

How do you get involved?

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

These are our preferred policies. They reflect the findings from different studies and the comments we have received so far. There is still however the opportunity for us to change the plan.

We want to know what you think. Is this the right approach for Southampton? Are the draft policies and text correct? Are there better options we have missed?

Please let us know, fill in the response form and send your comments to:

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The closing date for responses is 23 March 2012

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PART A

Context and overall approach

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

Chapter 1 – Context



Map 1 Southampton

Southampton city centre today is.....

- the economic hub of the south coast and Southampton is one of the largest cities in the South East outside London.
- home to significant companies including Skandia, Carnival, and HSBC. Around 120,000 people are employed in Southampton, many in the city centre¹.
- home to The Port of Southampton, one of the UK's busiest and most important ports, handling more than 42 million tonnes of cargo annually. It is the capital of the country's cruise industry with around 350 cruise ship calls and over 1 million passengers expected in 2011².
- the 3rd fastest growing city in the UK in terms of economic growth, population growth and skills of local residents (2007)³
- ranked 14th in the country as a shopping destination⁴ and is home to the WestQuay Shopping Centre with John Lewis and Marks and Spencers, Debenhams, IKEA and other major stores
- highly accessible by train, bus, ferry, road and close to Southampton Airport

¹ Invest in Southampton website

² ABP quoted in Cruise Industry Inquiry Scrutiny report (2011)

³ Two-track cities: The challenge of sustaining growth and building opportunity, Institute for Public Policy Research (July 2007)

⁴ Experian 2009 Retail Ranking

- an education hub with two universities; University of Southampton (Oceanography Centre) and Southampton Solent University's campus in the city centre along with City College (further education college) and two primary schools.
- home to around 18,000 people⁵ with a wide range of different cultures and ethnic backgrounds
- one of the greenest in the country with over 21 ha of parkland in the 5 historic Central Parks
- a leader in sustainability with an award winning District Energy scheme serving over 30 of the largest energy users in the city centre and saving over 11,000 tonnes of carbon dioxide emissions every year⁶
- a historic centre with heritage assets including the archaeological remnants of Saxon settlement, nationally significant medieval walls, Victorian Central Parks, Regency style town houses

Policy context

- 1.1 Southampton is a regional centre for South Hampshire and beyond and will be the focus for significant new development over the next 20 years. The Partnership for Urban South Hampshire's strategy promotes increased economic growth, focussed on the cities. The city's adopted Core Strategy directs much of this to the city centre. This City Centre Action Plan (the 'Plan') describes in more detail where the new development should go and what it should be like (see Appendix 1 for more detail on plans).
- 1.2 The Plan is supported by a number of background documents, including the City Centre Master Plan which has been prepared by a team led by David Lock Associates. The City Council commissioned the Master Plan to establish a development and investment strategy for accommodating the growth in the city centre and achieve a high quality environment. It illustrates potential developments and urban design concepts and provides guidelines on how these should be realised. A number of illustrations and many of the ideas from the Master Plan have been incorporated into the Plan.
- 1.3 The Plan is also supported by a Strategic Environmental Assessment / Sustainability Appraisal (SEA/SA) and a Habitats Regulation Assessment. These assess the social, environmental and economic impacts of the policies. Interim findings have been used to shape the draft policies and will continue to influence the final Plan. Further information is in Appendix 2.

Challenges and opportunities

- 1.4 Southampton has been transformed in the past 15 years. In 2000, the opening of the WestQuay shopping centre delivered significant new high quality retail development to the heart of Southampton's city centre. In the last decade, the number of people living in the city centre has increased significantly with new residential developments such as Chapel, Oceana Boulevard, the French Quarter and Telephone House. Recent office

⁵ ONS Mid Year Estimate 2009

⁶ Cofely District Energy

developments have included One Guildhall Square (shared by Southampton City Council and Capita), the Carnival Headquarters and the Ocean Village Innovation Centre. In addition to these new developments, Southampton's streets and spaces have seen significant investment with the QE2 mile, a pedestrian friendly route through the spine of the city centre and the transformation of Guildhall Square.

- 1.5 Despite these changes, Southampton faces a challenge to deliver significant new development bringing jobs and prosperity whilst protecting the historic and natural environments, tackling climate change and creating an attractive and uplifting place to live, work and visit. The growth targets set down in the Core Strategy are very ambitious, aiming that by 2026 the city centre will have:
 - 130,000 sq m of new shopping (WestQuay shopping centre is 74,600 sq m)
 - 120,000 sq m additional office space, as set out in the Core Strategy Partial Review (the new Carnival headquarters is 14,200 sq m)
 - 5,450 new homes (approximately)
 - food and drink uses
- 1.6 The transformation of the city centre will be carefully co-ordinated over time to ensure that new development is properly integrated with existing areas. The whole of the city centre will be enhanced, connecting disparate parts and using high quality public realm and architecture to create a sense of place.
- 1.7 To deliver this growth, promote investor confidence, and support the Low Carbon City Strategy, this Plan addresses the inevitable challenges of climate change and the need for sea defences to protect against the increased risk of flooding over the longer term. It also addresses the need to achieve more sustainable lifestyles – through reducing the need to travel by providing local facilities and services, promoting the use of walking, cycling and public transport, renewable energy, green design, protecting and enhancing the natural environment and green spaces. The city centre has strong potential to promote environmental sectors of the economy, including those related to the marine sector or supported by the Universities.
- 1.8 The Plan is focussed on delivery and provides a flexible framework for development. Changing economic forecasts across the sub region due to the current economic downturn indicate that the quantum of growth set out in the Core Strategy is unlikely to be delivered within the Plan period. Accepting this, the Plan allocates sufficient sites to deliver the levels of growth set out in the Core Strategy, with appropriate flexibility. It brings together enabling policies and a co-ordinated approach to the phasing and implementation of that development which will extend beyond the Plan period. In the view of the Council, this will help to remove uncertainty and reduce the risk of investing in new development in the city centre, demonstrating that the city is open for business. To ensure that the opportunities for growth are maximised the Plan will be closely monitored and action taken as necessary.
- 1.9 The growth in the city centre is supported by the Solent Local Enterprise Partnership (LEP) and the Partnership for Urban South Hampshire (PUSH). The Solent LEP is a business led partnership working to facilitate economic growth and investment in the sub region. PUSH is a partnership of local

authorities who are also working together to deliver sustainable, economic-led growth and regeneration with a 'cities-first' approach to development.

What people have told us so far

1.10 The following key points about how people would like to see the city centre change were collected through consultation with the business community, residents, service providers, and interest groups in Spring / Summer of 2010 and from comments on the previous stage of this plan:

Economy

- Provide new office sites, link new developments into the existing city centre and create an exceptional, world class environment.
- Protect the existing shopping core, and achieve a wider mix of shops (particularly independents) and include other uses above the shops
- Protect local shopping – at Bedford Place & St Mary Street
- Provide training and employment for local people

Culture, leisure, and entertainment

- The night time economy is important but need to minimise annoyance to nearby residents
- More variety is required in leisure / entertainment, especially in the early evening
- More organised and publicised events are needed to encourage visitors
- Make better use of the parks

Sustainability

- Support local electricity generation via renewables
- Deliver energy efficient new buildings – green roofs, solar energy, rainwater harvesting.
- Protect parks and open spaces and create green links / corridors.

Homes and neighbourhoods

- Need for family homes in the city centre together with supporting facilities – e.g. secondary school

Design and layout

- Creating a world class accessible waterfront is vital – need to reconnect the core of the centre with the waterfront – physically and visually.
- Parks, heritage and waterfront are key assets
- Parts of the city centre need to be much better connected with each other
- Need public spaces for events and where people can meet

Transport

- Create attractive, safe, interesting routes throughout the city centre particularly for pedestrians and cyclists. Need to be well signed.
- Improve sense of arrival in the city – particularly the central station, bus arrival points and links to the rest of the centre
- Improved bus experience required - at night as well as during the day
- Maintain road access to the Port

Chapter 2 - Vision and outcomes

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

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

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

- 2.3 The city centre will be:

A great place for business

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

A great place to visit

More shops (including the next phase of the successful WestQuay centre), a greater choice of leisure and cultural attractions, restaurants and bars, and regular events will mean that the centre is used during the day and evening by residents, visitors and workers of all ages and cultures. The existing shopping area will be improved and will expand westwards when the need is demonstrated. The Cultural Quarter, already including the art gallery, library, Guildhall and Mayflower Theatre will grow to include the SeaCity Museum and new arts complex linking East Park with the recently refurbished Guildhall Square.

A great place to live

New and existing communities will flourish in attractive, safe, neighbourhoods, having chosen the excitement and convenience of city centre living. There will be a range of different house types, sizes and tenures, local services,

community facilities, open space and employment opportunities. Local shops and services dotted across the centre, and particularly in Bedford Place / London Road and St Mary Street, will continue to meet the day to day needs of city centre residents, employees and visitors. Residents will feel safe, and have a sense of belonging to a place which celebrates its cultural diversity. There will be improved connections between the city centre and surrounding communities, and measures to enable residents to benefit from the new job opportunities in the city centre.

A greener centre

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

Attractive and distinctive

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

Easy to get about

A network of well – signed, attractive routes which are accessible for all people, together with views of individual landmark buildings, gateway developments, the water, cruise ships and port activity will make it easy for people to find their way about. It will encourage people to spend more time in the city centre and promote walking, cycling and use of public transport. The Central Station will be significantly enhanced as a transport interchange enabling easy access to improved bus services and facilities. Improvements to the highway network will create a network of streets which are easy to cross, and are attractive to pedestrians, cyclists, bus operators and taxis whilst still providing efficient access to new and existing businesses such as the international Port, and the retail and leisure/ entertainment sectors.

Chapter 3 – Development Framework:

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

What type of development?

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

Offices

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

Retail

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

Culture / entertainment / leisure

- 3.5 The city centre, with easy access by public transport and car provides the home for cultural, entertainment and leisure experiences which attract people from across the region. These uses are a key component of a successful city centre – providing attractions and events to help to create buzz and activity.

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

Housing

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

Open spaces

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

Infrastructure

- 3.11 All types of development need supporting infrastructure ranging from transport improvements to community, health and education facilities. Improvements to transport infrastructure and services will deliver alternatives to the car to ensure that most of the growth in trips comes from public transport, walking and cycling. Over the long term, a strategic flood defence will be delivered to protect the city centre and wider city. In the meantime, individual developments will include measures to manage flood risk.

Proposals to extend the CHP network and for appropriate renewable and low carbon energy plants will be supported.

Where will the development go?

Major Development Quarter (MDQ)

- 3.12 The Core Strategy designates the Major Development Quarter (MDQ), which is reclaimed land in the western city centre. It currently consists of a mix of uses with generally low density development e.g. retail parks (West Quay and Mountbatten), surface car parks and the City Industrial Estate.
- 3.13 The MDQ includes the Central Station and is bounded by the main shopping area and Old Town to the east and the Port and waterfront to the south. It is intended to be redeveloped for higher density development to include major retail, leisure, office and residential uses. A comprehensive approach to development will improve pedestrian links and help deliver a strategic flood defence. Given its size and the variety and phasing of future uses, specific proposals are split between the different quarters in this plan with the exception of policies 18 and 19 which cover strategic issues in the MDQ.

Key areas of change

- 3.14 In the period up to 2026 the majority of the new development in the city centre will be seen in the following key sites and areas of change –
- **Station Quarter and the Western Gateway – new business district**
A transformed Central Station will provide an exciting arrival experience and lead to a new square, flanked by offices, cafes and small-scale shops and offering views of the waterfront and its cruise ships and cranes. In the Station quarter, new office space will begin to establish Southampton as a prime office location. In the longer term more intensive office-led mixed use schemes could be developed in the adjacent Western Gateway quarter after employment and leisure uses are relocated.
 - **Royal Pier Waterfront**
New development will revitalise the city's waterfront with an extensive public promenade, quaysides and board walks set round a newly laid out and extended Mayflower Park. It will be a regional destination, building on the success of the Southampton Boat Show, where cafes, restaurants, bars, offices, residential, leisure uses and specialist shops overlook marinas and provide opportunities to view the cruise liners and activity on the water.
 - **Heart of the City**
Refurbishment and selective redevelopments such as Watermark WestQuay and the East Street Shopping Centre (as well as the adjoining Bargate Shopping Centre) will strengthen the main shopping area and create stronger links with the adjacent parks. Interspersed with the new shops will be restaurants and cafés, with offices and housing above. By 2026 if the need is demonstrated, the main shopping area will have extended westwards.



Map 2 Opportunity sites and areas of major change

- Itchen Riverside including Town Depot**
 The Town Depot site next to the Itchen Bridge provides an opportunity to begin to change this part of the city centre into a new neighbourhood with a mix of uses including residential and possibly a regional leisure destination.

River walks, specialist shops and cafes will help people to better enjoy the river. In the longer term, if the minerals wharves can be re-located this whole area could become a residential-led mixed use neighbourhood.

- **Fruit & Vegetable market**

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

- **Cultural Quarter**

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

- **Southampton Solent University**

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



PART B

City Centre policies

- A great place for business
- A great place to visit
- A great place to live
- A greener centre
- Attractive and distinctive
- Easy to get about

Chapter 4 – City Centre policies

A great place for business

Policy 1 – New Office Development

Policy 2 – Existing offices

Policy 3 – Safeguarding industrial sites

Contributes to:

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none">• <i>A great place to visit</i>• <i>A great place to live</i>• <i>Attractive and distinctive</i>• <i>Easy to get to and about</i> | <p><i>Attracting new businesses such as shops, leisure and entertainment, hotels broadens the appeal of the city centre</i></p> <p><i>Providing jobs close to local communities</i></p> <p><i>A focus of economic activity which contributes to a vibrant city centre</i></p> <p><i>Locating major employment opportunities adjacent to public transport services</i></p> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

4.1 Many businesses are already located in Southampton city centre, creating wealth and jobs for around 32,000 people. Major companies include Skandia, John Lewis and Carnival UK. The Port of Southampton is one of the UK's busiest and most important commercial ports, and its premier cruise port handling over 1 million passengers. Every year almost 2,000 new graduates from the city's two universities choose to stay in Southampton. They bring specialist skills in areas such as marine, science, biotechnology, electronic engineering and medical sciences.

4.2 The Solent Local Enterprise Partnership and the Partnership for Urban South Hampshire promote increased economic / employment growth and competitiveness, focussed on Southampton and Portsmouth. The PUSH Economic Strategy (2010) forecasts considerable growth across a range of sectors, including the retail, leisure, transport, financial / business service, and advanced manufacturing / marine sectors.

4.3 The Council's Low Carbon City strategy and this Plan support investment in low carbon sectors of the economy. There is strong potential for the city to promote environmental sectors of the economy, supported by the Universities (including the National Oceanography Centre), and the strong marine sector, the Council's nationally recognised work on sustainable development, and the city centre combined heat and power network. The Council will support any proposals for a 'green village': a clustering of green businesses within a quarter of the city centre. This clustering may also take place across the city centre as a whole.

4.4 The forecast growth includes major office growth. The aim, as set out in the Core Strategy, is to promote this office growth in the city centre. This will encourage sustainable travel patterns and support the vitality of the centre.

4.5 The city centre is well placed to attract office investment, offering good transport links, a range of facilities and attractions, and a high quality environment. This plan sets out a comprehensive strategy to realise this potential. To support the growth of businesses in the city centre the plan also

identifies which industrial sites will be protected, and which can be redeveloped to provide higher density employment or other uses.

Offices

- 4.6 One aim of the Plan is to deliver major office growth. The adopted Core Strategy sets a target to deliver at least 322,000 sq m of additional office development in the city centre by 2026. The forecasts for PUSH on which this was based have since been reduced, taking account of the 2008 / 09 recession. The City Centre Master Plan also indicates that, for commercial reasons, less office development is likely to be delivered in the city centre by 2026. In the light of these changing circumstances and the ongoing economic uncertainty, the Core Strategy targets need to be reduced. The Council is consulting on a Core Strategy Partial Review. This sets a reduced target that at least 120,000 sq m of additional office space overall will be delivered by 2026, and that this target will need ongoing monitoring. This is a net additional increase and equates to 175,000 sq m of new offices, before taking account of a loss of some older existing offices. Approximately 48,000 sq m of offices have been completed, leaving 127,000 sq m to be delivered. This will still achieve the overall aim to promote major office growth, representing a 40% increase on existing office space. The city centre has the physical capacity to deliver 322,000 sq m of offices, and this additional capacity represents a reserve provision. If higher office growth is achievable across PUSH, this should still be directed to these additional city centre sites first. In any case the aim is still to achieve 322,000 sq m of new office development on these sites over the longer term.



- 4.7 This Plan identifies key development sites to help achieve the core strategy's office target. However in the light of the longer term timescales, and to ensure that areas of the city centre are successfully regenerated, the plan promotes controlled flexibility to support a mix of uses.
- 4.8 As set out by the master plan, attracting major office investment to the city centre requires a comprehensive strategy to address a range of issues:

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

Policy 1 New Office Development

Development within the following sites, as defined on the proposals map, will include a substantial proportion of new office development:

Each phase of the business district:

- i) Station Quarter
- ii) Western Gateway
- iii) West Quay Western Site B

And at:

- iv) East Park Terrace, subject to the needs of the University

Office development will be supported at Royal Pier Waterfront and Town Depot; and at other sites if appropriate; but there is no requirement to provide offices at these locations.

- 4.9 In many cases offices are likely to be delivered as part of a wider mixed use scheme. It is important that these schemes include a substantial proportion of office development, to help deliver the PUSH growth targets. However, it is also important to allow for reasonable flexibility, to promote successful regeneration and enable viable schemes to be delivered, particularly if over the medium to longer term economic growth takes a different profile to that predicted. Development which delivers the office floorspace set out in Table 1 will be supported as being in accordance with Policy 1. Table 1 is based on the figures in the master plan, and on promoting mixed use development, and seeks that approximately 50% of new floorspace in that area is developed as offices.

