of land incorporating commercial offices and residential with some active frontages on the ground floor perhaps incorporating small scale convenience retailing or café uses extending those on Oxford Street to the south. A taller structure may also be possible. Whether the car parking could be retained on a ground floor or new basement level is also a possibility.



Delivery Issues

4.13.2 The site is owned by the City Council and could come forward as part of asset management. The freehold could be retained along with the element of public car parking.

Options

4.13.3 Options for this site are also forwarded in the transport section earlier.

**Rank your preferences (favoured=1)**

4.13 College Street		Rank
1	Option 1: Allocate the site for a mixture of commercial, leisure and residential uses also incorporating smaller creative industries;	<input type="checkbox"/>
2	Option 2: Allocate the site for development as above but retain an element of public car parking (controlled by the City Council);	<input type="checkbox"/>
3	Option 3: leave the site as a car park.	<input type="checkbox"/>

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## General Parks & Surroundings / Cultural Quarter

### 4.14 Northern Above Bar (Site 28)

#### Site Constraints

Flooding	Nature Conservation	Heritage Conservation	General
Low Risk	Close to Grade II listed parks	None	None

**Delivery Timescale:** By 2012

**Possible Building Height & Broad Density Sought:** Tall buildings overlooking park

#### Location

#### Planning Issues

4.14.1 This area used to include the Tyrell and Green and C&A department stores. Following the completion of the West Quay shopping centre, the prime retail area has moved further south. This creates the opportunity for a redevelopment of this area, to capitalise on its relationship with the parks, Guildhall, and an enhanced Guildhall Square, to create a cultural quarter.



4.14.2 Further development could include residential development (which could create more night time activity); and/or office development (effectively extending the Cumberland Place / Civic Centre office quarter).

4.14.3 Planning permission has been secured for a redevelopment of the Tyrell and Green site to provide a landmark residential development which relates well to the square and parks and enables artistic / cultural uses.

4.14.4 The Tyrell and Green site: One freehold owner (City Council). The scheme is viable and close to being secured: it is awaiting finalisation of the details of arts funding. Artistic / cultural element viable due to cross subsidy from landowner (City Council).

4.14.5 Guildhall Square enhancement: The City Council intends to part fund this scheme with a receipt from the Tyrell and Green site, and have bid to SEEDA for further funding, to secure a high quality public space.

4.14.6 The C&A block is mainly in one freehold ownership (City Council), with some other private ownerships. A major office pre-let, or a mixed residential scheme is likely to drive this development. The remaining areas are in mixed private ownership. Redevelopment of the above sites is likely to drive redevelopment of these areas. (The Solent University block is likely to stay in situ). Will the Tyrell and Green scheme meet all of the needs for new artistic / cultural space? Further space in this sector unlikely to be viable in a private scheme.

Options

**KEY QUESTION 37: The Tyrell and Green site is very likely to be secured / under construction prior to adoption of the Action Plan. In the very unlikely event this is not the case, what alternatives should be considered?**

4.14.7 Further redevelopments in this area should create a positive relationship with the parks, Guildhall Square and Above Bar Street and include active / public ground floor uses.

Options include:

**Please rank your preferences within each part 1, 2 and 3 (1 = favoured)**

4.14 Northern Above Bar		Rank
<b>Are there any design variations on the above?</b>		
<b>1</b>	<u>On the ground floor:</u> Option 1: Allow any mix of "A-class" uses: shops; financial services; restaurants /fast food takeaways. cafes;	<input type="checkbox"/>
	Option 2: Limit the level of shops. (The site is outside, though well connected to the primary shopping area).	<input type="checkbox"/>
	Option 3: Limit the level of or prevent financial services (to promote active frontages)	<input type="checkbox"/>
	Option 4: Prevent fast food takeaways (to preserve the amenity of the area).	<input type="checkbox"/>
<b>2</b>	<u>On the upper floors:</u> Option 1: Allow residential or office uses, or any mix of the two.	<input type="checkbox"/>
	Option 2: Be more prescriptive (e.g. at least 30% in office use) to ensure a genuine mix of office and residential uses.	<input type="checkbox"/>
<b>3</b>	<u>In general:</u> Option 1: Promote further cultural / leisure uses	<input type="checkbox"/>
	Option 2: Other uses such as (please suggest)	<input type="checkbox"/>

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**4.15 East Park Terrace (Site 29)**

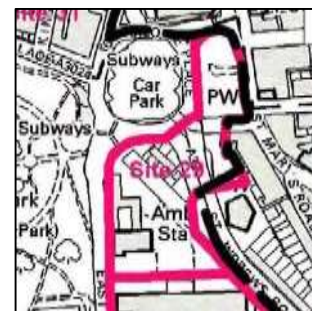
Site Constraints			
Flooding	Nature Conservation	Heritage Conservation	General
Low Risk	Close to Grade II listed parks	None	None
<b>Delivery Timescale: By 2012</b>			

**Possible Building Height & Broad Density Sought:** Tall buildings overlooking park

Location

Planning Issues

4.15.1 The Local Plan Review, MSA 3, promotes the following uses: offices, hotel, residential, community (including health / sport) and educational facilities. In September 2006 a planning application was received on part of this site for a mixed use redevelopment ranging from 11 to 20 storeys, incorporating 2 hotels, 225 residential flats, and office accommodation. There have been issues with implementing the community use elements on the site.



4.15.2 Subject to good quality architecture, high rise development in this location would create a positive setting for the park and enhance this gateway to the City Centre. The area also has the scope to deliver community benefits for surrounding residential communities: particularly enhanced pedestrian routes to the city centre, and the possibility of extending University uses. The relationship with proposals at the Solent University (site 32) will also be an important factor.

Deliverability

4.15.3 The majority of the area the subject of the planning application (including health functions) has been acquired by the developer. If this were to receive planning permission, then subject to market demand, it is likely to be delivered. Remaining land owned by the Primary Care trust could accommodate the University uses subject to funding and agreement. The vacant site to the east of Charlotte Place (former Co-op) is owned by the City Council and is currently being marketed. A development brief has been prepared in line with Local Plan Review policy. The brief establishes that the development of the site should benefit local communities, either through the uses on site or by enhancing surrounding facilities; and should provide prominent high quality buildings. In order to add the overall viability a planning obligation could be secured to provide community uses within the locality and not necessarily on the site.