Table 1: A Guide to Delivering Office Floorspace on Development Sites

Site		Appropriate gross floorspace provision (Sq M)
i	MDQ: Station Quarter	109,000
ii a	MDQ: Western Gateway: City Industrial Estate	47,000
ii b	MDQ: Western Gateway: West Quay Road industrial estate	28,000
iii	MDQ: West Quay Western Site B	5,500
iv	East Park Terrace	9,000
		198,500

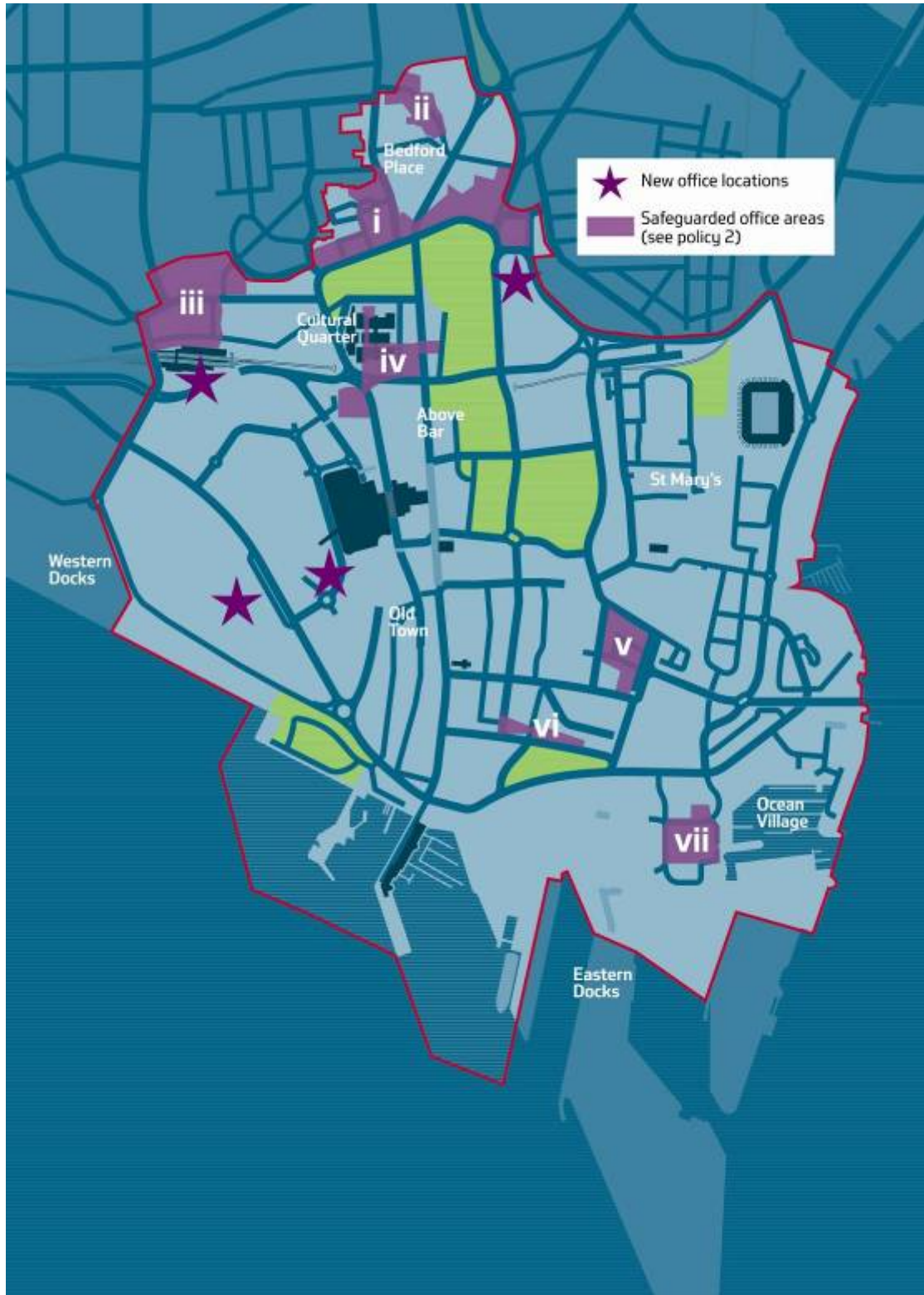
4.10 The figures in Table 1 seek to maximise city centre office provision and will cater for additional office development if economic growth is stronger than currently expected. They also recognise that most of these sites are likely to be delivered over a phased long term period, so will contribute to office development targets extending beyond 2026. However the figures in Table 1 (together with completions since 2006) exceed the current expectation for the total of office delivery to 2026. Therefore lower figures than those in Table 1 may be considered, provided a substantial proportion of office space is still proposed, taking into account whether:

1. There is clear commercial evidence that the figures in Table 1 are unlikely to be delivered within the next 5 years;
2. Allowing a different mix of development will secure particularly strong planning benefits which outweigh the need for offices;
3. It is appropriate in the light of monitoring of the delivery of the overall office target and of economic growth.

The need to still provide a substantial proportion of offices is based on the assumption that over the medium and longer term economic growth returns.

4.11 Many of the new office sites are within the MDQ. The Station Quarter offers an opportunity to start the delivery of a major office district in a highly accessible location attractive to office occupiers. Major office development will be supported in the Western Gateway. This quarter includes the Leisure World site. However, since a leisure-led redevelopment would also be supported on this site, provision of new office floorspace is not a requirement for redevelopment of the site.

4.12 The redevelopment of East Park Terrace need not provide any office development if the proposals are predominantly for University use. Major office development will be supported at Royal Pier and Town Depot. The fundamental aim for these two sites however is to provide a high quality waterfront destination. More flexibility is therefore appropriate and developers are not required to provide any office development.



Map 3 New and existing office locations

4.13 The city centre is the location of first preference for office development. Therefore the principle of major office development of an appropriate scale is suitable in much of the city centre, subject to other policies. However, major office development is unlikely to be appropriate within existing residential communities, such as St Marys.

Policy 2 Existing Offices

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

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

Once major new office development has been delivered in the MDQ business district, areas i), ii) and iii) will be reclassified as intermediate office areas.

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

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

- 4.14 To achieve the overall aim of increased economic growth, it is important to support proposals for new office development and manage any loss of existing offices. The targets for new office growth assume that most existing office space will be retained, although recognise that some will be lost. It is usual for older offices in secondary areas to be redeveloped, and this can help regenerate the area and create the demand to provide new offices. Policy 2 safeguards offices in the strongest commercial areas (the prime office areas); promotes controlled flexibility in intermediate areas; and greater flexibility elsewhere.
- 4.15 In the prime office areas the Plan aims to maintain the amount of office floorspace. Higher density mixed use schemes will be supported where this aim is met. However, a small loss of office space may be considered if it is clear that this delivers clear economic benefits overall, by delivering higher quality office space in the redevelopment. Once major new office development has been delivered in the MDQ business district (specifically Policy 1 areas i and ii), a more flexible approach will be appropriate. At this time (but not before) some loss of offices will be supported, based on the approach set out for the intermediate areas. Once new offices are developed these will be protected for office use.
- 4.16 In intermediate office areas a loss of some office space will be supported where a substantial proportion of offices is retained or re-provided. As an indication, a substantial proportion will include retaining 50% or more of the office floorspace. However, consideration will also be given to the level of office space that it is commercially viable to maintain and to whether a more flexible approach would directly secure other particularly strong planning benefits which outweigh the need for offices. Where there has already been a loss of offices on the same site within the last 5 years, the Council will seek to limit further losses accordingly where appropriate.
- 4.17 It is expected that in terms of commercial viability more flexibility will be appropriate for any proposal in the Duke Street / Richmond Street area.

- 4.18 Outside of the prime and intermediate areas, a loss of offices will be supported. However if appropriate, the opportunity should be taken to provide a mixed use scheme. This could include shops, small scale business units, residential or community uses, depending on the need and location.

Policies to be replaced / retained

Which office policies will be replaced in the CCAP?

Local Plan Review:

- REI15 Office Development Areas
- REI16 Identified Office Sites

Which office policies will still apply to the city centre?

Core Strategy:

- CS 6 Economic Growth
- CS 8 Office Location

Supporting Local Businesses and Managing Change on Industrial Sites

- 4.19 Core Strategy policy CS7 sets out the importance of safeguarding employment sites, including industrial and warehouse sites. It is important to maintain some industrial space within the city centre for local businesses and to maintain a choice of jobs for local people. The policy also recognises that in specific circumstances where there are strong regeneration benefits a site can be released from industrial use. There are a number of sites in the city centre where this is the case.

Policy 3 Safeguarding industrial sites

To support businesses, the following sites, as shown on the proposals map, will be safeguarded for:

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

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

- 4.20 These sites are safeguarded because they are relatively self contained and generally modern and successful industrial estates, with less potential to support wider regeneration. The Paget Street / Albert Road site is immediately adjacent to residential areas so is restricted to light industrial uses. Activities on the northern part of the City Commerce Centre might need to be managed to protect the amenity of the residential areas to the north.
- 4.21 The Gasholder site is currently still in use for gas storage but may be decommissioned during the plan period. It would be suitable for industrial uses or facilities complementary to the adjacent football ground, should there be a need for expansion.
- 4.22 There are a number of city centre industrial sites safeguarded by the Local Plan Review (2006) which, due to their location, offer strategic opportunities for redevelopment. These sites are therefore released from safeguarding for industrial uses, and identified as mixed use development sites by this plan. To be consistent with Core Strategy policy CS 7 redevelopment should generally include some suitable B-class employment as part of a wider mix of uses, as indicated by the site policy. The sites are as follows:

Table 2 Industrial sites with opportunities for regeneration

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

The Port



- 4.23 The Port of Southampton is an international freight and cruise passenger facility of major economic importance to the U.K, South Hampshire and the city. The Port expects major growth, as set out in its master plan, which in the short term is expected to take place within the existing Port boundaries. It is therefore important that good access to the Port is maintained. The first priority should be for access by sea or rail where possible, although there is also a need for major vehicular movements to and from the Port.
- 4.24 The Eastern Docks and the City Cruise terminal are adjacent to or within, and generally accessed through, the city centre. In addition, the strategic transport access to the Port and the city centre share the same approach routes (road and rail). By focussing major retail, office and residential development in the city centre more people will be able to travel by public transport, reducing pressure on the wider south Hampshire road access to the Port. The transport section of this Plan promotes this shift away from using the car (See the section entitled "Easy to get about"). The remodelling of city centre roads to support pedestrian movements will help encourage this shift, and will also need to balance pedestrian movements with the access needs of the Port.
- 4.25 In considering applications for new development adjacent to the Port (e.g. within 50 metres) the Council will take into account the impact of the proposals on the successful operation of the Port as well as the impact of the Port on the occupiers of the premises proposed.
- 4.26 Policy CS9 of the Core Strategy safeguards the Port for port related development with some flexibility for visitor destinations associated with cruise line terminals in the city centre. The proposals map defines the extent of this safeguarding.

Minerals Supply

- 4.27 On the River Itchen Burnley Wharf and Leamouth Wharf, as shown on the proposals map, along with Dibbles wharf just outside the city centre, make a significant contribution to the supply of minerals for the South Hampshire economy. The emerging Minerals and Waste Plan⁷ generally safeguards these wharves for mineral use. The Plan also seeks to control nearby development to ensure the continued operation of these wharves are not constrained.
- 4.28 However the wharves also offer important waterside regeneration potential for the Itchen Riverside area. They could be redeveloped to create a new waterfront quarter for the city centre, linked to the St Marys Football Stadium and the Ocean Village / Town Depot developments, extending the riverside walkway and incorporating new flood defences. In the longer term the wharves may no longer meet operational needs as the aggregate industry moves to the use of larger ships and more efficient / rail connected wharves, and / or if the wharf capacity is relocated elsewhere in Southampton Water.
- 4.29 Therefore the emerging Minerals and Waste Plan recognises the importance of the wharves whilst maintaining some flexibility to adapt to changing circumstances and facilitate regeneration. The Plan safeguards the wharves

⁷ Hampshire, Portsmouth, Southampton, New Forest and South Down National Park Minerals and Waste Plan (2011)

unless the merits of redevelopment clearly outweigh the benefits of safeguarding, or the wharves are no longer needed, or the capacity can be relocated or reprovided elsewhere.

Policies to be replaced / retained

Which industrial site policies will be replaced in the CCAP?

Local Plan Review:

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

Which industrial site policies will still apply to the city centre?

Core Strategy:

- CS 6 Economic Growth
- CS 7 Safeguarding Employment Sites

A great place to visit

Policy 4 - Supporting existing retail areas

Policy 5 - Major retail development outside the Primary Shopping Area

Policy 6 - Convenience retail

Policy 7 – The Night Time Economy

Contributes to:

- | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none">• <i>A great place for business</i>
• <i>An attractive & distinctive place</i>
• <i>A great place to live</i> | <p><i>A vibrant city centre is attractive to businesses and their employees</i></p> <p><i>The plan supports retail and night time economy in distinctive areas such as Bedford Place and Oxford Street.</i></p> <p><i>Due to the proximity to shopping, cultural and entertainment venues and the generation of jobs</i></p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

4.30 Southampton city centre, with easy access by public transport and the private car, is well known as a place to shop and for cultural, entertainment and leisure experiences. These uses are a key component of a successful city centre – providing jobs, attractions and events to help to create buzz and activity.

4.31 Southampton city centre is the top retail centre on the south coast and is ranked as the 14th best performing retail centre in the United Kingdom (2009). An estimated 6.9 million tourism day trips were made to Southampton in 2008, many of which were day trips to visit WestQuay Shopping Centre and other shops.

4.32 Southampton is more than just a great retail centre. Every year Southampton's performance venues attract around 400,000 visitors and its other major attractions include the annual Boat Show and the City Art Gallery. In addition, the five parks which make up Central Parks provide a green oasis in the heart of the city centre.

4.33 Southampton has aspirations to become an International City of Culture by 2026. Research⁸ revealed that, to become more attractive to visitors, the city centre needs to increase the number and variety of attractions, events and shops and improve the quality of the built environment. The SeaCity Museum and the New Arts Complex in the Cultural Quarter will increase the attractions in the city centre.

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

⁸ Southampton Destination Development Plan (2008)

Retail



Map 4 New and existing retail areas

- 4.35 Southampton is a regional shopping centre. The council aims to promote major retail growth to sustain and enhance this role. The adopted Core Strategy includes a target of approximately 130,000 sq m gross of additional comparison retail floorspace by 2026. The latest GVA Retail Study (2011) broadly supports this target, and this will be subject to ongoing monitoring.
- 4.36 The first focus for retail growth will continue to be the existing retail core, the primary shopping area, which will continue to be protected from high concentrations of non-retail uses that would detract from its role as the main shopping area in the city. It includes both the primary and secondary retail frontages from New Road to Bernard Street in the south and from West Quay Road to Kingsway (including Debenhams and the Bargate and East Street shopping centres) in the east. The site of Watermark West Quay is also within the Primary Shopping Area.

Policy 4 Supporting existing retail areas

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

- **Primary Retail Frontages**
Proposals for new development or a change of use at ground floor level to A1 use will be supported.
Proposals for non A1 use at ground floor will be supported if:
 - (i) the use falls within Class A2, A3, A4 or A5; and
 - (ii) it would not result in three or more adjoining units in non-A1 use; and
 - (iii) it would not be detrimental to those living or working nearby, for example by causing undue noise and disturbance.

- **Secondary Retail Frontages**
Proposals for new development or a change of use at ground floor level for A1, A2, A3, A4, A5 uses or those offering a direct service to the public will be supported provided :
 - (iv) an active frontage appropriate to a shopping area is included; and
 - (v) it would not be detrimental to those living or working nearby, for example by causing undue noise and disturbance.

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

- 4.37 The primary retail frontages in the city centre include WestQuay Shopping Centre and Retail Park, Above Bar Street and most of East Street. These contain a concentration of retail uses and are identified in order to protect their role, vitality and character as shopping areas. Although secondary retail frontages are also predominantly in retail use, they are more mixed and can successfully accommodate a greater diversity of uses. These include banks and building societies, restaurants and bars which also support the shops. The secondary retail frontages in the city centre include the High Street (south of East Street), Bedford Place and London Road, Hanover Buildings and Queensway.
- 4.38 In order to protect the primary retail frontages, ground floor non-A1 uses are restricted by criteria i to iii above. Non-A class will not be acceptable at ground floor in these frontages. A wider mix of uses at ground floor is appropriate in the secondary retail frontages, which may include community, leisure, tourism and related sui generis uses provided they offer a direct service to the public and have an active frontage in accordance with criteria iv and v. Active frontages in secondary retail frontages will generally be active commercial frontages (i.e. shops, cafes and restaurants, or office reception areas, with windows and entrances on to the street).



- 4.39 There is scope for different uses on upper floors (including residential) to help the vitality of the area beyond traditional retail opening hours.
- 4.40 The extension of the Primary Shopping Area is addressed in Policy 5. Elsewhere in this plan, policies 23, 24 and 27 cover developments in the East Street Centre and High Street, Major Development Quarter, Bargate area, which are key sites within the primary and secondary retail frontages. Guidance on Bedford Place and London Road is in chapter 5 and the retail policy for St Mary Street is addressed in Policy 37.
- 4.41 In addition to key sites in the Primary Shopping Area, ancillary retail uses can help to deliver other key sites such as at Central Station and Royal Pier Waterfront. Small scale retail uses are also appropriate to support development at Western Gateway and Town Depot. Retail uses should be appropriate to the location and not compete with the Primary Shopping Area. A retail impact and sequential assessment is required for any proposals outside the primary shopping area in accordance with government guidance.