Options

4.15.4 Most or all of this area is likely to be developed before the City Centre Action Plan is adopted in 2010. The Local Plan Review and former Co-op development brief have established a clear policy for this area which remains valid. One further option could be to seek a planning obligation from a development toward community uses in the locality.

**KEY QUESTION 38: Comments over the future for East Park Terrace?**

**4.16 Southampton Solent University (Site 30)**

**Site Constraints**

Flooding	Nature Conservation	Heritage Conservation	General
Low Risk	None	Grade II listed parks & ancient monuments	None

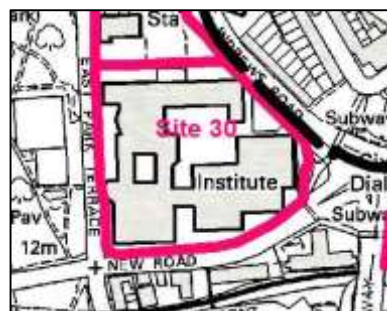
**Delivery Timescale:** *In situ*

**Building Height & Broad Density Sought:** *Landmark Gateway fronting the Parks & Six Dials*

Location

Planning Issues

4.16.1 The Solent University makes an important contribution to Southampton. Within the plan period the site may be intensified to accommodate new buildings to cater for differing academic needs. There are also opportunities to integrate the site further with the Parks and surrounding communities providing a centre for the citizens of Southampton as well as students. New development should be related to academic establishments and seek to utilise opportunities to front the parks and create a landmark gateway fronting Six Dials. Opportunities to enhance the movement, linkages and connections between St Mary’s, Newton and Nicholstown with the Central Area should also be utilised, perhaps via Planning Obligation. The relationship between proposals at East Park Terrace (site 3) will also be an important factor.



Delivery Issues

4.16.2 This will depend on the future aspirations of the University. The land is in their ownership.

Options

**Rank your preferences (favoured=1)**

<b>4.16 Southampton Solent University</b>		<b>Rank</b>
<b>1</b>	Option 1: Safeguard the land for academic purposes and ensure that any new development contributes positively to the Central Parks and seeks to create a landmark gateway on the eastern edge fronting Six Dials.	<input type="checkbox"/>
<b>2</b>	Option 2: Seek strategies that safeguard the existing site with no redevelopment proposals.	<input type="checkbox"/>

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**Vibrant Cultural / Business Quarter**

**4.17 Kings Park Road Car Park (Site 31)**

**Site Constraints**

<b>Flooding</b>	<b>Nature Conservation</b>	<b>Heritage Conservation</b>	<b>General</b>
<i>Low Risk</i>	<i>Close to Grade II listed parks</i>	<i>None</i>	<i>Retain access to the rear of London Road properties</i>

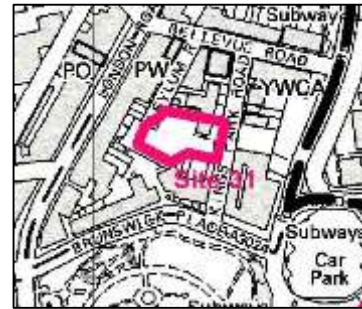
**Delivery Timescale:** *By 2017*

**Building Height & Broad Density Sought:** *Higher, Mix of heights- Three to Five Storeys*

Location

Planning Issues

4.17.1 The Kings Park Road site is also a popular car park. There are opportunities to include a mixed use development making a better use of land incorporating commercial offices and residential. A taller structure will depend on the relationship with the properties on London Road and Brunswick Place. Whether the car parking could be retained on a ground floor or new basement level is also a possibility. The site could also be potentially used for leisure uses.



Delivery Issues

4.17.2 The site is owned by the City Council and could come forward as part of asset management. The freehold could be retained along with the element of public car parking.

4.17.3 The site at 3 Kings Park Road, which is next to the Car Park could potentially be part of a larger development site.

Options

4.17.4 Options for this site are also forwarded in the transport section earlier.

**Rank your preferences (favoured=1)**

<b>4.17 Kings Park Road Car Park</b>		<b>Rank</b>
<b>1</b>	Option 1: Allocate the site for a mixture of commercial, leisure and residential uses also incorporating smaller creative industries;	<input type="checkbox"/>
<b>2</b>	Option 2: Allocate the site for development as above but retain an element of public car parking (controlled by the City Council);	<input type="checkbox"/>
<b>3</b>	Option 3: leave the site as a car park.	<input type="checkbox"/>

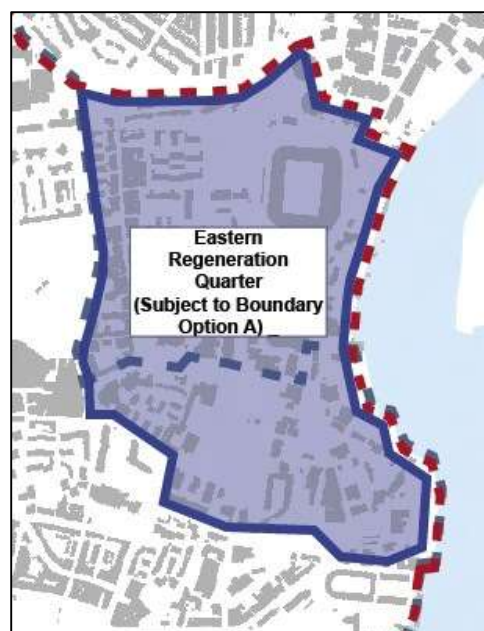
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**PROPOSED EASTERN REGENERATION QUARTER**



## Overall Planning Background

4.18.1 The Eastern Regeneration Quarter is a proposed extension area to the City Centre Area and includes potential redevelopment sites which complement the major development sites south of the area. The Eastern Regeneration Quarter's inclusion in the City Centre Area will be determined by the option to extend the boundary (see Section 2.2 earlier).



4.18.2 The Eastern Regeneration Quarter provides a huge opportunity to develop improved physical environmental, social and economic links with the rest of the city centre area. It could also act as a catalyst for redevelopment of the Chapel, Crosshouse and St. Mary's areas to provide a new and enhanced residential and employment areas and improved accessibility within the area itself, linking St. Mary's to the north, through to Chapel, Crosshouse and Ocean Village to the south.

4.18.3 There is also the potential to provide a unique offer of smaller scale retail and commercial activities to support the emerging new communities in Southampton, providing a different dynamic to the city centre, but which can complement the primary retail offer to the west. The area will be based on the Local Centre at St Mary's / Northam Road, and potentially could include a new Local Centre as part of larger scale redevelopment to the east.

**KEY QUESTION 39: *Do you have any comments over the boundary of the St Mary's Local Centre, should it also include Northam Road? Should another centre be developed as part of larger redevelopment? (see Proposals Map).***

## Planning Issues

4.18.4 Redevelopment of the sites within the Eastern Regeneration Quarter can be summarised as employment-led regeneration, residential-led redevelopment or cultural led regeneration (see also section 3.4). Within the Eastern Regeneration Quarter there are a number of sites which are allocated for industrial and employment uses within the Local Plan Review, 2006. There will be a need to either relocate some businesses to other sites or more likely continue employment uses looking at how the land is used with a view to increase density, encourage mixed uses and the intensity of jobs with economic growth.

4.18.5 Some waterfront sites are safeguarded for industrial and employment uses, some of which are dependent wharf access. These areas are also subject to the Hampshire Minerals & Waste LDF (produced jointly with Hampshire, Portsmouth & the New Forest).

4.18.6 Flood risk must be properly evaluated and mitigated in all new redevelopment proposals. Flood risk in the area is high, and as such residential uses are not likely to be possible at lower levels.



4.18.7 Redevelopment should respect the setting and character of historic buildings and enrich the area’s heritage and should seek to increase density, commensurate with the area’s inner urban location. The urban design of the area could be expanded upon via a masterplan / SPD.

Options

**Please rank your preferences within each part 1, 2 and 3 (1 = favoured)**

4.18 General options – Eastern Regeneration Quarter		Rank
1	Residential-led regeneration: Seek to regenerate the area through predominantly residential redevelopment, with some sites as part of mixed use developments including retail, community uses, restaurants and cafes.	<input type="checkbox"/>
2	Employment-led regeneration: Retain some of the existing industrial uses in the area, retain existing employment uses, but seek to diversify by encouraging business start-up units and redevelopment of some areas with mixed use redevelopment including some residential, retail, community uses, restaurants and cafes.	<input type="checkbox"/>
3	Cultural and leisure-led regeneration: Diversify the employment uses to encourage cultural clusters and creative industries, expand the offer of cultural, leisure and community use facilities in the area including restaurants, bars and cafes. Redevelopment of some sites to include cultural uses as part of mixed use schemes with residential uses on upper floors.	<input type="checkbox"/>

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**4.19 St Mary’s Redevelopment Area (Site 32)**

Site Constraints			
Flooding	Nature Conservation	Heritage Conservation	General
Low to Medium Risk	None	None	Local Centre

**Delivery Timescale:** *By 2026*

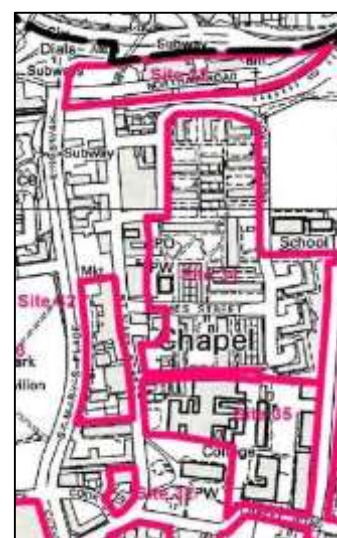
**Building Height & Broad Density Sought:** *Building height and broad density sought: 3-4 storeys in the middle of the streets, taller at the end corners.*

Location

Planning Issues

4.19.1 The St. Mary’s redevelopment area includes parts of St. Mary Street and all of “Old” Northam Road, some of which has already undergone major regeneration during the Single Regeneration Budget round 2, SRB2, programme.

4.19.2 There remains some further redevelopment opportunity which could revive and activate both streets and provide a complementary diverse commercial and cultural offer for the city centre area, including specialist retail shops, ethnic general and food stores, creative industries, community uses and start-up units for small local businesses. The area has loosely been defined for creative industries (see Section 3.6 earlier).



- 4.19.3 In line with the statements made earlier in the Urban Design Section 3.2 the re-use of existing buildings is preferred, particularly in locally and nationally listed buildings, although some buildings have not been in use for some time, in some cases at least five years, and there remains some void sites as well. Therefore on some sites new build may be more feasible.
- 4.19.4 Mixed uses of buildings, with commercial uses on the lower floors and residential uses on the upper floors will be encouraged. Hot food take-away premises (use class A5) may be restricted to protect the amenity of local residents.
- 4.19.5 Density of new developments should maintain the increased density achieved from recent redevelopments, with potential for taller buildings at the corners as corner and gateway features.
- 4.19.6 There may be Saxon archaeology of national importance within the whole area; initial archaeological investigation may be needed to establish the extent of a watching brief and potential excavation.
- 4.19.7 The railway lines along the south edge of Old Northam Road present a lack of amenity (particularly gardens and domestic waste storage) for residential redevelopment along the south of that street. It may also present some issues of unstable land.