Policy 5 Major retail development outside the Primary Shopping Area

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

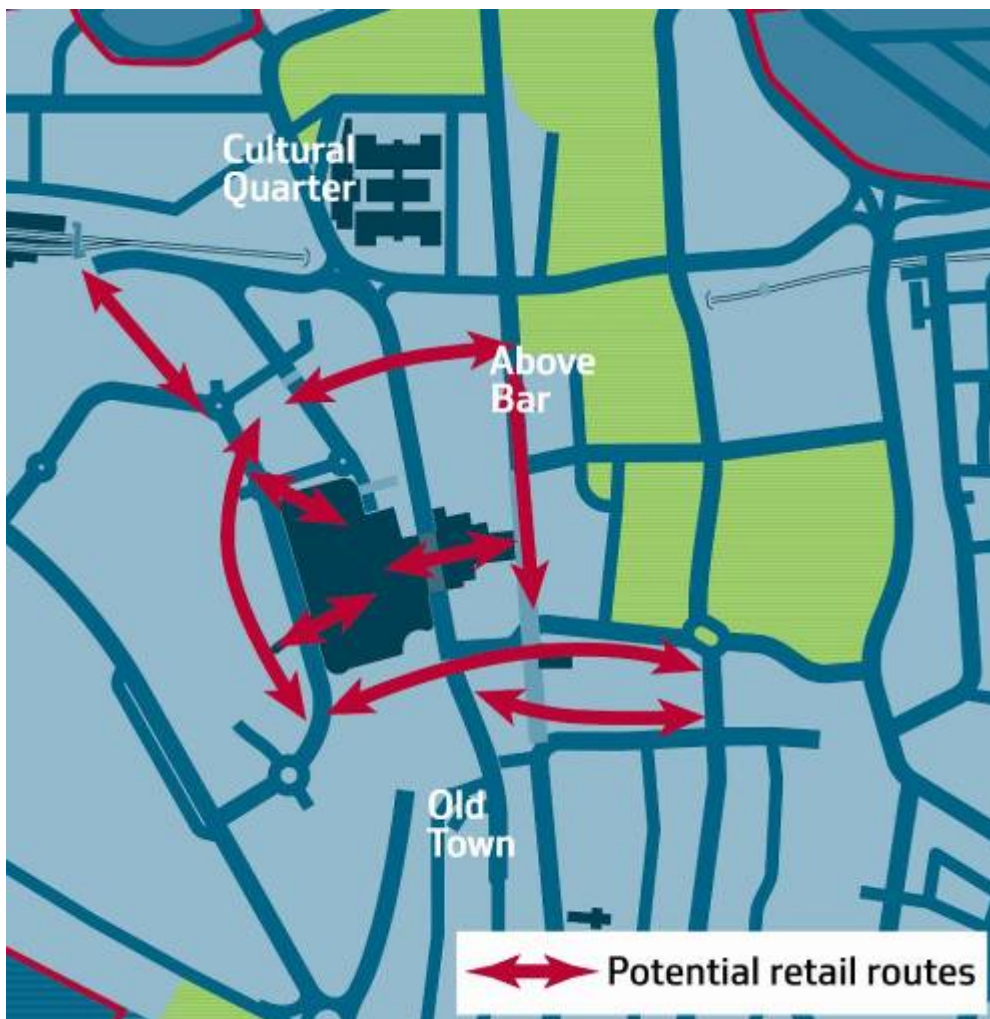
From 2016, major retail development outside the PSA will be supported;

1. as a coherent extension of the PSA; and
2. where the need for additional retail growth has been demonstrated; and
3. proposals in the existing PSA are unlikely to proceed

After 2021, retail expansion into the Major Development Quarter as a coherent extension of the PSA will be promoted, subject to ongoing monitoring.

Major retail developments outside the PSA which do not meet these criteria will be 'edge of centre' or 'out of centre' proposals. They will be assessed and controlled in line with national policy and Core Strategy policy CS3, to protect the city centre PSA and other centres; and will enhance links to the PSA.

- 4.42 The approach to major retail development outside the current Primary Shopping Area (PSA) was established in the Core Strategy. Major retail development is defined as 750 sq m (gross) or greater. Retail development will be directed first to the existing PSA in the city centre. In order to deliver the retail growth identified in the Core Strategy there is very likely to be a need to expand the PSA and extend Southampton's retail circuit, see map 5. Core Strategy Policy CS 2 identifies the Major Development Quarter as a strategic site for mixed use development to include retail development as a coherent expansion of the PSA.



Map 5 Retail circuit

- 4.43 The appropriate amount of additional retail floorspace outside the PSA and its phasing will be considered against retail need (based on the strength of economic growth and expenditure) and the delivery of schemes and level of vacancies within the existing PSA. The overall health of the retail centre will also be subject to ongoing monitoring.

- 4.44 The first priority for retail growth is the existing PSA, followed by its managed expansion to meet regional need:
- Pre 2016; prioritise PSA with no need for expansion
 - 2016-21; consider extent of economic growth and progress on schemes such as the redevelopment of the Bargate Centre and Watermark WestQuay)
 - Post 2021; the extension of the PSA is likely to be promoted
- 4.45 An indicative area of search for the extension of the PSA is shown on the Proposals Map. In accordance with policy CS 2, any proposals for retail provision adjacent to the primary shopping area must demonstrate how they link into the existing area and help provide a coherent retail circuit and easy pedestrian access.
- 4.46 'Edge of centre' and 'out of centre' retail development will be controlled to protect the existing and expanded PSA. Any regeneration benefits will be taken into account in line with paragraph 4.5.13 of the Core Strategy.

Policy 6 Convenience retail

The council will support new superstores in the east and west of the city centre. An eastern superstore should be located within the existing primary shopping area. A western superstore should be located within the existing primary shopping area or closely linked to it.

Small scale and specialist local food shopping including food markets will be supported across the city centre, in particular in the MDQ and in areas of significant residential development.

- 4.47 The Southampton and Eastleigh Retail Study (2011) found that the city centre had a below average representation of convenience floorspace and existing supermarkets were underperforming. The study identified capacity in the city centre for a small amount of additional convenience floorspace. However, the study recognises that this is likely to be an under estimate, and there is scope for the city centre to improve its market share and quality of offer.
- 4.48 City centre supermarkets perform an important role in serving both the existing business and residential population and supporting new development. At least two new superstores should be developed in accordance with Policy 6. A western superstore could be included as part of a comprehensive development package to deliver the Station Quarter redevelopment and strengthen the northern end of the shopping area.
- 4.49 Increasing and improving the quality of convenience floorspace by relocating or redeveloping existing stores will also help claw back spending from out of centre stores. In addition to superstores, small scale local and specialist food shops are important in the city centre and also help support sustainably produced local products (promoted in the Sustainability Appraisal SA/SEA).
- 4.50 Small scale food stores are those which are less than 750 sq m or of a scale which will primarily serve an unmet local need in their immediate area, and which will not have a significant impact on the primary shopping area or better

located local stores. Otherwise they will be assessed against national retail and policy 6 above.

Policies to be replaced / retained

What retail policies will be replaced in the CCAP?

Local Plan Review:

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

What retail policies will still apply to the city centre?

Core Strategy:

- CS 1 City Centre Approach
- CS 2 Major Development Quarter

Local Plan Review:

- REI 7 Food and Drink Uses
- REI 8 Shopfronts

Culture, Leisure and tourism and the night time economy

- 4.51 The city centre is the primary focus for major leisure, cultural and tourism facilities in Southampton and beyond. This plan identifies sites for new facilities and addresses any potential negative impacts through controlling closing hours and seeking contributions for community safety measures.
- 4.52 Cultural and entertainment facilities within the city centre include the Mayflower Theatre, the region's most significant large scale touring theatre venue, the Art Gallery, with its internationally renowned collection and the Guildhall, multipurpose entertainment venue. The New Arts Complex will further increase the cultural facilities. The city has four museums including the newly restored Tudor House and Garden and is in the process of developing a new SeaCity Museum (which will replace the Maritime and Archaeology museums). The city is also home to the annual Southampton Boat Show and its waterfront provides a key leisure facility. Policies for the redevelopment of some of these sites and areas are set out in chapter 5. Policy 31 supports the emerging cultural quarter at Northern Above Bar.
- 4.53 Core Strategy policy CS 1 promotes leisure, cultural and hotel development in the city centre. The CCAP supports this type of development across the city centre (subject to meeting other policy requirements) with the aim of delivering more diversity, for example in city centre hotels. The policies for major sites highlight the opportunities for leisure, culture and tourism as part of the development of the site, in particular within the emerging Cultural Quarter.
- 4.54 Further policy guidance is provided for managing the night time economy. The approach in the Plan is to promote clusters of facilities in identified areas where late night uses are encouraged. Outside of these hubs, restrictions will be placed on opening hours or on the type of uses which are acceptable.

Policy 7 The Night Time Economy

In order to promote a night time economy with a range of activities that contribute to a vibrant city centre whilst minimising potential disturbance to nearby residential areas, additional late night uses will be directed to evening zones and late night hubs as shown on the Proposals Map.

These additional late night uses such as nightclubs and D2 uses, and extended opening hours are encouraged in the following late night hubs:

1. Leisure World (to be reviewed if this site is redeveloped)
2. Royal Pier

Outside these hubs, proposals for late night uses will not be supported, except where identified in the sites policies in Chapter 5.

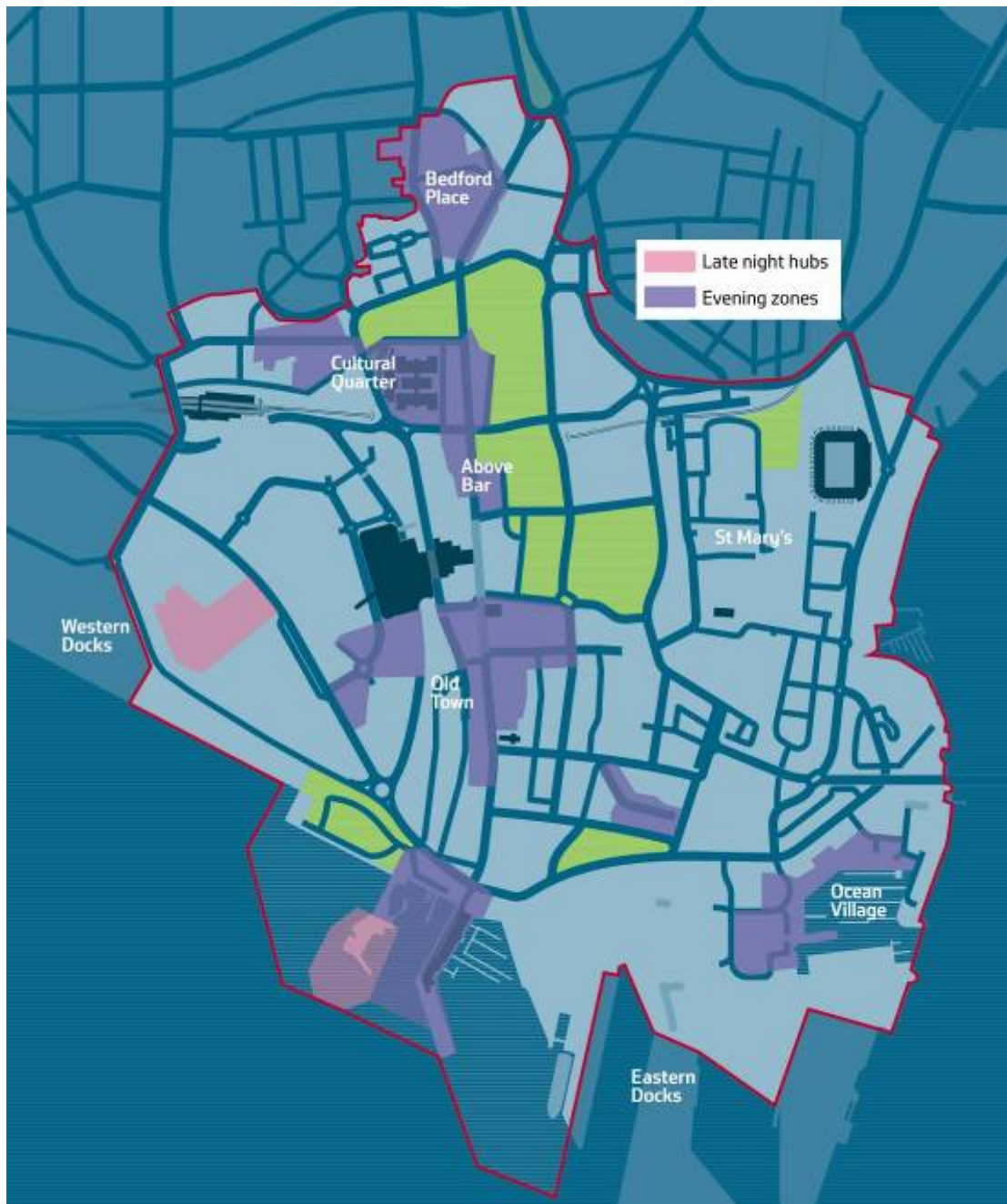
Extended opening hours (beyond 23.00 hours) for food and drink uses (Use Classes A3, A4 and A5) will be supported in the identified evening zones subject to other policies, particularly those to protect residential amenity (Policy REI 7 of the Local Plan Review) and retail areas (Policy 4).

Proposals in the designated night time hubs and evening zones will be subject to restricted opening times as set out in table 3. Applications for extended opening hours in the Cultural Quarter will be judged on their own merits.

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

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

- 4.55 Southampton's night time economy is a key part of a successful regional city centre and it is important to manage its operation and expansion. There is a range of restaurants, pubs and bars throughout the centre from Bedford Place to Holyrood Place, Oxford Street and Ocean Village. Late night uses are concentrated in Leisure World which includes a large nightclub, multi-screen cinema and casino. There are further clusters of nightclubs around Bedford Place, which is a well established vibrant night time economy area, at Northern Above Bar in the Cultural Quarter and there are two more cinemas in Ocean Village. The redevelopment of Watermark WestQuay and the emergence of the Cultural Quarter with a New Arts Complex at Northern Above Bar will help broaden this offer and complement existing premises.
- 4.56 There are however challenges in managing people using night clubs, bars and pubs at night in order to reduce the noise and disruption to people living in and close to the city centre (to address potentially negative impacts on health and increased crime raised in the Sustainability Appraisal SA/SEA). The planning system has an important role in directing such uses to areas of the city centre which are easily accessible, attractive to the entertainment industry and which create minimum noise and nuisance to residents



Map 6 Night time economy

4.57 The approach in this plan is to designate late night hubs which are located away from residential areas and should be the focus for late night uses that open after 23.00 hours including new nightclubs and other entertainment (D2) uses. Also appropriate in these hubs are food and drink uses (use Classes A3, A4 and A5) with extended opening hours. The latest closing times in the hubs are set out in the table 3. The late night hubs may also include other uses as part of mixed use schemes, including residential. New residential development in late night hubs should incorporate measures to reduce noise and carefully consider the location of residential units in relation to the late night uses. Where residential development has already taken place, proposals for nightclubs should not be detrimental to those living nearby, for example by causing undue noise and disturbance.

- 4.58 The Plan also identifies evening zones which contain a concentration of existing pubs, bars and nightclubs but are generally either within or close to residential areas. Within these zones new nightclubs will not be permitted. Otherwise acceptable proposals for other late night uses and alterations to existing premises or planning permissions will be subject to restricted opening times.
- 4.59 The current approach to restrict the potential nuisance caused by the night time uses in zones and the late night hubs will continue with planning conditions restricting the latest closing times as follows:

Table 3 Latest closing hours

Area	Designation in the Plan	Latest closing time
Bedford Place / London Road	Zone	midnight
Oxford Street	Zone	midnight
Royal Pier / Town Quay (not including the end of Royal Pier)	Zone	midnight
Ocean Village	Zone	midnight
Civic Centre area / Guildhall Square	Zone	1 am
Bargate and Below Bar	Zone	1 am
Leisure World	Hub	3 am
End of Royal Pier	Hub	3 am
Areas outside zones and hubs		11 pm

- 4.60 The Council will co-ordinate its planning and licensing functions as far as it is able in order to provide clarity to businesses and residents about the sorts of land uses that are acceptable in which location. However, the two systems have different criteria against which to judge applications for new licensed premises and the owner needs to ensure that the necessary permissions / licenses have been granted.
- 4.61 The Bedford Place / London Road and Civic Centre / Guildhall Square areas are identified in this Plan as evening zones (continuing the designation in the Local Plan Review). They also lie within the Cumulative Impact Policy Area for Licensing Applications. This area was identified by the Council (as the Licensing Authority) as already suffering due to the concentration of licensed premises and activities. In these areas applications for licences for new premises or substantial variations to existing licences such as longer opening hours are unlikely to be permitted unless the applicant can demonstrate that the changes will not have an adverse impact on the area. Licence applications within the Cultural Quarter will be treated as an exception to the Cumulative Impact Policy and judged on its own merits.
- 4.62 The High Street, Bargate and West Quay late night hub has been redesignated as an evening zone. This reflects its proximity to the Above Bar Cumulative Impact Policy area, the lack of proposals coming forward for late night uses and the amount of existing and proposed residential development within and adjacent to the zone.
- 4.63 Part of Royal Pier is now designated as a late night hub to facilitate the leisure uses planned in its redevelopment.

- 4.64 The boundaries of some of the zones and hubs have been redrawn. This reflects recent developments including the Carnival headquarters and proposals such as Mayflower Plaza. The western side of Bedford Place is also now included within the designated zones.
- 4.65 Applications for A3-A5 food and drink uses should meet the requirements in policy REI 7 Local Plan Review or its replacement in a future Development Plan Document. This states that proposals will be supported throughout the city centre providing measures are in place to prevent nuisance due to noise, cooking smells and litter.
- 4.66 Contributions will be sought from applications for night time economy uses towards community safety measures which may include CCTV and late night bus services as set out in Supplementary Planning Documents.

Hotels

- 4.67 Hotels play an important role in attracting people to visit Southampton city centre and encouraging them to stay for longer. They support tourism and business development and contribute to jobs. The South Hampshire Hotel Futures Study (2010) identified opportunities for significant new hotel development in the city centre as the economy and tourism grows. It reported that in 2010 Southampton city centre had 19 hotels with a total of 1,462 rooms. Although there have been proposals for new hotels, relatively few have opened in the last 5 years. The Study projected that 14 new hotels and 1,340 new rooms were required to 2031.
- 4.68 The aim is for a more diverse range of hotels including five star and smaller boutique hotels (particularly in the Old Town) as well as mid priced and business hotels. The Plan supports in principle the development of hotels throughout the city centre, for example at the Ocean Village Promontory site and further opportunities at the waterfront (Royal Pier Waterfront and Town Depot), Old Town, Station Quarter, Western Gateway and as part of the Watermark WestQuay development.

Policies to be replaced / retained

What Night Time Economy policies will be replaced in the CCAP?