#### Deliverability Issues

- 4.19.8 The sites within the St. Mary's Redevelopment Area are in numerous ownerships, and as such site assembly alone could delay some redevelopment. The redevelopment is all Brownfield land; some sites may have sub-soil issues including archaeology and unstable land

#### Options

##### **Please rank your preferences (1 = favoured)**

<b>4.19.1 St. Mary's Redevelopment Area – St. Mary Street</b>		<b>Rank</b>
<b>1</b>	Flexible approach to redevelopment: Activate the street through reuse of empty buildings and redevelopment of buildings only where reuse is not viable. Mixed use development of commercial uses (to include café's, restaurants, small offices, some creative industries and business start-up units, community uses and shops) on the lower and ground floors and residential on the upper floors	<input type="checkbox"/>
<b>2</b>	Constrained approach to redevelopment: Activate the street through re-use of empty buildings and redevelopment of buildings only where re-use is not viable. Mixed use development of certain types of commercial uses (to include, some small offices, start-up business units, and shops) on the lower and ground floors and residential on the upper floors.	<input type="checkbox"/>

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##### **Please rank your preferences (1 = favoured)**

<b>4.19.2 St. Mary's Redevelopment Area – Old Northam Road</b>		<b>Rank</b>
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<b>1</b>	Flexible approach to redevelopment: Activate the street through reuse of empty buildings, redevelopment of void sites and buildings only where re-use is not viable. Mixed use development of commercial uses (to include café's, restaurants, small offices, some creative industries and business start-up units, community uses and shops) on the lower and ground floors and residential on the upper floors	<input type="checkbox"/>
<b>2</b>	Constrained approach to redevelopment: Activate the street through re-use of empty buildings and redevelopment of buildings only where re-use is not viable. Mixed use development of certain types of commercial uses (to include small offices, start-up business units, and shops) on the lower and ground floors and residential on the upper floors.	<input type="checkbox"/>

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#### 4.20 Chapel / St Mary's Gateway (Site 33)

##### Site Constraints

Flooding	Nature Conservation	Heritage Conservation	General
Low - Medium Risk	The trees on the site are protected.	Grade II listed: Chantry Hall / St. Mary's Church. Capella House nearby are locally listed.	Taller buildings must respect the character and setting of the nearby listed buildings, especially St. Mary's church spire.

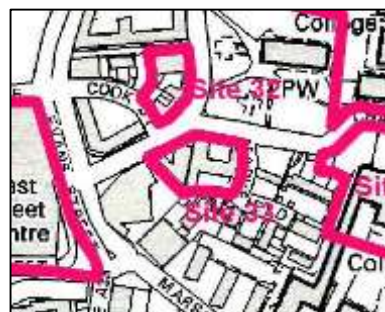
**Delivery Timescale:** By 2016

**Building Height & Broad Density Sought:** Respect for Immediate heritage

##### Location Planning Issues

4.20.1 The two small sites form one development site in this area and present a unique opportunity to redevelop some long-term derelict buildings into gateway features for the St. Mary's and Chapel areas.

4.20.2 Re-use of Chantry Hall is preferred; the former garage and petrol filling station site would be better demolished and redeveloped by new-build.



4.20.3 Mixed uses of both buildings will be encouraged. This includes community and cultural uses at Chantry Hall and commercial uses on the lower floors and residential uses on the upper floors at the former garage and petrol filling station site.

4.20.4 Density of new developments should maintain the increased density achieved from recent redevelopments in St. Mary Street, with potential for a taller building on the garage and petrol filling station site as a gateway feature.

4.20.5 There may be Saxon archaeology of national importance within the sites area initial archaeological investigation may be needed to establish the extent of a watching brief and potential excavation.

##### Deliverability Issues

4.20.6 The sites are in one ownership, but refurbishment of Chantry Hall is subject to finding grant funds. The former garage and petrol filling station site

redevelopment is all Brownfield land, but the site may have sub-soil issues including archaeology and contamination.

4.20.7 Development may occur before the Action Plan is adopted. The site could be removed pending planning approval for the proposed scheme.

Options

4.20.8 Developing a cultural and community cluster through refurbishment of Chantry Hall and a mixed use development at the former garage and petrol filling station site. There are no other options that are considered viable to 2026.

**4.21 Golden Grove Estate (Site 34)**

**Site Constraints**

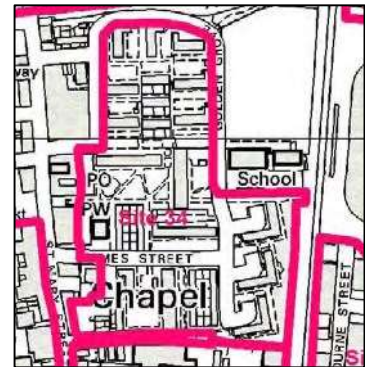
<b>Flooding</b>	<b>Nature Conservation</b>	<b>Heritage Conservation</b>	<b>General</b>
<i>Low Risk</i>	<i>Open space biodiversity issues</i>	<i>Grade II listed parks &amp; ancient monuments</i>	<i>None</i>

**Delivery Timescale:** *In situ*

**Building Height & Broad Density Sought:** *Within context*

Location Planning Issues

4.21.1 Golden Grove Estate is one of the post war housing estates currently owned predominantly by Southampton City Council with limited mix of housing type. The estate includes three to four and some five storey blocks which envelope a 15 storey tower block. A small play area provides a heart for the estate, with basketball court at the south edge bounding City College and St. Mary’s primary school and ancillary playing pitches at the eastern edge of the estate.



4.21.2 Although close to the City Centre, it remains somewhat isolated from Northam due to the railway lines beyond its eastern edge and from Kingsway, west of St. Mary Street.

4.21.3 Golden Grove Estate is presently undergoing a programme of improvements to meet the national “Decent Homes” standard by 2010. A foyer and concierge service will be introduced to Albion Towers, the tower block in the centre of the estate, whilst there are opportunities to visually enhance Albion Towers as a landmark feature for the city. Council tenants voted in 2005 to retain the stock in Council ownership. Improvements to the local living environment are an objective for the estate. Beyond 2010 no decisions have been made by the Council regarding the future viability & sustainability of the current residential blocks in Golden Grove and Option 3 below regarding for the future of the estate which may include the refurbishment or redevelopment of some parts of the estate for residential use will be considered in the Housing Revenue Account Business Plan.

4.21.4 To 2026 there may be opportunities to inject private investment into the area to stimulate regeneration and a greater mix of property type and tenure. A plan led regeneration / masterplan could be developed for this purpose.

Deliverability Issues

4.21.5 The deliverability of any new development, significant regeneration will depend upon funding regimes and ownership. It may be that environmental enhancements are the more viable options to 2026.

**Please rank your preferences (1 = favoured)**

4.21 Golden Grove Estate		Rank
1	Retain the estate and improve the local living environment with better landscaping, legibility, street lighting and security for the walk up blocks.	<input type="checkbox"/>
2	Refurbish all blocks on the estate to improve the external appearance and improve the landscaping, legibility, street lighting and security for the walk up blocks.	<input type="checkbox"/>
3	Redevelop some blocks and develop new residential with investment being used to stimulate regeneration. Re-clad existing buildings.	<input type="checkbox"/>

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**4.22 City College (Site 35)**

**Site Constraints**

Flooding	Nature Conservation	Heritage Conservation	General
High Risk (part)	None	Grade II listed parks & ancient monuments	Important Education Site.