- Local Plan Review:
- CLT 14 City Centre Night Time Zones and Hubs

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

N/A

A great place to live

Policy 8 - Housing supply

Policy 9 - Supporting education facilities

Contributes to:

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

- 4.69 Around 18,000 people already live in Southampton city centre. Established communities include the Old Town, St Marys, Ocean Village and Bedford Place and three main areas of social housing at Holyrood, Kingsland and Golden Grove in St Mary's. In the last 10 years, the number of people living in the centre has increased with the completion of major new developments particularly around the southern end of the High Street and in the Chapel area. The city centre has a rich mix of communities and ethnic backgrounds. There are also several halls of residence for Southampton Solent University creating a significant student population.
- 4.70 The city council recognises that the student population of the universities has put pressure on the city's existing areas of conventional housing and particularly on the private rented market. Purpose built student accommodation and 'halls of residence' style accommodation help to provide an important alternative to private rented housing and help to relieve pressure on this market. The city centre is an ideal location for student accommodation being highly accessible for students of both universities. Therefore within the city centre student accommodation will generally be supported, so long as it would not compromise policies in this plan.
- 4.71 Much of what is needed to make Southampton city centre a great place to live is already here. The city centre provides a variety of housing of different sizes including social housing, privately rented and owner-occupied homes. There is good access to jobs and public transport and a wide range of shops and entertainment. A city centre park is within walking distance of all homes, providing opportunities for play and relaxation, although the roads next to the parks can act as barriers. The primary sector schools are being extended and improved and doctors, dentists and community facilities are available.
- 4.72 The Core Strategy proposes that approximately 5,450 dwellings will be built in the city centre up to 2026 which is about a third of the city's new housing supply. Policy 8 identifies where the majority of these homes will be built.
- 4.73 New homes will also need to be accompanied by the provision of education, health and community facilities. These may be provided through extension or improvement of existing services and facilities, or through the provision of new facilities. They should be well designed and contribute to an accessible and a low carbon city centre. There are currently no secondary schools in the city centre and currently no plans to provide one. The provision of a secondary school within the city centre would enhance its attractiveness for

families and reduce the need to travel. The need for a secondary school will be kept under review, although it would be difficult to identify a suitable site within the city centre, Proposals may emerge for free or studio schools. Policy 9 safeguards the main education sites in the city centre; the universities sites and City College's campus.

Housing

- 4.74 In recent years the new dwellings in the city centre have predominantly been flats. The Plan encourages a mix of housing to cater for families as well as smaller households. Residential development will generally be encouraged throughout the city centre mainly as part of mixed-use schemes.

Policy 8 Housing Supply

5450 dwellings will be built within the city centre between 2008 and 2026. Residential development will be supported:

1. As part of mixed use development on sites identified in chapter 5 where residential development is appropriate;
2. On the following 'housing led' sites, which are identified on the Proposals Map:
 - i) 72-74 Canal Walk;
 - ii) Aviation Museum
 - iii) 24-32 Canute Road & 157-159 Albert Road South;
 - iv) College Place car park, off Ordnance Road ;
 - v) r/o 104-106 East Street;
 - vi) Kings Park Road;
 - vii) Land at the corner of Northam Road;
 - viii) 50 Oxford Street;
 - ix) 11 Queensway;
 - x) 54-56 St Mary Street;
 - xi) 165 St Mary Street (if the ice rink is not built);
 - xii) Chantry Hall (if the ice rink is not built);
 - xiii) 21 Southampton Street and 16-18 Upper Banister Street.
 - xiv) Cedar Press

Small-scale commercial, leisure and community uses may be acceptable at ground floor level as part of the development of these sites;

3. Through the conversion or redevelopment of other sites as appropriate.

- 4.75 Policy CS 1 of the Core Strategy indicates that about 5,450 dwellings will be built in the city centre up to 2026. 620 dwellings have been completed since April 2008. This leaves about 4,830 dwellings to come forward on sites already under construction, allocations, other large sites (sites of 10 or more dwellings) currently not identified (possibly as part of mixed use development) and small sites, some of which have planning permission. Table 4 overleaf sets out the components of this supply.

4.76 The Strategic Housing Land Availability Assessment (SHLAA) Update 2011 identified large sites with potential for 3,483 dwellings in the city centre. Since the SHLAA update was produced the capacity of some of the sites has been amended to take account of more recent information about the likely development on the sites. Table 4 identifies the dwelling capacity for sites with and without planning permission that are now considered likely to be developed. Since the SHLAA update was produced other city centre sites have been identified as part of the Master Plan work. It should be noted that the suitability of these sites for housing has not been assessed as part of the SHLAA process. The housing supply figure, shown in the Table 4, incorporates the new sites and the revised dwelling figures for some sites.

Table 4 Components of Housing Supply in the City Centre

	Number of units (rounded to the nearest 5)
Housing requirement	5,450
Completions since April 2008	620
Residual requirement 2011 - 2026	4,830
Sites with planning permission (1)	1,235
Sites identified in the SHLAA (without planning permission) (2)	2,295
Estimated dwelling numbers on other sites (3)	580
Remainder to be built on other large sites (not yet identified) and small sites	720

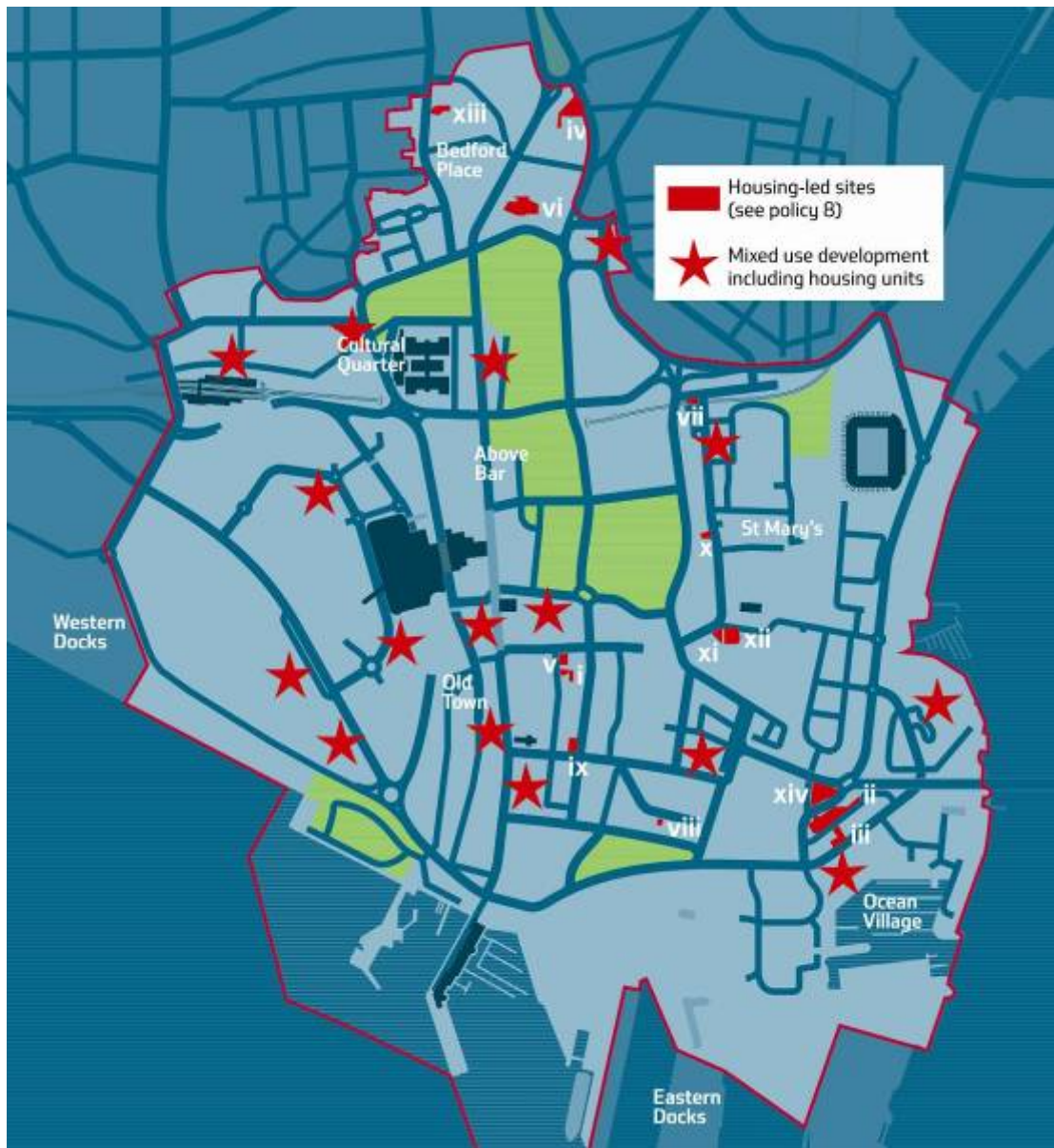
- (1) This includes both large and small sites that are considered likely to be developed
- (2) This includes sites identified in the 2011 SHLAA update as amended by more recent information
- (3) This includes sites identified in the Masterplan and sites identified in the Housing land supply survey 2011.



4.77 The main housing sites are the large-scale redevelopment sites on the western side of the city centre, Royal Pier Waterfront and Western Gateway, the southern end of Queensway; and the sites bordering the River Itchen, of which only Town Depot is likely to be developed in the plan period. Housing

on these sites will come forward as part of mixed-use development. Detailed policies for these sites are set out in chapter 5 of the document.

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



Map 7 Housing sites

- 4.79 Where possible, and appropriate for the site and location in question, family housing should be provided in accordance with Policy CS16 of the Core Strategy. Creative and innovative approaches to introducing family living environments within the city centre will be supported. However, it is recognised that in the city centre some areas may be inappropriate for housing (and for family housing in particular) because the surrounding uses generate noise or other incompatible activities. Both affordable and market housing should be provided with a mix of tenures. The precise form of development will be determined at the planning application stage. All proposals will need to take into account the requirements of policies CS 5, 15 and 16.

Policies to be replaced / retained

Which housing supply policies will be replaced in the CCAP?

Local Plan Review:

- H1 (part) Housing Supply
- H13 (part) New Student Accommodation
- H14 (part) Retention of Student Accommodation

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

Core Strategy:

- CS 1 City Centre Approach
- CS 4 Housing Delivery
- CS 5 Housing Density
- CS 15 Affordable Housing
- CS 16 Housing Mix and Type

Education sites

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

Policy 9 Supporting Education Facilities

In accordance with Core Strategy Policy CS 11 the following sites within the City Centre are safeguarded for education and related facilities:

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

- 4.81 Policy CS 11 of the Core Strategy safeguards all education sites and related facilities. Policy 9 above and the Proposals Map define the specific city centre

sites to which policy CS 11 apply. Primary and secondary schools are also safeguarded by CS 11 but are not shown on the proposals map.



4.82 The policy is intended to provide certainty for these establishments that the sites are safeguarded to allow for their further expansion/intensification on site. This safeguarding includes Southampton Solent University's existing campus on East Park Terrace. The university also wishes to expand to the north of its current campus at East Park Terrace. Policy 9 supports this expansion and identifies educational use as an acceptable element of a development at East Park Terrace. The National Oceanography Centre, is located within, and shares an access with, the operational area of the Port of Southampton. In this area land uses will be permitted provided they are compatible with the needs of the operational port.

Policies to be replaced / retained

What education policies will be replaced in the CCAP?

Local Plan Review:

- L6 Southampton Solent University
- L7 (part) The University of Southampton

What education policies will still apply to the city centre?

Core Strategy:

- CS 11 An Educated City

A greener centre

Policy 10 – Green infrastructure and open space

Policy 11 - Open space in new developments

Policy 12 - Renewable or low carbon energy plants

Policy 13 - Flood resilience

Contributes to:

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

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

4.84 The city centre has significant open spaces and parks which play a major role in the identity of the centre. However the city centre lacks an integrated network of attractive pedestrian and cycle routes which link with public spaces as well as different parts of the city centre. Policy 10 seeks to protect existing open space, deliver new open spaces and to better link these spaces. Policy 11 sets out guidance on public open space provision for new developments.

4.85 Southampton has been a pioneer in sustainability with the launch of the geothermal project (a combined heat and power network, CHP) in 1986. The CHP is regarded as a key piece of city centre energy infrastructure which saves over 12,000 tonnes of CO₂ per annum. The district energy system supplies heat and power to 1,000 residential dwellings and has over 40 commercial and public sector customers in the city centre including The Quays, De Vere Grand Harbour Hotel, John Lewis and Marks & Spencer and the Holyrood Estate. Since it started, the system has been improved with extra generators and now supplies cooling as well as heating. Policy 12 sets out criteria for the location of new renewable or low carbon energy plants.

4.86 Approximately half of Southampton city centre is already, or will be the subject of tidal flood risk in the future. Some of the low-lying ground around the waterfront is land reclaimed from the sea in the early 20th Century. As sea levels rise these areas and others in the city centre will be at risk from flooding. The problem is not limited to new development and also affects existing areas.

4.87 Minimising the impact of flooding is one of the eight key priorities for the Low Carbon City Strategy. The risk of flooding in Southampton will be managed by ensuring that individual developments are safe and, in the longer term, implementing a strategic shoreline defence to protect the city centre (and wider city) as a whole as set out in Policy 13. By tackling flood risk,

developers and businesses will have confidence to invest in, and people to live in, the city centre, securing sustainable economic growth. New defences can also be integrated into the cityscape and within new developments.



Green Infrastructure and Open Space

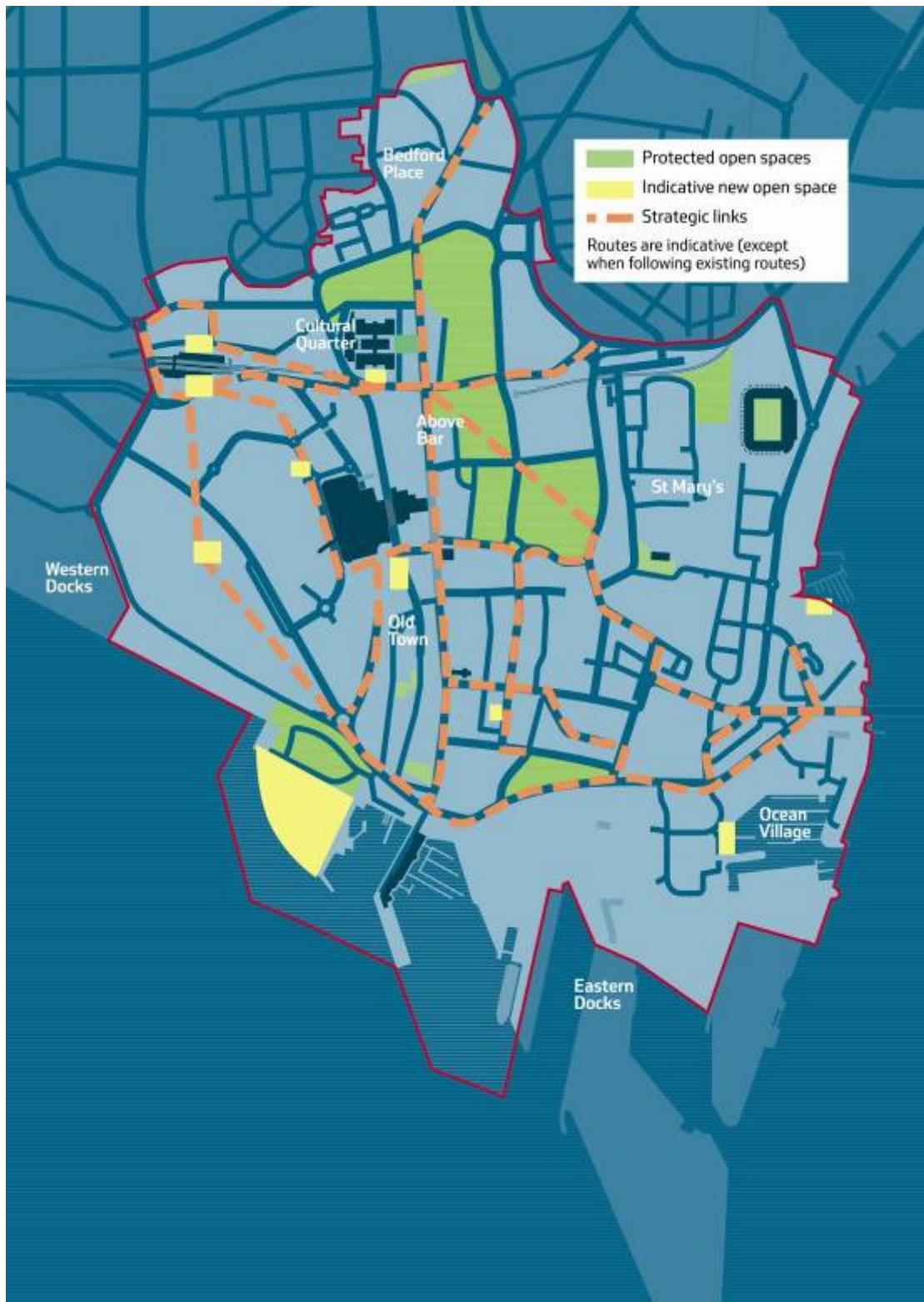
- 4.88 Open spaces, whether green parks or hard – surfaced civic spaces, are a vital element in the city centre. A key objective for the city centre is to combine high quality development with good open space provision. This section of the action plan reconciles these two requirements; it sets out the need for a wide range of improvements which will make city centre living attractive.
- 4.89 Well designed, safe, attractive spaces provide opportunities for social interaction, physical exercise, and contact with nature. They also mitigate the effects of carbon emissions and harness the cooling effect of vegetation. In addition they provide the setting for, and soften the impact of, buildings and other structures. They therefore contribute to health and wellbeing, reduce the impact of climate change, promote biodiversity, intercept surface water run off, and increase the city centre’s attractiveness as a place to do business, visit and live. Amongst the city centre’s key assets are the extensive Victorian parks which wrap around the main shopping area. They are statutorily protected as Common Land.
- 4.90 The Core Strategy established the importance of open space through Policies CS 21 and CS 22. These seek to retain the quantity of existing open spaces, help deliver new spaces, improve the quality and accessibility of spaces and protect biodiversity throughout the city. This approach is reflected in the policy for the city centre below.

Policy 10 Green Infrastructure and Open Space

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

1. Protecting and enhancing existing designated open spaces listed in Appendix 4 including specifically the key spaces of the Central Parks, Mayflower Park, Queens Park, and other Civic spaces;
2. Designating additional existing open spaces listed in Appendix 4;
3. Supporting the reconfiguration of existing open spaces, as part of the following development schemes provided the quantity of open space is retained within the site:–
 - Royal Pier - remodelling Mayflower Park to retain and enhance a major city-scale waterfront park (see Site Policy 22)
 - North of Central Station – remodelling or replacing Blechynden Terrace open space to create a civic space to the north of Central Station and upgrade the strategic link from the Central Station to the northern end of the main shopping area, the Civic Centre and Cultural Quarter;
 - Platform Road / Queens Terrace transport scheme – remodelling of Vokes Memorial Gardens on Platform Road and Queens Terrace which will extend the protected open space at Queens Park.
4. Improving accessibility to open spaces through creating a network of strategic pedestrian and cycle links (see Policy 17)
5. Creating a Green Grid of routes and spaces throughout the centre linking existing neighbourhoods, destinations, open spaces and the waterfront. Within the Green Grid the Council will require where appropriate the inclusion of a sustainable urban drainage network to include water courses, ponds, water features and channels;
6. Seeking the provision of new open spaces as set out in Policy 11
7. Require all developments (and especially the key sites set out in chapter 5) to assess the potential of the site for appropriate green infrastructure improvements by using the council's Green Space Factor, and improve the score for the site wherever possible;

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



Map 8 Green Grid and Open Space

4.92 A key enhancement is to better link open spaces, creating walking and cycling routes, and wildlife corridors. Policy 17 shows the strategic links in the city centre. These strategic links, along with open spaces, nature conservation areas, landscaping, green roofs/walls and increased tree coverage form the

Green Grid. This network will connect the main parks, waterfronts, pocket parks and civic spaces and also reach out to the surrounding areas.

- 4.93 Two of the strategic links will be green links, and the others will include green links where possible. Green links are fundamental to delivering the Green Grid. The Green Mile is an existing strategic link through the Central Parks to Queens Park. The Station Avenue south of the station represents an opportunity to introduce good quality green spaces into a very urban setting and improve links to Mayflower Park. Partial green links offer more limited opportunities, however all strategic links should seek to deliver the measures set out above wherever possible. The Green Grid may also be extended where new development provides more localised opportunities to connect open spaces.
- 4.94 New open spaces might include green pocket parks or squares created within the new major development areas and spaces along the waterfront, and will be of a size appropriate to where they are and their role within each area.
- 4.95 Sustainable urban drainage solutions are promoted in order to introduce water features where viable to further enhance the Green Grid in linking new streets and public spaces to the waterfront. These features could be further extended into existing streets and public spaces where new development would allow its incorporation. Potential locations could include Western Esplanade (from Watermark West Quay to Royal Pier), evoking the historic setting of the walls, subject to protecting heritage assets; and strategic link i), the new avenue from Central Station to Royal Pier (see policy 17). Individual proposals will need further testing through design and feasibility assessments.
- 4.96 The approach for individual sites and the requirement for open space within those are contained in Policy 11 below and the relevant CCAP site policies (development on key sites might enable replacing open space or providing the required space on a different site).
- 4.97 Suitable qualitative improvements are to be measured using the council's Green Space Factor (GSF). The Core Strategy requires green infrastructure (GI) to be protected for biodiversity and recreation purposes; however it is readily apparent that different areas of the city have different levels of GI. Describing how and to what extent areas differ can be challenging and is often a subjective process. The GSF enables an objective assessment of the quality and functionality of GI to produce a score for any drawn site or area in the city centre. The council will advise on the GI required in a particular area or plot and provide examples of GI interventions that can deliver such benefits.

Policy 11 Public Open Space in New Developments

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

1. The creation of new civic spaces as specified in Table 5 where the new space is located on or adjacent to the development site.
2. Development will be expected to provide an appropriate amount of public

amenity open space on site, taking account of -

- a. The following indicative standards:
 - For residential developments amenity open space will be sought on site to a standard of 0.22 hectares per 1,000 population;
 - For office developments over 25,000 sq m (gross) a pocket park to a standard of 0.15 hectares per 1,000 workers
 - b. The nature of the development;
 - c. The proximity of other open space.
3. Development will be expected to provide 'green roof' open space where practical. If this is publically accessible it will count towards the standard in criterion 2.
 4. Development will provide for other types of open space through a CIL contribution;
 5. Suitable qualitative improvements must contribute to green infrastructure and the public realm. Proposals will include green walls where practical and appropriate.

- 4.98 Large public open spaces are well provided for in the city centre, in particular with the number of public parks and quantity (at over 28 hectares). This will go a considerable way to meeting the need for public open space associated with existing and new development in the city centre. However the city centre is slightly deficient on smaller pocket parks and green amenity space.
- 4.99 Generally there are few areas where significant new green spaces can be provided in the city centre. However, the Major Development Quarter and some other locations represent a unique opportunity to see the introduction of a significant quantum of open space for the city centre. This will meet the need for open space associated with new development, and to substitute for any small areas of open space lost or reconfigured as part of development.
- 4.100 Policy 11 sets out the approach to ensure new developments contribute to the need for public open space. There is an opportunity to provide new civic spaces as part of major new development, particularly in the MDQ or possibly through reconfiguration of city centre parking.
- 4.101 The standards to be applied to new developments are derived from the council's Green Space Strategy (adopted 2008). This document built upon the work carried out in the council's Open Space Audit (2004). The Green Space Strategy refined national planning policy categories into open spaces that are appropriate, with standards that are relevant to the catchment areas of different types of spaces found in Southampton. This has allowed the council to produce standards which are unique to the city and provide a more accurate reflection of what open spaces we need. Development should provide amenity open space on site wherever possible taking account of the constraints and opportunities present on site. Further detail will be set out in a future Green Infrastructure and Open Space Background Paper.
- 4.102 Table 5 overleaf provides broad indications of the new public amenity spaces which should be provided in major new developments. These new publicly

accessible spaces are categorised by the role they have in the city as a whole or in their local neighbourhood area. A civic space is a meeting place for all citizens of the city, a focus for civic events and can create the setting for buildings such as the Civic Centre. These spaces may be designed as a public square or a public park and may include waterfront promenades. A pocket park is a small publically accessible garden or area of land for amenity use by a local neighbourhood area. These new spaces will in part compensate for any open space losses elsewhere in the city centre

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

Table 5 Indicative new public open spaces identified for the city centre

Site	See policies
1) To be provided as part of new development:	
As part of the Central Station Quarter: - South of Central Station (Public Square) - North of Central Station (Public Square / link to Blechynden Terrace)	18 & 20
As part of the Heart of the city: - Watermark WestQuay Plaza and part of Western Esplanade (Public Square)	11 & 18
As part of Royal Pier: - Mayflower Park (including extension)	18 & 22
MDQ Civic Amenity Spaces and Strategic links: - Geothermal Public Square - Western Gateway MDQ Civic Park (linear) or series of civic spaces - New MDQ Boulevard from Central Station (Strategic Link i)	18 18 & 21 11 & 18
Town Depot Civic Space (excluding adjoining promenades)	25
Ocean Village Events Space (excluding adjoining promenades)	
Fruit & Vegetable Market green link street scene enhancements	26
2) To be provided through developer contributions and/or other sources	
Queens Terrace	10 & 16
Albion Place and Castle Way car parks (Pocket Park)	28
Civic Centre (Public Square)	-

- 4.104 The standards to be applied to new developments are derived from the council's Green Space Strategy (adopted 2008). This document built upon the work carried out in the council's Open Space Audit (2004). The Green Space Strategy refined national planning policy categories into open spaces that are appropriate, with standards that are relevant to the catchment areas of different types of spaces found in Southampton. This has allowed the council to produce standards which are unique to the city and provide a more accurate reflection of what open spaces we need (further details to be set out in a future Open Space and Green Infrastructure Background Paper).

- 4.105 All development should aim to provide access to open spaces for all, by following the distance standards set out in the Green Space Strategy for

different categories of space and national ANGSt standards (Accessible Natural Greenspace Standard).

Policies to be replaced / retained

What green infrastructure and open space policies will be replaced in the CCAP?

Local Plan Review:

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

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

Core Strategy:

- CS 21 Protecting and Enhancing Open Space
- CS 22 Promoting Biodiversity and Protecting Habitats

Local Plan Review:

- CLT 6 Provision of Children's Play Areas

Energy

- 4.106 The Council's Low Carbon City Strategy⁹ indicates that Southampton will seek to rapidly expand the established city centre district energy scheme and develop further low carbon and sustainable energy hubs across the city. This will help achieve decentralised, more efficient and flexible energy infrastructure that will aid regeneration over the coming years alongside major refit and energy efficiency programmes.
- 4.107 Policy CS 20 from the Core Strategy sets out the council's sequential approach to reducing carbon emissions from new development. Incorporating renewable energy should be considered after the opportunity for improving energy efficiency has been maximised. It also indicated that the CCAP would identify opportunities to site large-scale renewable or low-carbon energy generation centres.
- 4.108 The CCAP aims to encourage development whilst reducing the carbon footprint. In order to do this the current heat and power network has to expand or, alternatively, decentralised schemes need to be incorporated into new development.

Policy 12 Renewable or low carbon energy plants

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

- i) the scale of development is appropriate for the location;
- ii) the design, transport, air quality, noise and environmental effects are acceptable;

⁹ SCC Low Carbon City Strategy 2011-2020 (2011)

- iii) there is no adverse impact on the historic and natural environments;
- iv) on sites allocated for other uses the proposal does not prejudice the development of the rest of the site; and
- v) the site is in a location that allows future developments to connect to the heat and power network.

4.109 The existing CHP network is based on an energy centre located off Harbour Parade in the MDQ with back up boilers at the Civic Centre and adjacent to the Royal South Hants Hospital. There is also a small CHP plant on the Holyrood estate. Currently the existing network is well developed on the western and northern sides of the city centre but there are no connections to the eastern side. With significant new development proposed across the city centre opportunities should be taken to expand the existing heat and power network. It is likely that additional energy plants / boiler houses will be needed to increase the capacity of the network. There is also the potential to extend the network beyond the city centre. Policy 18 which deals with the overall approach to development in the MDQ safeguards the existing CHP station from other development.

4.110 Policy CS 20 from the Core Strategy sets out the requirement for new development (new build or conversions) to connect to existing CHP systems where specific opportunities exist (or make equivalent savings through other on-site renewable or low-carbon energy measures). Even if new development does not connect to an existing system it should be designed to be able to connect to it in the future.

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



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

Policies to be replaced / retained

<p><i>Which sustainability policies will be replaced in the CCAP?</i></p> <p>Local Plan Review</p> <ul style="list-style-type: none"> - Part SDP 14 Renewable energy (as applied to city centre only) <p><i>Which sustainability policies will still apply to the city centre?</i></p> <p>Core Strategy</p> <ul style="list-style-type: none"> - CS 20 Tackling and adapting to climate change

Flood Resilience

- 4.115 The Core Strategy establishes a need to focus development in the city centre in line with Government and PUSH objectives for sustainable economic regeneration, and to manage appropriately the associated flood risk. A detailed flood risk assessment (SFRA2) completed in 2010 reveals that within the plan period the tidal flood hazard in the city centre is generally low. However, sea levels are projected to rise over the next 100 years. By 2115, the flood hazard in the city centre would generally be significant if no action were taken.
- 4.116 To address this, the North Solent Shoreline Management Plan (2010) sets a policy to 'hold the line' in Southampton (i.e. to protect all existing areas). The Council has commissioned a Flood and Coastal Erosion Risk Management Strategy, currently published for public consultation. This sets out a more detailed strategy to provide a strategic defence in the city, on the landward side of the Port but protecting all residential and commercial areas. The Council will promote and help to deliver this strategic flood defence for the city. It will do this by identifying a route for it in this plan; setting up a strategic system of developer contributions; and seeking other sources of private sector and Government funding. The Council will also consider how it can directly facilitate a defence, for example through its funding programmes or

land ownerships. The defence is likely to be completed in phases over the next 50 – 60 years. The design and integration of the defence and surrounding development will contribute to the cityscape as far as possible, creating public access to and views of the waterfront at key locations, and continuous public access along the waterfront, creating new areas of open space.

4.117 Given the long term timescales for implementing a strategic defence, the planning of individual new development sites also needs to take into account the flood risk hierarchy as follows:

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

Policy 13 Flood resilience

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

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

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

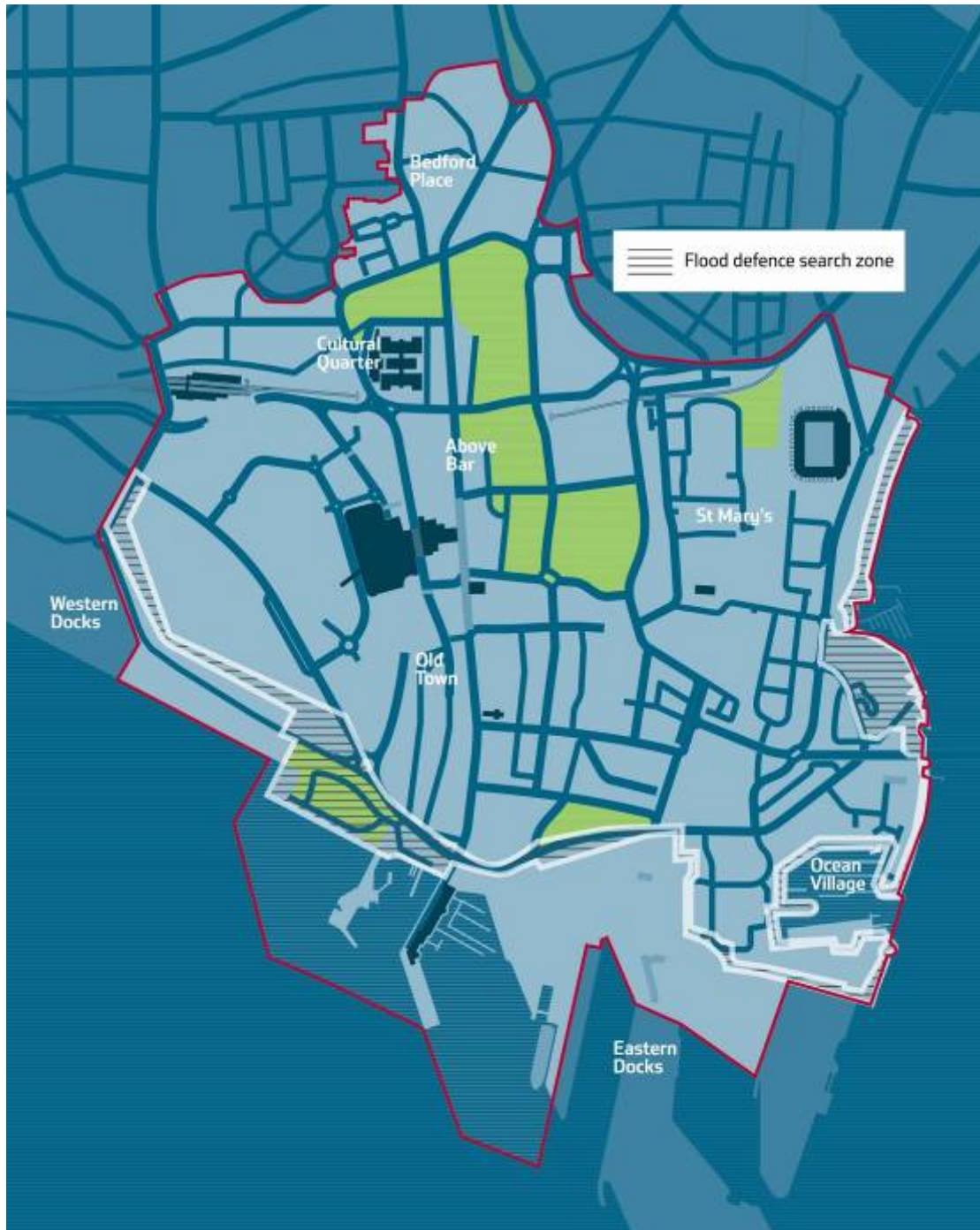
3. Will be accompanied by a flood risk assessment;
4. Will:
 - a. Provide a safe access and egress route away from the flood risk (i.e.

- to flood zone 1) during a design flood event; and
 - b. Locate more vulnerable uses in the area of the proposal least at risk. Or provide a clear justification as to why these requirements are not practical, viable or appropriate in planning and design terms.
5. Will achieve an appropriate degree of safety over the lifetime of the development. The minimum safety standards are as follows:
- a. For more vulnerable uses, the floor levels of habitable rooms will be above the design flood level.
 - b. For all uses the development will:
 - i. Remain structurally sound in an extreme flood event;
 - ii. Provide appropriate flood resistance / resilience measures to the extreme flood level;
 - iii. Not generate an increase in flood risk elsewhere;
 - iv. Provide a flood plan, which covers methods of warning and evacuation;
 - v. Provide an appropriate safe refuge above the extreme flood level if criterion 4a is not met.

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

- 4.118 Further technical information and definitions for this policy are included in appendix 5. The Council and Environment Agency have also produced a Site Flood Plan Guidance and Template, which together with the Government's good practice guide on flood risk provides more detail on the measures listed in Policy 13.
- 4.119 The emerging Flood and Coastal Erosion Risk Management strategy (FCERM) indicates an alignment for a 'front line' defence and a preferred approach. Often, this is to raise the whole development site or at least the first 40 metres behind the front line to create the best defence and design solution. This Plan requires that, where the flood defence search zone passes through a development site, all or part of the site is raised to form the flood defence if feasible. If this is not possible, there are a number of cases where a 'front line' defence will need to be provided with the development:
1. Within the FCERM shoreline zone of 'Crosshouse / Town Depot', where the need for the defence arises within the 2010 – 2030 period.
 2. When it is important to create the 'front line' defence at the same time as the development, to create an integrated design solution. The importance of creating a high quality development with strong public access to and along the waterfront at Royal Pier Waterfront and Town Depot (and in the longer term the wider Itchen Riverside area) will mean the defence should be provided with and integrated into the development.
- 4.120 Otherwise, as a minimum and where necessary, land is safeguarded for the most robust and appropriate form of 'front line' defence within the development at a future date. The zone acts as a 'trigger' and the area of land required for the 'front line' defence will be smaller. Where there is a need to safeguard land, this will be kept free of permanent buildings. Minor or temporary developments associated with the existing use of a site may be appropriate. When required as part of a redevelopment, the Council will seek

to safeguard the land through a section 106 agreement; and might seek the transfer of the land to it at nil value. Where the site is raised or a 'front line' defence provided as part of the development, there will be no need to safeguard land. Where a future defence will be provided by a wall or raised quay, the need to safeguard land will be minimal. There are likely to be some remaining cases where land will need to be safeguarded to provide for a future robust defence.



Map 9 Indicative flood defence line

4.121 The developer will need to demonstrate how the defence can successfully integrate with the site's design and wider cityscape, contribute to the provision of open space where appropriate, and link in to the alignment of defences on

either side of the site. The defence should also be capable of maintaining access to activities on its seaward side, including the Port.