**Delivery Timescale:** 2012

**Building Height & Broad Density Sought:** via Masterplan

Location Planning Issues

4.22.1 City College provides further education and training for people aged 16+ throughout the Southampton area. The college has undergone some recent consolidation with all its facilities now being provided within one campus located immediately south of the Golden Grove Estate.



Deliverability Issues

4.22.2 It is anticipated that a major redevelopment of the site for educational purposes will occur before the CCAP is adopted. The site could be removed as a development site a simply safeguarded for education / community uses.

Options

4.22.3 There are no other options that are considered viable to 2026.

**4.23 Deanery North (Site 36)**

**Site Constraints**

Flooding	Nature Conservation	Heritage Conservation	General
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High Risk	None	Grade I listed St Mary's Church	None
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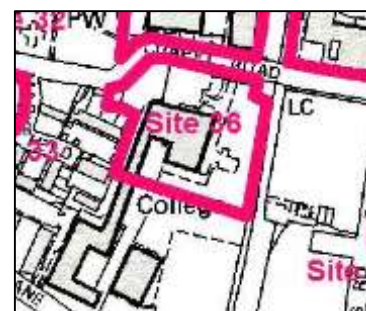
**Delivery Timescale:** By 2012

**Building Height & Broad Density Sought:** Medium –Mix of Two to Four Storeys

Location

Planning Issues

4.23.1 This site may form part of the proposed Eastern Regeneration Quarter (see the Boundary & Quarter options given earlier). The former college deanery site is now redundant. There are opportunities for residential development, particularly a mix of market and social housing including family units within a wider regeneration area. The site is also ideally suited to accommodate potential CHP plant (of a smaller scale) to serve the wider Chapel and St Mary's area (see Section 3.4). Part of the site also has the potential to provide transport facilities for the City College to the north, and layovers for coaches during football matches; this may include enhanced bus and cycle facilities. The area is also at risk from flooding so mitigation would be required and residential will only be permitted above ground floor. It is suggested that the architectural styling, flood mitigation measures could be inspired by the recent development on Andersons Road (award winning Chapel Development) with a view to creating a unique vernacular in the area.



Delivery Issues

4.23.2 The site is in single ownership and is entirely Brownfield.

Options

**Rank your preferences (favoured=1)**

4.23 Deanery North		Rank
1	Option 1: Allocate the site only for residential purposes;	<input type="checkbox"/>
2	Option 2: Require a mix of uses which are residential-led incorporating CHP facilities for the surrounding district and also transport facilities.	<input type="checkbox"/>

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**4.24 Paget Street / Chapel – Incorporating the Industrial Site (Site 37)**

Site Constraints			
Flooding	Nature Conservation	Heritage Conservation	General
High Risk	None	There is likely to be Saxon archaeology on the site.  Redevelopment will as a minimum require a watching brief.	Enhancing accessibility for pedestrians and cyclists with the rest of the city centre area.

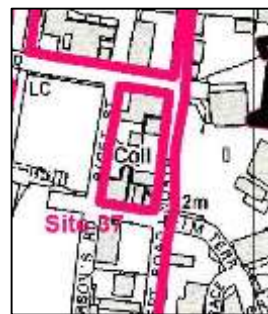
**Delivery Timescale:** By 2012 (Southern part) By 2026 whole site

**Building Height & Broad Density Sought:** Corner site opportunities and active frontage

Location

Planning Issues – Southern Part

4.24.1 The southern part of the site is one of the currently undeveloped sites earmarked within the Chapel area regeneration. This site can provide additional residential development with high quality design akin to the awardwinning Chapel Development on Anderson’s Road, but could also explore opportunities for some community uses and/or retail general food store to support the new Chapel neighbourhood.



4.24.2 Flooding on the site is a major issue, and must be fully addressed. The will most probably result in residential on the ground floor being inappropriate and other mitigation measures.

Planning Issues – Northern Part (Industrial Area)

4.24.3 The northern part of the site is presently light industrial in character and use (and is safeguarded for such in the Local Plan Review). Industrial land is in short supply throughout the Southampton sub-region as identified by the recent Employment Sites Study. It is therefore important to retain, enhance and where possible intensify employment sites. It is envisaged that a presumption for light industry will remain on this site given its location close to related port uses, easy access out into the east of the city on the strategic road network and immediate residential.

Overall

4.24.4 There may be Saxon archaeology of national importance on the site, initial archaeological investigation may be needed to establish the extent of a watching brief and potential excavation.

Deliverability Issues

4.24.5 The southern part of the site is in single ownership and could be developed within the next five years. Then northern part incorporates light industrial employment generating uses, it is envisaged that these will remain with some possible environmental enhancements. It will be important for any possibility on the southern part of the site to include sufficient screening between itself and the adjacent industry.

Options

**Please rank your preferences (1 = favoured)**

4.24	Paget Street / Chapel – Incorporating the Industrial Site	Rank
1	Adopt a flexible approach to the site importing mixed uses that may bring forward the southern part for residential and northern part for employment uses.	<input type="checkbox"/>
2	Retain and intensify industrial and employment uses (continued safeguarding for B1 (b,c)) across the whole site.	<input type="checkbox"/>

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**4.25 Britannia Road Development Area (Site 38)**

**Site Constraints**

<b>Flooding</b>	<b>Nature Conservation</b>	<b>Heritage Conservation</b>	<b>General</b>
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Medium to High Risk	None	The Gas Tanks are Locally Listed	Highway / access to the stadium considerations.
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**Delivery Timescale:** 2011-2016

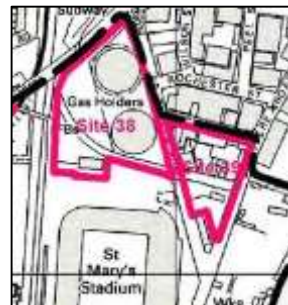
**Building Height & Broad Density Sought:** Landmark / Conversion

Location

Planning Issues

4.25.1 There are currently two remaining gas tanks which are in operation, but their useful operation is likely to expire sometime within the Action Plan lifetime.

4.25.2 The site is presently safeguarded for light industrial, storage and distribution uses in the short term. But is also safeguarded for uses complementary to Southampton Football Club, should the opportunity arise to enhance the facilities associated with the adjoining stadium.



4.25.3 The site at Britannia Road presents a potential redevelopment opportunity to expand the stadium, to become a regional to national attraction for sporting and leisure activities, and could provide a landmark gateway development into the city centre. The gas tanks are locally listed. There have been examples of successful conversions of tanks elsewhere in the UK.

4.25.4 Any redevelopment should not seek to increase the level of match day parking for the stadium as this would be contrary to transport policy and also may jeopardise the sustainable travel programmes already in place.

Deliverability Issues

4.25.5 There may need to be relocation of the gas tanks in order to accommodate any redevelopment of the site. There may also be land contamination issues.

Options

**Please rank your preferences (1 = favoured)**

4.25 Britannia Road development area		Rank
1	Redevelop the site to accommodate an expansion of uses that are complementary to St. Mary's Stadium	<input type="checkbox"/>
2	Preserve the tanks' operational life.	<input type="checkbox"/>
3	Diversify employment uses as part of a mixed use redevelopment of the site (safeguarding for B1 (b,c), B2 and B8).	<input type="checkbox"/>

#### 4.26 South Part of Northam Industrial Estate (Site 39)

##### Site Constraints

Flooding	Nature Conservation	Heritage Conservation	General
High Risk	None	None	None

Delivery Timescale: 2026

Building Height & Broad Density Sought: Low – Medium

##### Location

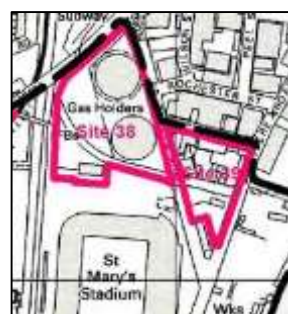
##### Planning Issues

4.26.1 The site could come forward for uses complimentary to the football stadium in a situation whereby the Britannia Road Site 38 does not come forward. This would though be dependent on retaining employment uses.

4.26.2 The site is presently light industrial in character and use (and is safeguarded for such in the Local Plan Review).

Industrial land is in short supply throughout the Southampton sub-region as identified by the recent Employment Sites Study. It is therefore important to retain, enhance and where possible intensify employment sites. It is envisaged that a presumption for light industry will remain on this site given its location close to related port uses, easy access out into the east of the city on the strategic road network and immediate residential.

4.26.3 Any redevelopment should not seek to increase the level of match day parking for the stadium as this would be contrary to transport policy and also may jeopardise the sustainable travel programmes already in place.



##### Deliverability Issues

4.26.4 Depending upon the land ownership and willingness of the present business to relocate / intensify uses.

##### Options

**Please rank your preferences (1 = favoured)**

4.26 South Part of Northam Industrial Estate		Rank
1	Redevelop the site to accommodate an expansion of uses that are complementary to St. Mary's Stadium alongside an intensification of employment generating uses.	<input type="checkbox"/>

<b>2</b>	Retain and intensify industrial and employment uses (continued safeguarding for B1 (b,c), B2 and B8).	<input type="checkbox"/>
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#### 4.27 City Commerce Centre – Marsh Lane / Terminus Terrace (Site 40)

Site Constraints			
Floodg in	Nature Conservation	Heritage Conservation	General
High Risk	None	Oxford Street conservation area is in close proximity.	None
<b>Delivery Timescale:</b> By 2026			
<b>Building Height &amp; Broad Density Sought:</b> Mix of heights four to eight storeys			

Location

Planning Issues

4.27.1 The site is presently safeguarded for industrial uses within the Local Plan Review, as City Commerce Centre. Industrial land is in short supply throughout the Southampton sub-region as identified by the recent Employment Sites Study. It is therefore important to retain, enhance and where possible intensify employment sites.



4.27.2 In the longer term the site has potential to diversify / intensify employment uses, which could include smaller light industrial related uses, start up businesses and cultural uses. The arches closely on Terminus Terrace are used by a range of creative industries. Part of the site could come forward for residential providing that net gains in employment are made across the whole development.

4.27.3 There are also opportunities to connect the site with that east of the railway line via a modern landmark and accessible pedestrian link.

Deliverability Issues

4.27.4 Site ownership and length of leases could preclude any short or medium term redevelopment. The site may need to be safeguarded for employment uses; this will be subject to a forthcoming study. **Please rank your preferences (1 = favoured)**

4.27 City Commerce Centre – Marsh Lane / Terminus Terrace		Rank
<b>1</b>	Retain and intensify industrial and employment uses (continued safeguarding for B1 (b,c), B2 and B8).	<input type="checkbox"/>
<b>2</b>	Diversify employment uses – other commercial uses such as smaller start up units, modern light industry as part of mixed uses.	<input type="checkbox"/>
<b>3</b>	Residential redevelopment with creative industries as mixed uses.	<input type="checkbox"/>

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#### 4.28 Central Trading Estate (Site 41)

Site Constraints			
Flooding	Nature Conservation	Heritage Conservation	General

High Risk

None

None

None

**Delivery Timescale:** *In situ*

**Building Height & Broad Density Sought:** *n/a*

### Ltionoca

#### Planning Issues

4.28.1 The site is presently industrial in character and use (and is safeguarded for such in the Local Plan Review). Industrial land is in short supply throughout the Southampton subregion as identified by the recent Employment Sites Study. It is therefore important to retain, enhance and where possible intensify employment sites. It is envisaged that a presumption for light industry will remain on this site given its location close to related port uses, easy access out into the east of the city on the strategic road network.



#### Options

4.28.2 It is considered that over the plan period the site will remain industrial. As such other than continued safeguarding for B1 (b,c), B2 and B8 uses no other options are considered viable.