Flood resilience measures

- 4.122 The policy criteria 3 - 5 apply to development which is or will fall within flood risk zone 2 (medium risk) and flood risk zone 3 (high risk). The flood zones and levels applied will be determined by the SFRA2 or any update, and will relate to the end of the development's expected lifetime. The proposals map indicates the predicted flood zones at 2115, based on the SFRA2.
- 4.123 The vulnerability of uses is set out in Appendix 5. 'More vulnerable' uses will usually need to be located on a raised site or above the ground floor. An alternative for bars and nightclubs (also 'more vulnerable') may be considered if they legally commit to remaining closed when a flood warning has been issued. This will help to create active ground floor frontages. Some sites, in particularly low lying area, may need to be raised to ensure that development remains structurally sound.
- 4.124 The Surface Water Management Plan (SWMP) indicates that the main areas at risk of surface water flooding within the city centre are around the Central Station; some other parts of the MDQ; the Queens Park / Terminus Terrace / Marsh Lane area; and parts of the Town Depot and Solent University area. However local circumstances could generate surface water flooding in any location. The SWMP identifies measures to address the risk of surface water flooding. It will shortly become a statutory requirement for developers to implement all practical measures to minimise water discharge from their site, for example through sustainable urban drainage techniques. The Core Strategy policy CS20 requires similar measures. This will help developments to avoid generating an 'off site' flood risk. The measures set out in policy 13 criterion 5 will help to protect developments from the effects of surface water (as well as tidal) flooding.

Policies to be replaced / retained

Which flood risk policies will be replaced in the CCAP?

- None.

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

Core Strategy:

- CS 23 Flood Risk

Local Plan Review:

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

Attractive and distinctive

Policy 14 - Design

Policy 15 - Tall buildings

Contributes to:

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

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

4.126 High quality design is fundamental to accommodating growth in ways that improve the city centre and maximise Southampton's existing assets. A high standard of design will help shape a city which attracts people in to do business, live and visit. It ensures that individual developments contribute to an attractive and distinctive centre and reflect the city's character and rich heritage.

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

4.128 Within each quarter, there are also policies for key sites which cover specific design requirements. Design principles for the Major Development Quarter are set out in Policy 19.

Policy 14 Design

Development in the city centre should deliver the highest standards of design. It should:

- meet the design principles set out for the quarters and key sites
- respect the heritage of buildings and spaces and enhance their settings
- relate well to the predominant scale and mass of existing buildings in the street. Individual buildings on gateway and corner sites should be designed to reflect their position and importance in the hierarchy of city centre streets

- deliver an enriched public realm, defining a clear hierarchy of streets and public spaces, with a high quality of design, including shop fronts, street furniture and materials, that create a distinctive sense of place unique to the city centre
- adopt a perimeter block form and incorporate active frontages on primary streets and adjacent to public spaces, designed to a human scale of development and with increased permeability
- seek to strengthen the unique distinctiveness of the city's heritage, through use of proportions, plot widths, contemporary interpretations of architectural styles and features, materials and colours that reflect the individual local characteristics of the urban quarters that make up the city centre
- make use of roof spaces for gardens, play space and for green roofs
- incorporate sustainable design
- make efficient use of land
- protect strategic views of the
 - Civic Centre Campanile
 - St Michael's Church spire
 - St Marys Church spire
 - River Test from the Town Walls
 - Mayflower Park from the Town Walls (south of The Arcade)
 - Old Town from Mayflower Park
- open up views of the waterfront, cruise liners and/or shipping movements around the City Cruise Terminal from new public spaces and avenues in the vicinity of Central Station and Western Gateway

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

Design and access statements are required for most types of development apart from householder applications (except in Conservation Areas) or a material change of use not involving operational development.

- 4.129 All proposals should demonstrate how they comply with the design principles in the Core Strategy policy CS 13 and with supplementary guidance. The design of new development should complement and enhance areas of high quality and established character. Where the existing character is weak, for example in the MDQ, high quality design will help an area develop its identity.
- 4.130 The design policies will shape the framework for the centre. They address the structure of the centre, major gateways and tall buildings and the interaction with existing buildings in addition to the design of individual buildings. Where new streets are proposed these should enhance the legibility of the city centre, opening up new views of existing and new landmark structures, tall buildings, open spaces and the waterfront and improving connections between urban quarters. They should be designed with a distinctive character that reflects the street's importance in the city's structure and the positive characteristics of similar existing streets.



- 4.131 Strategic views are long views to prominent landmarks in the city centre and to the waterfront. They are identified to highlight the sensitivity of these view corridors. The council will not normally grant permission for tall and prominent buildings that will negatively impact these views. Development may however be considered if the strategic view is part of an open vista which is not blocked by existing buildings and new development or where allocated sites cannot practically be developed without compromising a strategic view.
- 4.132 New development should adopt an urban perimeter block structure. This locates servicing, amenity space and parking within the block with active frontages (such as shops, cafes and restaurants, entrances, doorways and windows) onto the primary city streets and open spaces. This structure can accommodate a variety of building types and forms. The design and scale of gateway and corner sites should reflect their context and location within the hierarchy of city streets.
- 4.133 Individual buildings should consider the opportunities to incorporate sustainable design including the use of materials from renewable and sustainable sources, passive solar gain and low carbon energy technology and where appropriate the installation of green roofs. Buildings should also allow for adaption over time to changes in use, climate change, reduction in carbon emissions and flood resilience where appropriate. Buildings should be designed to enhance the microclimate of the public realm and spaces around the building. They should provide for shelter and shade from sun, wind and rain and be designed to mitigate against acceleration of wind, down drafts and funnelling, and amplification of noise, where appropriate.



Map 10 Strategic views

4.134 Further information on design including illustrations of these principles, background information on the specific quarters and materials and colour palettes can be found in the City Centre Master Plan, City Centre Characterisation Study and supplementary planning documents (such as the Streetscape Manual). New guidance is also planned, developing a Southampton city style to provide a consistency and coherence to the city centre's built form and to help enhance the attractiveness of its built environment, architectural features and detailing.

Policy 15 Tall buildings

Tall buildings of 5 storeys or more (or of equivalent height) and landmark buildings or structures should be of high quality design and materials; respond well to their site and context and provide a mix of uses. They should enhance the skyline when viewed from the city centre, surrounding areas outside the centre and the water and should not detract from, or close, strategic views. Tall buildings are restricted in the Old Town.

Tall buildings and structures will be permitted:

- As part of clusters of tall buildings at Station Quarter, Charlotte Place and Marsh Lane / Terminus Terrace
- To provide an edge to the Central Parks to increase the sense of enclosure and respond to the scale of the parks
- As landmark buildings along the waterfront and in the Western Gateway
- on other appropriate sites subject to meeting the design principles for specific quarters

Individual landmark buildings and structures will be permitted:

- In specific locations to define a destination and mark new public spaces along the waterfront and to view corridors towards the waterfront in the Western Gateway (i.e. at Itchen Riverside, Ocean Village, Town Quay, Royal Pier and Western Gateway)

- 4.135 There are already a number of tall buildings in the city centre of five storeys or more. These include clusters next to the Central Station, Charlotte Place and Marsh Lane/Terminus Terrace, individual buildings such as Castle House and Albion Towers and edges along the park and in Bernard Street. In addition to tall buildings, landmark structures and buildings include the Civic Centre campanile, St Michael's and St Mary's churches, the Bargate and the Town Walls.
- 4.136 Policy 15 above identifies locations where tall buildings are acceptable. This reflects the existing locations of tall buildings and landmarks and the importance of strategic views. As prominent buildings in the streetscape, tall buildings should make a positive contribution and add to the image and identity of the city as a whole. They should mark gateways into and within the city centre and highlight key spaces such as the Central Parks. In addition to improving legibility and denoting destinations, individual buildings should provide, where practical, public access to views out across the city and the water and should demonstrate sustainable design and construction practices.
- 4.137 Whilst identifying appropriate locations for tall buildings, the policy includes flexibility to locate tall buildings outside these locations. These will be considered against the general design principles in CS 13 and more specific guidance for the different quarters as set out in Chapter 5. Proposals for tall buildings must address the effect on the local environment (including the microclimate created by the tall building).



- 4.138 All tall buildings should set exemplary standards in design. They must be designed with an appreciation and understanding of their context, both the skyline and the streetscape. They will be refused where they would have an unacceptable impact in terms of overshadowing or would be overbearing on their surroundings. Care must be taken with their visual impact, for example on historic buildings and structures, conservation areas and the waterfront. New buildings should not create uniform blocks of tall buildings / obscure important skylines and detract from, or close, strategic views. Proposals for tall buildings that are significantly taller than development in the vicinity will need to be accompanied by an urban design study of the immediate and wider areas based on a full character appraisal of an area. Landmark buildings and structures are encouraged in locations where a place is to be defined, for example, to give greater legibility to a public space; they need not be tall buildings.
- 4.139 Tall buildings must adhere to the height thresholds set out by BAA in order to safeguard the airspace of Southampton Airport. In the city centre, development proposals exceeding these thresholds (currently either 45 or 90 metres depending on proximity to the flight path – the equivalent to 16/32 storeys), require consultation with BAA, the airport safeguarding authority. Tall buildings could also have an impact on the flight lines of listed bird species and the location, height and design of buildings should be informed by the Southampton Wetland Bird Flight Path Study (2009). This impact has been highlighted in the HRA which has recommended measures to avoid / mitigate the effects from collision mortality risk. Design measures could include stepped building heights (lower close to the water), low intensity lighting and a reduced ratio of glazing or UV glass / film. The potential for negative impacts on biodiversity and for increasing flood risk due to the concentration of people in tall buildings are raised by the Sustainability appraisal (SA/SEA) which highlighted the importance of their location and design.



Map 11 Tall buildings

Policies to be replaced / retained

What design policies will be replaced in the CCAP?

Local Plan Review:

- SDP 6 Urban Design Principles
- SDP 7 Context
- SDP 9 Scale, Massing and Appearance

What design policies will still apply to the city centre?

Core Strategy:

- CS 13 Fundamentals of Design

Local Plan Review:

- SDP 8 Urban Form and Public Space
- SDP 10 Safety and Security
- SDP 11 Accessibility and Movement

Supplementary Planning Documents / Guidance:

- City Centre Urban Design Guide
- Development Design Guide
- North South Spine
- Old Town Development Strategy
- Streetscape Manual

Easy to get about

Policy 16 - Transport and movement

Policy 17 - Strategic links

Contributes to:

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

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

4.141 Around 20,000 people currently arrive in the city centre in the morning peak hour, and this number will increase given the scale of new development proposed. Focusing new development on the city centre minimises the need for people to travel by car and thus encourages a shift to other modes of transport, consistent with the Council's Low Carbon City Strategy. The Plan aims to achieve a balance between enabling people and freight to get into and around the city centre easily whilst reducing the impact of vehicles (carbon emissions, noise, pollutants and danger) to make the city centre more environmentally sustainable and a pleasant place to visit and live. The recently successful Local Sustainable Transport Fund bid to deliver a Sustainable Travel City in Southampton will provide funding to implement these measures. However, it is recognised that appropriate vehicular access needs to be maintained to ensure the ongoing success of the city centre economy.

Policy 16 Transport and Movement

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

To enable this the Council will:-

1. Create high quality provision for walking, cycling and public transport, while seeking to reduce the need for vehicle access into and through the core of the city centre;
2. Support improvements to the rail network, including an enhanced public transport interchange and development hub at the Central Station taking full account of the need to expand rail capacity;

3. Work with bus operators to provide an efficient and effective bus network to serve key existing and new destinations or areas within the city centre, and make provision for high quality bus interchange 'Super Stops'
4. Support proposals for enhancing the ferry facilities to the Isle of Wight and Hythe, and support improved pedestrian and public transport links including a bus-ferry interchange;
5. Encourage the relocation or redevelopment and/or enhancement of the existing coach station to provide closer links with the transport interchange at Central Station;
6. Promote enhanced crossing points, routes and urban spaces for pedestrians and cyclists by managing vehicular movements and redesigning streets in the following locations:
 - a. Western Esplanade adjacent to the Central Station – realignment and/or narrowing to single carriageways;
 - b. East-West Spine, including in the Havelock Road / Civic Centre Road / New Road area;
 - c. Inner ring road, including the Charlotte Place and Six Dials areas;
 - d. Where other opportunities arise, undertake improvements as appropriate across the city centre;
7. Promoting an enhancement of West Quay Road – Town Quay Road – Platform Road – Terminus Terrace – Marsh Lane – Threefield Lane gyratory as shown on the Proposals Map which:
 - Enhances urban spaces, and pedestrian crossings and routes to the waterfront;
 - Maintains or improves access to the Port of Southampton at Dock Gate 4.
 - Removes the Queens Park gyratory to enhance the park;
 - Removes the Threefield Lane gyratory

4.142 Core Strategy policy CS18 sets out the strategic approach for transport. In order to attract and accommodate major new development and bring economic benefits, the city centre needs an efficient, effective and environmentally sustainable transport system.

4.143 The Core Strategy Transport Background Paper outlined the strategy to cater for the increased trips to and from the city centre. This focussed on realistic behavioural change to promote public transport, walking, cycling and appropriate infrastructure. The reduction in office development now proposed, from 322,000 sq m to 120,000 sq m by 2026, will reduce the increase in peak hour trips. An initial analysis of this reduction has been undertaken using the model developed for the Core Strategy Transport Background Paper. In overall terms the predicted increase in the total number of trips to the city centre in the AM peak has halved from 44% to 22%. The number of trips would increase from 20,210 to 24,642. This results in a less onerous programme of interventions and behavioural change to ensure traffic flows stay at existing levels. Figure 1 shows the modal split for journeys in 2006 and 2026. This clearly shows how the majority of increased travel demand would

be accommodated through increased levels of walking, cycling and public transport use, with only a relatively small increase in overall car usage:

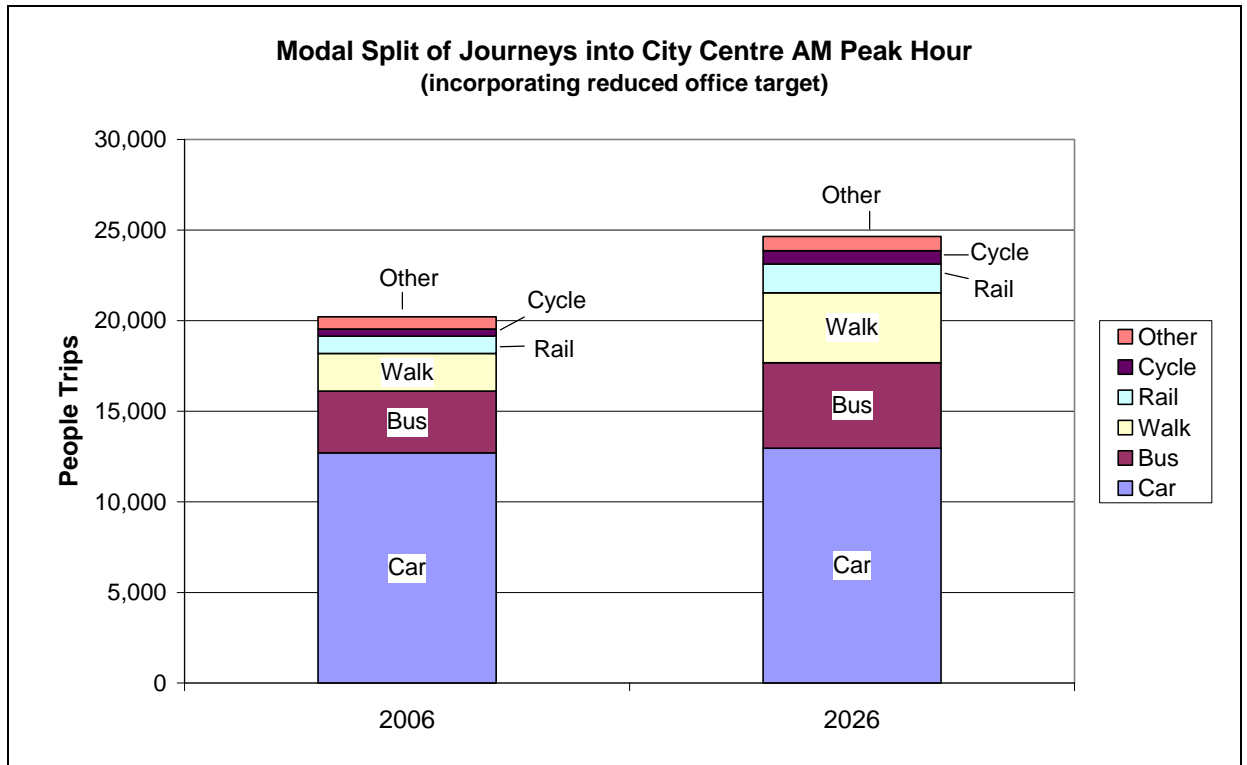


Figure 1 Modal split of peak hour journeys

4.144 This is only an initial assessment. Transport for South Hampshire (TfSH) has developed a strategic transport model which will be used to comprehensively assess the wider transport impact of the revised city centre development proposals and identify the necessary supporting transport interventions.