## The Parks & Common Land

### 4.29 Central Parks (Site 42)

#### Site Constraints

Flooding	Nature Conservation	Heritage Conservation	General
Low Risk	Open space biodiversity issues	Grade II listed parks & ancient monuments	None
<b>Delivery Timescale:</b> <i>In situ</i>			
<b>Building Height &amp; Broad Density Sought:</b> <i>n/a</i>			

#### Location

#### Planning Issues

4.29.1 The Central Parks are made up of five individual parks all with unique character, gardens and recreational value. The parks established in the Victorian era are Grade II listed and include some ancient monuments. They are a major asset to the city and are protected. As outlined as design options earlier in section 3 it is considered that adjacent development should front the park in order to create an enhanced streetscene and vibrancy particularly along the rear of the properties on Above Bar; two viable options are therefore relevant.

#### Delivery Issues

4.29.2 This will depend on sites coming forward adjacent to the parks and a mixture of planning obligations / council funding for park enhancements. The parks are Common land.

#### Options

#### **Rank your preferences (favoured=1)**

4.29 Adjacent to Central Parks		Rank
1	Option 1: Ensure that new development contributes positively to the maintenance and appearance of the parks, being of an appropriate scale and massing so as to 'front' onto the parks, and sufficient height so as to form a visual boundary and sense of enclosure. Utilise areas for events space and also play space.	<input type="checkbox"/>
2	Option 2: Leave the Central Parks in their present form and ensure that new development has minimal impact.	<input type="checkbox"/>

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### 4.30 Hoglands Park Buildings (Site 43)

#### Site Constraints

Flooding	Nature Conservation	Heritage Conservation	General
Low Risk	Open space biodiversity issues	Grade II listed parks & ancient monuments	Existing built footprint only
<b>Delivery Timescale:</b> <i>By 2017</i>			
<b>Building Height &amp; Broad Density Sought:</b> <i>As existing</i>			

#### Location

### Planning Issues

4.30.1 There presently are two buildings used for sporting purposes and also public toilets in Hoglands Park, these are in a poor condition. A precedent of development exists on the Park, and as such there are opportunities for redevelopment / conversion within the existing footprint, providing that any legal issues over common land are complied with. Facilities supporting the present sporting use of the park for Cricket and Football would be possibilities as are other cultural and leisure uses.

### Delivery Issues

4.30.2 The site is owned by the City Council and could come forward via asset management. The land is Common Land. The present facilities are to support the use of the Common, therefore, any revocation / redevelopment of these should also support this use. Alternative uses are not viable as these would not be legally allowed on this site. The building to the west is locally listed; a conversion and not demolition of this would be preferable.

### Options

#### **Rank your preferences (favoured=1)**

<b>4.30 Hoglands Park Buildings</b>		<b>Rank</b>
<b>1</b>	Option 1: Demolish & redevelop the existing buildings on Hoglands Park for sporting, cultural and leisure uses incorporating changing facilities, café and other sporting uses.	<input type="checkbox"/>
<b>2</b>	Option 2: Demolish the existing buildings and return the space as parks and gardens.	<input type="checkbox"/>
<b>3</b>	Option 3: Leave the buildings as existing with possible renovation / conversion to the uses as listed above in Option 1.	<input type="checkbox"/>

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### **4.31 Queens Park (Site 44)**

#### **Site Constraints**

<b>Flooding</b>	<b>Nature Conservation</b>	<b>Heritage Conservation</b>	<b>General</b>
<i>Medium Risk</i>	<i>Open space biodiversity issues</i>	<i>Conservation Area</i>	<i>Relationship to the ABP Eastern Docks</i>

**Delivery Timescale:** *By 2026*

**Building Height & Broad Density Sought:** *n/a*

### Location

### Planning Issues

4.31.1 The park is presently an underused resource. The transport highways options presented in section 3 include the possibility of rerouting Orchard Place and Queens Terrace south onto Platform Road. This would enable new development fronting onto Queens Park to actively engage with the space, extending the park closer to the growing cultural and leisure facilities in the Oxford Street area. Development fronting onto the park could have active frontages and include a mix of residential and commercial so as to increase the 24 hour population using the resource.

### Delivery Issues

4.31.2 More uncertain as there are multiple land ownerships in the area although the City Council own the park which is Common land

Options

**Rank your preferences (favoured=1)**

4.31 Queens Park		Rank
1	Option 1: Dependent on the outcome of the transport highways options – extend the park and encourage a mix of uses along Orchard Place and Queens Terrace in order to create an enhanced public space and useable park. Maintain Common land on the park.	<input type="checkbox"/>
2	Option 2: Leave the park and immediate surrounds as it is presently.	<input type="checkbox"/>

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## OTHER SITES OF IMPORTANCE

### 4.32 City Cruise Terminal (A)

Location

Planning Issues

4.32.1 The City Cruise Terminal is within ABP Port Operational Land. The land may be covered by the remit of the CCAP depending on the outcome of any boundary extension (see Section 2.2 earlier), although would remain safeguarded for port use. Over the plan period development of the Major Development Quarter will run right up to the boundary of the Port. In order to promote



linkages to a more accessible waterfront it is envisaged that a major opportunity exists. As such a relevant option would be to ensure that future development close to the Terminal does not prejudice future potential linkages and vistas from a revamped terminal to the City Centre and public transport interchanges.

Options (not relating to the land in question but surrounds)

**Rank your preferences (favoured=1)**

4.32 City Cruise Terminal		Rank
1	Option 1: Proactively engage with partners such as ABP to create a longer term development framework that includes design-led linkages between a more accessible waterfront, the City Cruise Terminal and the City Centre.	<input type="checkbox"/>
2	Option 2: Simply ensure that development within the Major Development Quarter does not prejudice any potential linkages with the waterfront and the Terminal.	<input type="checkbox"/>

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### 4.33 Holyrood Estate (B)

Location



### Planning Issues

4.33.1 The Holyrood residential estate was constructed in the 1960s. The estate could relate more cohesively with the rest of the City Centre and areas incorporating Oxford Street down through Ocean Village. Environmental, lighting and streetscene enhancements could help achieve this. It is worthy of note that the whole estate is powered by an on-site CHP generator.



4.33.2 There are no other options that are considered viable to 2026.

## **4.34 Kingsland Estate (C)**

### Location

### Planning Issues

4.34.1 Kingsland Estate is an example of an earlier 20<sup>th</sup> century housing estate, bounded at its west edge by townhouses fronting Palmerston Road, and enveloped by more modern apartment blocks fronting South Front and Kingsway and a small block of flats in the middle of the estate.