- 4.145 The Council has recently secured £3.9 million from the Local Sustainable Transport Fund (LSTF) to promote behavioural change through to 2015. TfSH has also submitted a South Hampshire LSTF bid to implement a public transport smart card ticketing scheme. A decision on funding is expected in June 2012. The LSTF is a key intervention to deliver the required modal shift to support economic growth in the city centre.
- 4.146 The approach to individual modes of transport is as follows:
- 4.147 Pedestrian – Pedestrians will take priority within the main shopping area. This means reducing vehicular traffic in the centre and creating new or enhanced pedestrian connections throughout the city centre. The inner ring road will be transformed into a city street by reducing speeds, improving pedestrian crossings, high quality design and tree planting. The important strategic pedestrian and cycle links are set out in Policy 17. The Legible City project is currently rolling out a comprehensive pedestrian wayfinding system across the city centre, which will help promote walking journeys.
- 4.148 Cycle – Increasing the use of cycling can be achieved by creating new, and enhancing existing cycle routes into the city with improved surfaces, signage, crossings, storage facilities, and generally improving the built environment;
- 4.149 Bus – the Council will work with the bus operators to deliver improved facilities and convenient services which penetrate to the edge of the pedestrian shopping area and which link to other destinations throughout the city centre. Improvements will incorporate a network of Super-Stops. These will be key interchange points on the city centre bus network, with an enhanced range of facilities for passengers, including waiting facilities and high quality information. A Bus Strategy will be produced in 2012. This will undertake a detailed assessment of the bus routeing and associated infrastructure, which will be needed in the city centre to support the proposed growth in bus patronage.
- 4.150 The following locations are suitable for super stops (see map 12);
- i) Vincents Walk
 - ii) Civic Centre Road
 - iii) Castle Way / Albion Place / Portland Terrace
 - iv) Central Station
 - v) Major Development Quarter
 - vi) Ferry Terminal
 - vii) A range of other bus stops around the city centre in areas receiving new development or as needed.
- 4.151 Train - There remains flexibility and capacity on passenger services to meet increased demand from future city growth. There may be a need for more rail capacity in the longer term, especially to accommodate a growth in passengers alongside rail freight associated with the port. Network Rail is currently assessing the operational railway requirements for accommodating growth in passenger numbers and freight traffic as part of the *London and South East Route Utilisation Strategy*. The main focus for the CCAP is on improving the facilities at Central Station, including a transport interchange, and upgrading pedestrian links from the station to the rest of the city centre, to facilitate extra passenger numbers and make rail use and connections more attractive.



Map 12 (Indicative) Transport Infrastructure and Improvement Schemes

- 4.152 Ferry - The links from the Isle of Wight and Hythe to Town Quay are important connections for the city, and will continue to be supported. The redevelopment of the Royal Pier site should ensure the ferry services remain integrated with the city centre and other public transport, either on site or relocated close by.
- 4.153 Car – Car-borne commuters and visitors will use the multi story car parks around the edge of the city centre, whilst shoppers' car parks will be convenient for the shops. Car parks will be linked to the rest of the city centre via attractive and convenient pedestrian routes. In this way vehicular traffic within the main core of the centre will be minimised (especially employee and visitor parking). Appropriate adjustments to the road network to promote

pedestrian / cycle spaces will be supported. Microsimulation modelling work will be undertaken in 2012 to refine these proposals, and ensure that appropriate vehicular access is maintained. This is essential to maintain the ongoing success of the city centre economy. Electric car charging points will be supported and encouraged.

- 4.154 Major developments require a Transport Assessment and Travel Plan, and will need to implement necessary mitigation measures, in line with Policy CS18. The council will also obtain contributions through a Community Infrastructure Levy, which will contribute where appropriate to improvements set out in the strategic approach above.

Policy 17 Strategic links

The Council will promote new or enhanced high quality strategic links as shown on Map 13. These will be pedestrian and cycle friendly, and create direct and clearly defined routes. The strategic links are:

'Green links':

- i) 'The Station Avenue' - From the Central Station, establish a new avenue south through the Western Gateway to the waterfront at Royal Pier / Mayflower Park and towards the City Cruise terminal;
- ii) 'The Green Mile' - From the Central Parks via Queensway to Queens Park;

These green links will include tree planting, green spaces and / or green walls. Opportunities should be investigated to incorporate SUDS water features into the overall street scene.

'City links':

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

These city links will include high quality public realm; and where appropriate some aspects of a green link.

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

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

4.155 The Plan seeks to fundamentally enhance connections within the city centre to improve its cohesiveness and attractiveness; add to its open space; and encourage people to walk and cycle. The strategic links will connect the key transport interchanges, main shopping area, waterfront, existing areas of open space, and other key destinations across the city centre. They will include new links through the MDQ, and the enhancement of existing links. They will give priority to pedestrians and cyclists; cater for different levels of mobility; and will enhance the crossings over busy roads, where appropriate through a remodelling of the road network. Within the MDQ they may include some new pedestrianised links.



Map 13 Strategic links

- 4.156 The links will include high quality public realm and active building frontages. Green links will capitalise on and link to the city's parks by extending the soft landscaping of the centre's green spaces. These will form the foundation of the Green Grid set out in policy 10, and will include an appropriate mix of street trees, soft landscaping, green roofs / walls and linear green spaces. The two green links specified will link the Central Station to the waterfront – the Station Avenue; and the Central Parks with Queens Park – the Green Mile. The city links are likely to be based on a more urban approach with more hard landscaping, given the nature of the areas through which they pass. However elements of green links will be included where appropriate, including street trees and other soft landscaping. Links will also incorporate water features where appropriate, to create the Blue Grid across the centre as set out in policy 10. The International Maritime Promenade will connect the continuous waterfront promenades at Mayflower Park / Royal Pier / Town Quay, and at Ocean Village / Town Depot / Itchen Riverside, via Platform Road and Canute Road. It will use hard and soft landscaping, and the water features, to strengthen the city's rich and distinctive maritime heritage.
- 4.157 The precise route for links i. and iii., which involve the creation of new street layouts within the MDQ, will be determined further through specific development scheme plans. Link iv. from the Central Station to the northern end of the main shopping area will include enhancements from both the northern station entrance along Blechynden Terrace / Kingsbridge Lane; and the southern station entrance along Western Esplanade.
- 4.158 In addition to the strategic links identified above, other links will be supported and key connections are identified within the quarters.

Car Parking

- 4.159 The managed provision of car parking is important to attract new development to the city centre, to encourage a switch to walking, cycling and public transport, and to create high quality spaces. The overall aim is to maintain the existing level of car parking, and to provide targeted additional car parking, particularly to encourage office development. A shift of commuter and visitor car parking to the outer city centre (including the western MDQ) will be encouraged, whilst maintaining attractive car parking for shoppers on the edge of the shopping area.
- 4.160 Good pedestrian links will be created from all these car parks, to connect to the strategic links and key destinations within the city centre. The Legible City project will provide a comprehensive pedestrian wayfinding system for these links. As part of this approach, opportunities may arise to close and redevelop some of the existing car parks and relocate them to the outer city centre. Each case will be considered on its merits in terms of the degree to which it will help deliver the wider development strategy; and affect the viability and operation of the existing city centre.
- 4.161 The maintenance of existing levels of shorter stay public car park provision for visitors and shoppers adjacent to the existing or expanded main shopping area is supported, to maintain the viability of the shopping area. Some provision could be redeveloped to create better quality car parks, potentially as part of wider redevelopment proposals. These could, for example, include consolidating existing surface level car parking in the MDQ into new multi

storey facilities, to create development land. There is spare capacity in existing shopping car parks and further retail development does not necessarily generate additional trips. New retail and leisure developments should demonstrate the need for additional car parking, taking account of existing nearby parking provision. It is recognised that any food superstore developments will require convenient parking provision.

- 4.162 Policy CS 19 sets out a general approach for the amount of car parking which will be supported as part of new developments. Managing car parking in this way can encourage people to travel by other means, particularly in a highly accessible city centre location, and coupled with a development travel plan. It also supports the creation of high quality urban places, minimising the land needed for car parking.
- 4.163 The Council's Parking Strategy (2008) proposed no overall increase in city centre car parking. However the level of car parking is also a key determinant of the commercial viability of development. In order to reduce car use, it is important to attract developers in to the city centre in the first place, rather than to inherently less accessible out of centre locations.
- 4.164 In addition the primary aim of car parking policy is to reduce car use rather than car ownership. City centre living is likely to encourage some people to not own a car. Nevertheless appropriate car parking provision should be made for residential developments.
- 4.165 Therefore to achieve the overall aim of reducing car use, a balanced approach will be taken to the level of car parking in new development. The Council is preparing a city centre parking strategy (which will be completed in 2012 and replace the 2008 strategy). It will address the issues set out in this section in more detail, and include approximate car parking standards. The actual level of provision for a specific development will be determined taking account of:
1. The city centre car parking strategy and standards;
 2. The distance of the development from
 - a. the Central Station and main bus hubs;
 - b. available nearby existing car park capacity
 3. Development viability
 4. The specific needs of the development, where it is clear these are different to standard types of development.
 5. The principle that car parking is shared between different users at different times wherever possible, and provided in a high quality 'multi storey' format, to minimise the land required.

The city centre car parking strategy standards will be set out in the supporting text in the next stage of the Plan, alongside the additional considerations set out above, to provide for some flexibility.

- 4.166 Prior to this, and to enable consultation at this stage, the following standards are proposed for the high accessibility areas of the city centre. These are generally consistent with the Parking Standards SPD (2011) for the area outside the city centre. The main exception is for office car parking, where a higher maximum standard is proposed. This reflects the balance between promoting city centre investment and encouraging sustainable travel choices.

The City Centre Parking Strategy will define parking standards for lower accessibility parts of the city centre.

Table 6 Proposed City Centre Car Parking Provision

Land Use	Maximum provision (high accessibility area ^{2 3})	Notes
Offices	1 space per 100 sqm	This provides for more car parking than set out in the Local Plan and Parking Standards SPD, reflecting experience regarding the balance between viability and transport objectives.
Retail type		
Non food	1 space per 67sqm	Retail development will need to assess availability of nearby existing car parking to demonstrate a clear need for additional provision. Any parking should generally be available to serve the city centre as a whole.
Food superstore	1 space per 25 sqm	
Café / Restaurant / Bar	1 space per 200 sqm	
Hotels	1 space per 3 bedrooms	
Cinemas / Conference facilities	1 space per 15 seats	
Residential type ¹		
Bedsit/ 1 bed	1 space	
2 beds	1 space	
3 beds	2 spaces	
4+ beds	2 spaces	
Sheltered accommodation	1 space	
Mixed Use Development		Where mixed use developments have uses with different peaks of parking demand, it is expected that parking provision should be shared between these different uses to avoid unnecessary over-provision of spaces.

¹ The residential standards in Table 6 do not apply to Houses in Multiple Occupation (HMOs), which will be set out in the HMO SPD.

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

³ All floorspaces based on Gross Floor Area (GFA)

4.167 The Core Strategy and transport strategies identify three indicative locations for park and ride facilities on the edge of the city. The expectations for the scale of office development have now reduced as a result of the recession. Initial work suggests that, as a result, strategic park and ride facilities for city centre growth would not be required at this stage. However there is a caveat, that changes in traffic flows are not evenly spread. There are higher increases

in demand particularly on approaches from the east, which may require more extensive interventions here. This will be assessed in more detail using the TfSH strategic transport model.

- 4.168 The Council will support other appropriate park and ride proposals which benefit the city's overall transport and development strategy by serving other key destinations in the city (e.g. the University of Southampton, General Hospital, or cruise line terminals).

Policies to be replaced / retained

What transport policies will be replaced in the CCAP?

Local Plan Review:

- TI 1 Safeguarding for Transport Improvements

What transport policies will still apply to the city centre?

Core Strategy

- CS 18 Transport: reduce – manage - invest
- CS 19 Car and cycle parking

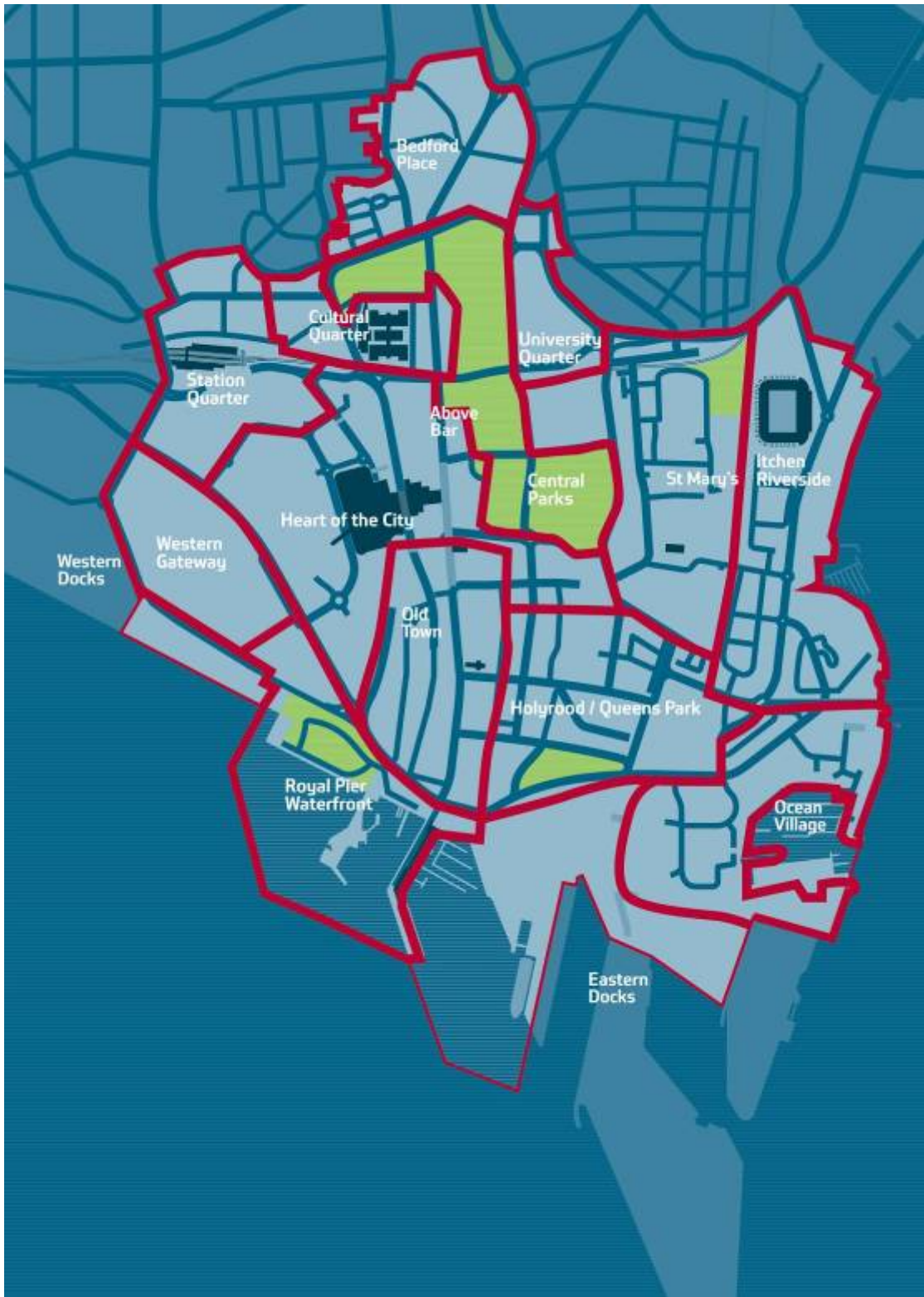
PART C

Quarters and key site policies



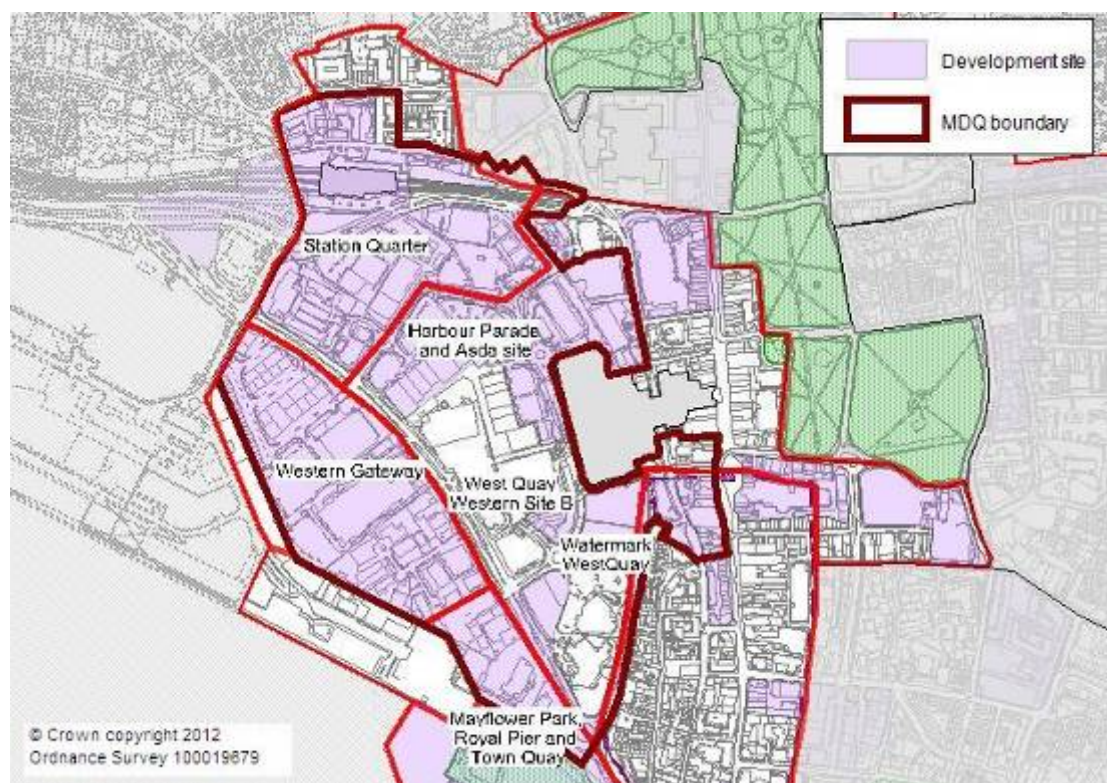
Chapter 5 – Quarters and key sites

- 5.1 The city centre is formed of 13 urban quarters and each plays an important role within the centre. Some are defined by what is there already and little change is expected over the course of the plan, others such as the Station Quarter, Western Gateway and Royal Pier Waterfront will be transformed with the development of key sites and by major changes to the structure of the quarter.
- 5.2 The Major Development Quarter (MDQ) crosses a number of quarters. Policies 18 and 19 set out guidance for strategic issues across the MDQ. Policies 20, 21 and 24 cover MDQ sites within the Station Quarter, Western Gateway and Heart of the City quarters.
- 5.3 The 13 quarters are (see map 14):
1. Station Quarter
 2. Western Gateway
 3. Royal Pier Waterfront
 4. Heart of the city
 5. Itchen Riverside
 6. Old Town
 7. Cultural quarter
 8. University
 9. Holyrood / Queens Park
 10. Ocean Village
 11. St Marys
 12. Bedford Place
 13. Central Parks



Map 14 City Centre Quarters

Overall Major Development Quarter



Map 15 Major Development Quarter

- 5.4 The Major Development Quarter (MDQ) currently comprises 55 hectares of low density development in the western city centre, between the Central Station, main shopping area and waterfront. The Core Strategy identifies the MDQ as a strategic site for comprehensive high density mixed use redevelopment to enhance the city centre's regional commercial status.
- 5.5 The MDQ includes the following quarters:
- Station Quarter (part)
 - Western Gateway
 - Heart of the City (part)
 - Royal Pier Waterfront (part)
 - Old Town (part)
- 5.6 The MDQ will deliver substantial new retail and leisure development, and will create a new business district in the Station Quarter and Western Gateway, incorporating major office development. This will make a significant contribution to the economic growth needed in Southampton and South Hampshire, and promote development in a highly sustainable location. It can also include new residential communities provided flood risk is appropriately managed. It offers an exciting opportunity to create a series of new mixed use neighbourhoods within the city centre, where new streets, public squares and pedestrian links will fundamentally enhance connections between the Central Station, main shopping area and waterfront.