4.34.2 Kingsland Estate is presently undergoing a programme of improvements to meet the national “Decent Homes” standard by 2010. Council tenants voted in 2005 to retain the stock in Council ownership. Improvements to the local living environment, including the streetscene are an objective for the estate.

4.34.3 The architectural style of the Kingsland Estate blocks, reminiscent of Art Deco style with the estate layout reminiscent of the Collins style, most evident to the north of the city in Highfield and Bassett, is considered here for inclusion in the local list, to recognise its unique quality. Local listing requires the recording of details of the site prior to any change.

4.34.4 There are no other options that are considered viable to 2026.

## 5 BACKGROUND WORK & EVIDENCE BASE

5.1.1 The following Evidence has been used to influence the Issues & Options Action Plan.

### **Strategic Issues & Challenges**

*LDF Core Strategy, Preferred Options, October 2006, Southampton City Council City Centre Vision 2, Southampton City Council*

### **Environmental**

City Centre Action Plan Sustainability Appraisal / Strategic Environmental Assessment – baseline scoping report – 2007

City Centre Action Plan Appropriate Assessment – baseline report – 2007

Strategic Flood Risk Assessment – PUSH (in preparation, baseline report produced)

### **Retail**

*PUSH DTZ South Hampshire Centres Study, 2006*

*City Centre Capacity Study – Donaldsons – anticipated March 2007*

*City Centre Retailing background paper – SCC - 2006*

### **Housing**

*Urban Capacity Study (2005-2011)*

### **Development Overview & Urban Design Analysis**

*City Centre Urban Design Guide SPG, Southampton City Council*

*Development Design Guide SPG, Southampton City Council*

*Old Town Development Strategy SPG, Southampton City Council*

*Skyline Strategy (informal guidance / background work), Southampton City Council*

*Further urban design work is being considered, for example a City Centre Townscape / Character Assessment and / or 3d masterplan*

### **Transport, Place Making, Gateways and Legibility**

*Local Transport Plan 2, Southampton City Council*

*Solent Transport Strategy*

*MVA Public Transport Study for SCC May 2006*

*Capacity and Carriageway Background Work (Southampton City Council, April 2007) City Centre Health Check (2004/2005)*

### **Culture, Leisure, Tourism and the Night Time Economy**

*PUSH DTZ South Hampshire Centres Study, 2006*

*City Centre Health Check (2004/2005)*

*Citywide Tourism Strategy (2002-2006)*

*City Centre Vision 2, Southampton City Council*

*Public Art Strategy SPG, Southampton City Council*

*'World within a City' Cultural Strategy for Southampton (2003)*

### **Climate Change – Renewable Energy & High Quality CHP**

*Emerging PPS Climate Change / Code for Sustainable Homes*

*Ministerial Statement- Yvette Cooper*

*Southampton City Council Climate Change Strategy, 2003*

## Glossary

<b>City of Southampton Strategy - Community Strategy (CS)</b>	This document sets out the priorities and objectives for the City and is prepared by local organisations, groups and residents (the LSP) as well as the Council.
<b>Core Strategy (LDF)</b>	The document setting out a long-term vision for the City and the primary strategic policies to deliver that vision.
<b>Department for Communities and Local Government</b>	Government ministerial portfolio for Planning.
<b>The Development Plan</b>	The basis on which all planning decisions are made. It consists of the Regional Spatial Strategy (the South East Plan) and the development plan documents prepared by the City Council and the Minerals and Waste Planning Authorities.
<b>Development Plan Documents (DPD)</b>	The statutory planning policy documents that make up the LDF and replace the policies in the Local Plan. Decisions on planning applications will be made in accordance with the policies in these documents. The DPDs are subject to independent examination.
<b>Examination</b>	This is an independent examination of the development plan documents and replaces the Local Plan Inquiries. The recommendations in the Inspector's report following the examination will be binding on the Local Authority.
<b>GOSE (Government Office for the South East)</b>	Regional representatives of Central Government.
<b>Local Development Framework (LDF)</b>	A portfolio of Local Development Documents that provides a policy framework for the development of an area. This replaces the Local Plan.
<b>Local Development Document (LDD)</b>	Policy documents that make up the LDF, including the Annual Monitoring Report, Local Development Scheme and Statement of Community Involvement.
<b>Local Development Scheme (LDS)</b>	A project management plan for producing all the Local Development Documents.
<b>PINS (Planning Inspectorate)</b>	Body responsible for judging planning appeals and inquiries. Represent the Secretary of State.
<b>SEERA (South East England Regional Assembly)</b>	The representative voice of the south-east region. As the Regional Planning Board they are responsible for regional planning guidance for South East England.
<b>Statement of Community Involvement</b>	

**(SCI)**

A statement that sets out how the Council will consult on planning matters, who they will consult, when they will be consulted and what they will consult on.

<b>Supplementary Planning Guidance (SPG)</b>	Additional advice provided by the Council on particular topic or policy areas and related to and expanding upon statutory policies e.g. guidance on the design of roof extensions in a specific locality.
<b>Supplementary Planning Documents (SPD)</b>	These documents replace SPG under the new system and include SEA/SA assessments in production.
<b>Strategic Environmental Assessment (SEA)</b>	Environmental assessment of plans, policies and programmes as required under the European Directive 2001/42/EC.
<b>Site Allocations</b>	Allocation of sites for a specific use or mix of uses such as housing and employment.
<b>Sustainability Appraisal (SA)</b>	A social, economic and environmental assessment of planning policies. This should be done for both DPDs and SPDs.
<b>Sustainable Development</b>	Development which meets the needs of the present without compromising the ability of future generations to meet their own needs. It means meeting the following four objectives at the same time, in the UK and the world as a whole: social progress, which recognises the needs of everyone; effective protection of the environment; prudent use of natural resources; and maintenance of high and stable levels of economic growth and employment.
<b>Secretary of State</b>	A term used to describe the top of the hierarchy of the English Planning System. The Planning Minister sits within the DCLG and is represented regionally by GOSE and in terms of Appeals or Inquiries by the Planning Inspectorate.

**END OF DOCUMENT**

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