Overall strategy

- 5.7 The Station Quarter: To create an enhanced and distinctive 'gateway' to the city centre, incorporating high density office development, a significantly improved public transport interchange at the Central Station, new public squares and new links to the waterfront and main shopping area.
- 5.8 The Heart of the City: To support an expansion of the main shopping area and associated leisure uses, creating links through from the existing shopping area and station to the wider MDQ.
- 5.9 The Western Gateway: To promote major office and leisure led 'gateway' development, creating a positive entrance to the city, and incorporating links from the station and main shopping area to the waterfront, including at Royal Pier / Mayflower Park, and towards the City Cruise terminal.
- 5.10 The Royal Pier Waterfront and the Old Town are largely outside the MDQ but development and links within these quarters need to be closely integrated with the MDQ.

Policy 18 Major Development Quarter – Structure, improved links and spaces

Development within the MDQ as a whole, and within each phase of the MDQ, will follow a comprehensive planned approach which ensures that each phase integrates with surrounding phases of the MDQ and the wider city centre as follows:

High quality, clearly defined pedestrian and cycle friendly strategic links will be provided throughout the MDQ which connect to the wider area (see policy 17).

This will create a high quality network which links to each of the following key destinations within and around the MDQ:

1. Central Station
2. key bus set down points
3. main shopping area in each of the following three areas:
 - a. Asda / the Marlands shopping centre / Civic Centre Road;
 - b. WestQuay Shopping Centre;
 - c. Watermark WestQuay / Bargate Street
4. Quays Swimming and Diving Complex
5. IKEA
6. waterfront at: Royal Pier / Mayflower Park; and the 'Leisure World' / City Cruise Terminal area
7. new retail, leisure and office destinations which are created.

The remodelling of Western Esplanade, West Quay Road, Civic Centre Road, and any other road within the MDQ will be supported where this enhances pedestrian and cycle movements and aids the successful development of the MDQ.

Routes will be provided to enable bus networks to effectively serve each of the areas within the MDQ, the Central Station and the wider city centre. New or

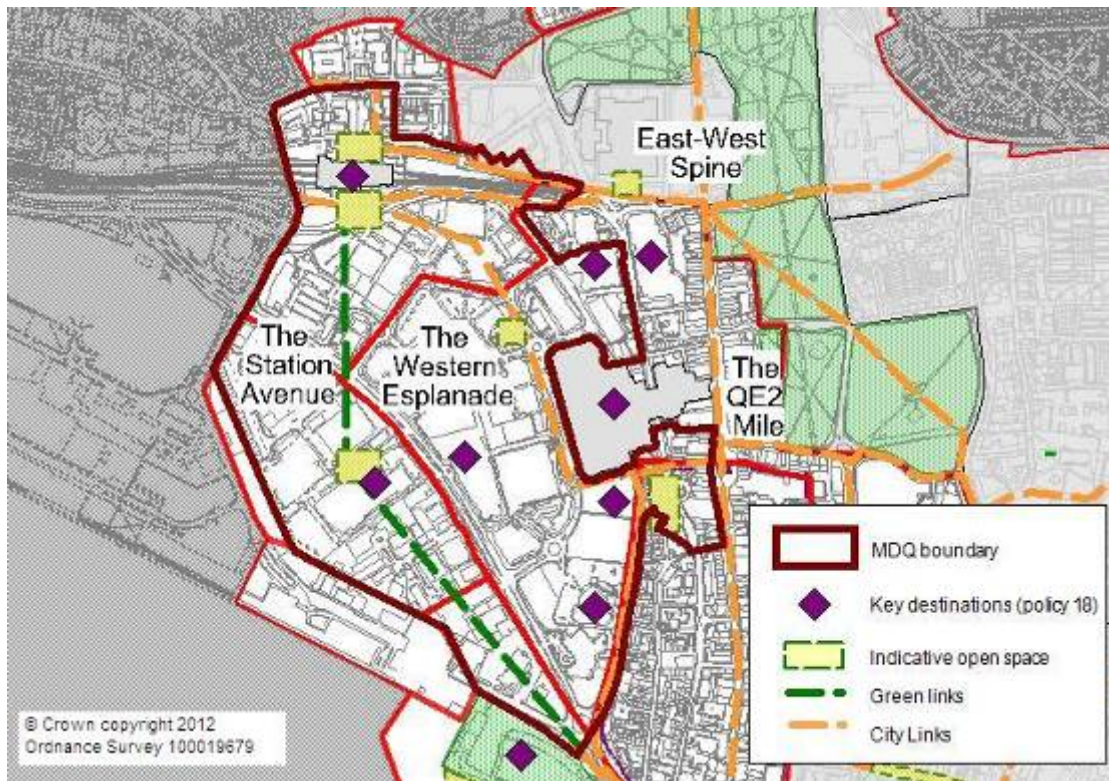
improved high quality bus interchange 'super stops' will be provided for these areas in accordance with policy 16 (Transport and Movement).

New high quality civic squares and green spaces will be created which integrate into the overall street pattern, destinations and strategic views. The Civic squares are set out in policy 11 (open space) and policies 20, 21, 24 and 28 for each quarter within the MDQ.

- 5.11 The MDQ's boundary is identified on the proposals map and represents an opportunity to transform the western part of the city centre through redevelopment. In policy terms, major city centre development is not however limited to the MDQ. This Plan identifies a range of other sites for major development as well.
- 5.12 The Council's City Centre Master Plan illustrates how the principles in Policies 18 and 19 (and the relevant Quarter policies) could be achieved. The MDQ will be delivered in successive phases over the longer term and the Council wishes to maintain appropriate flexibility, provided the underlying principles of the policies are met. A developer will prepare a 'scheme plan' for their phase of development, and for surrounding phases of development as appropriate, in consultation with the Council and the relevant land interests. This plan will demonstrate how their phase of development:
- meets the principles of these policies;
 - helps to create the strategic links to key destinations;
 - integrates with its surrounding area and the wider city centre; and
 - maintains the ability to integrate with future surrounding phases of development in a way which enables these future phases to be successfully developed, and in line with the principles of this policy.
- 5.13 This 'scheme plan' will take into account land ownership, commercial viability, phasing and other deliverability considerations. A comprehensive 'scheme plan' for a wider area will not be required for proposals to change the use of or make minor alterations to an existing building.

Improved links and spaces

- 5.14 The MDQ creates the opportunity to fundamentally enhance strategic links across the city centre in accordance with policy 17 (Strategic links), and create new high quality civic squares in accordance with policy 11 (Open space). These will be pedestrian and cycle friendly streets and spaces, and surrounding development (including multi storey car parks) will create active frontages. They will enhance the attractiveness of the MDQ and city centre, and improve links to key destinations, the waterfront and parks.



Map 16 Routes within the Major Development Quarter

Policy 19 Major Development Quarter – Other issues

Development will be at a high density and create a high standard of design which has a good relationship with, and adds to, the positive features of Southampton's cityscape, incorporating the principles in policy 14 (Design).

Strategic views, and views of the waterfront / cruise liners, will be maintained or created from key public areas within the MDQ, in accordance with policy 14 (Design). Local views will be maintained or created to the Town Walls; and the Solent Flour Mills.

Development will achieve an appropriate degree of safety in respect of flood risk; and provide, or safeguard land for, a strategic shoreline defence as indicated on the proposals map; in line with policy 13. Where appropriate and practical, development will facilitate safe access through to other phases of the MDQ.

- 5.15 Maintaining and creating strategic views to key landmarks, and more local views to local landmarks, will enhance the distinctiveness of the MDQ. This does not mean views of each landmark must be maintained from across the MDQ. It does mean that as people move along key streets and spaces within the MDQ they will enjoy views of different landmarks. The 'Station Avenue' green link from the Central Station to the waterfront will be orientated to the City Cruise terminal and development should be designed to retain the views of cruise ships along this street.
- 5.16 The tidal flood risk to the site at present is only very slight. The SFRA2 indicates that the 1 in 200 annual probability flood event will start to affect

small areas of the Western Gateway after 2055, and all of the MDQ by between 2070 and 2115. By then (for that event), the level of risk will generally be significant, although it will remain moderate for parts of the Station Quarter and Heart of the City. Flood depths will vary from approximately 0.1 – 1.2 metres. The SWMP indicates that parts of the area are at risk of surface water flooding; in particular around the Central Station, and also some other parts of the MDQ.

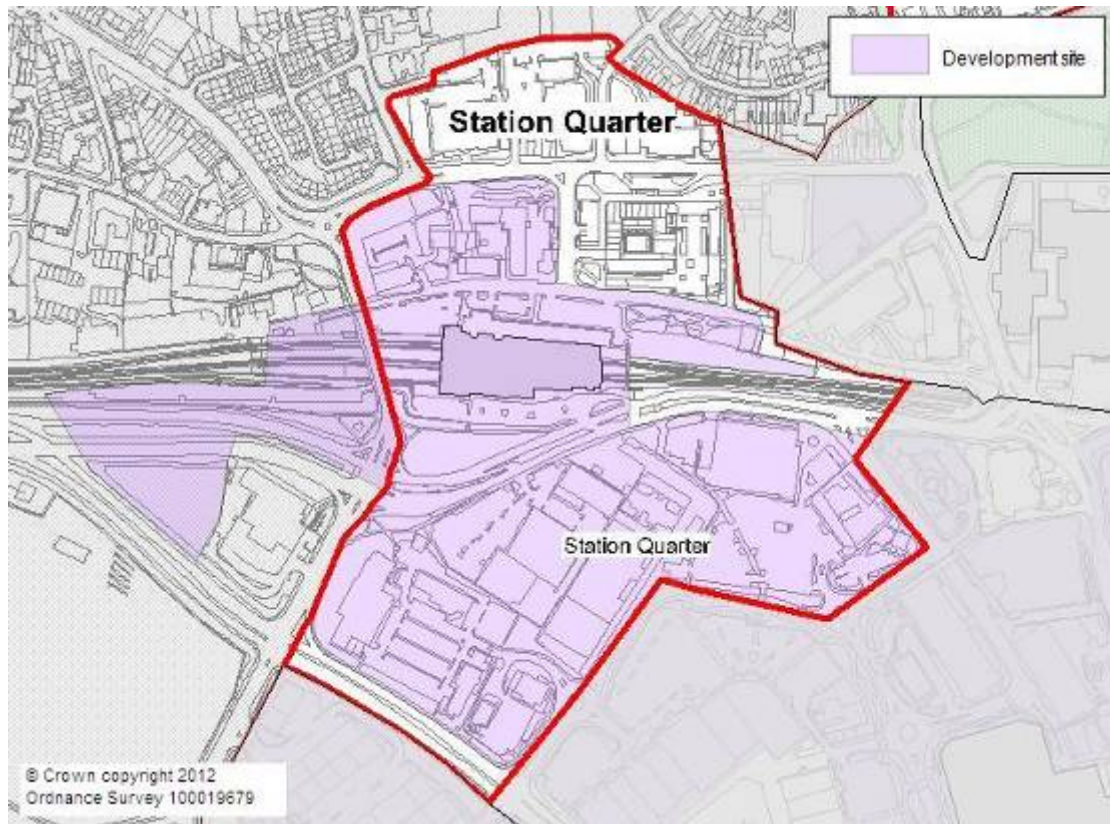
- 5.17 A strategic shoreline flood defence will be provided, or land for it safeguarded, on the southern part of the MDQ, to provide comprehensive protection for the area from tidal flooding and form part of the wider city's defence. The SFRA2, SWMP and Policy 13 identify solutions to make development safe in the meantime. It seeks that more vulnerable (e.g. residential) uses will be located, where possible, in the areas least at risk (e.g. away from the shoreline and closer to higher ground). They are suitable within the Station Quarter, and the Heart of the City. A more controlled approach is appropriate for the Western Gateway (see policy 21).
- 5.18 The policy approach for each area within the MDQ is set out further in the respective quarter section. The approximate extent of the quarters within the MDQ is indicated on map 15. However they do not represent precise policy boundaries. A development scheme based on the policy concept for one quarter can extend slightly into another quarter within the MDQ provided it does not prejudice the policy aims for that quarter.

Table of policies to be replaced / retained

<p><i>Which site allocations for the MDQ will be replaced in the CCAP?</i></p> <p>Local Plan Review: – See separate Quarters</p> <p><i>Which MDQ policies will still apply?</i></p> <p>Core Strategy: – CS 2: Major Development Quarter</p> <p>Local Plan Review (until superseded in the Southampton Development Plan): – None</p>

Station Quarter

Area description



Map 17 Station Quarter

Character of the area

- 5.19 The Central Station offers good train services to most urban areas in South Hampshire, to Southampton Airport, London and more widely across the region and UK. There are good bus connections to the station from across the city, and a taxi rank. The station buildings appear dated, and offer limited facilities, although improvements to the station entrances will be completed by April 2012. The area surrounding the station has a disjointed feel, with poor transport interchange facilities and links to the wider city centre. The majority of the quarter lies within the MDQ.
- 5.20 To the south the Western Esplanade dual carriageway forms a barrier to wider pedestrian movement into the MDQ and the rest of the city centre. The existing routes are unwelcoming, ill defined and convoluted, passing through an uninspiring area of retail warehouses, hotels, car parks, and a major electricity sub station.
- 5.21 To the north the area is dominated by 1960s / 70s office blocks, small scale shops and restaurants, flats, car parks and busy roads. The pedestrian routes to the main shopping area are poor and unclear, leading uphill, and passing behind a multi storey car park. There is a small area of under utilised open space at Blechynden Terrace.

Development goals

- 5.22 The Central Station is a key 'gateway' to the city centre. It will be fundamentally enhanced to present a more attractive and distinctive sense of arrival and handle increasing numbers of passengers.
- 5.23 In the short term, improvements to the entrances of the Central Station will be completed by April 2012. In the medium term, improvements to both the bus interchange and the public realm on the north side of the station are proposed as part of the Transport for South Hampshire Local Sustainable Transport Fund bid. If this funding is secured, these improvements will be implemented by 2015.
- 5.24 These improvements will contribute to the longer term aim, that passenger and interchange facilities for rail, pedestrians, cyclists, buses, taxis, and cars will be excellent. A high density development hub, including major office development, small shops, restaurants, cafes and bars, residential and other uses, will be created around the station. Together with further investment in the station, this will realise the commercial potential of this accessible location, and form a first phase of the wider business district. In the longer term the main shopping area will expand westwards, potentially towards the Station Quarter.



Design guidance

- An overall master plan should be developed showing how high quality design will be delivered and an overall level of consistency and coherence achieved;
- Within the development site, development should meet the criteria set out in policy 20 – creating a landmark arrival point, incorporating public realm improvements and new squares to the north and south and a new 'Station

Avenue' green link towards the waterfront. The Station Square and Avenue should be framed by active commercial frontages;

- Development in the wider quarter should integrate with development proposals for the station redevelopment and respect the character and setting of nearby listed buildings and residential properties to the north.
- Development should maintain and create views of the waterfront and cruise liners so far as possible, including along the Station Avenue and from roof gardens / terraces, in line with policy 14. Views of the Solent Flour Mills should also be considered.

Key connections to be improved

5.25 Links to the wider MDQ and the rest of the city centre will be fundamentally improved. This will include creating new streets and enhancing existing links, with new public squares creating a focus, as part of the strategic links identified in policy 17. In particular:

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

Site policies

Policy 20 MDQ - The Station Quarter

Policy 20 MDQ - Station Quarter

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

Office, residential, hotel, leisure, appropriate food / drink and retail uses which meet policies 4, 5 or 6, will be promoted. New development within this area and the redevelopment of existing office buildings north of the station will include a substantial proportion of office development (see policy 1 and 2).

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

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

The public open space at Blechynden Terrace can be redeveloped as part of a comprehensive scheme on the northern side of the Central Station which provides a greater overall amount of public open space.

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

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

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

Development will meet the principles set out in policies 18 and 19 for the MDQ overall.

- 5.27 Development will support and not prejudice enhancements to the Central Station, including improvements to the interchange facilities, public realm, new squares, and any need for additional rail running lines needed to handle increased rail traffic.
- 5.28 Access to the Central Station by walking, cycling and public transport will be encouraged and prioritised. Existing car parking capacity by the station will also be maintained and improved, and may be rationalised using a high quality multi storey format, to create more development space or public realm. Any increase in car parking at the station for rail users will need to be justified as part of an integrated strategy which promotes access by means other than the car first; or be appropriate provision in relation to existing or new development within the Station Quarter, in line with the approach to city centre car parking. If the coach station wishes to relocate towards the Central Station, to better integrate with local bus services, this will be supported.
- 5.29 In terms of its location this area, with its excellent accessibility by public transport, has considerable commercial potential to deliver major office development, to establish the city centre as a prime office location; alongside residential development. A range of small scale retail units, restaurants, cafes and bars, will be supported to complement the station and civic squares. The Council is undertaking further feasibility work to seek to unlock this potential. The extent to which retail, or other uses can create the value to secure delivery of the comprehensive vision for the Central Station will also be considered and balanced alongside policies 1 (offices), 5 (retail), CS2 and 3 where necessary.

- 5.30 In considering whether a greater overall amount of open space is being provided with regard to any development of the Blechynden Terrace open space, this will include new open space and public realm improvements which have already been provided on the northern side of the Central Station since 2011.
- 5.31 The potential development areas around the station include parcels of land immediately to the west of the city centre boundary. It is appropriate for the development of the Station Quarter to include these areas of immediately adjoining land for suitable uses.

Table of policies to be replaced / retained

Which site allocations for the Station Quarter will be replaced in the CCAP?

Local Plan Review:

- MSA2: Southampton Central Station

Which Station Quarter policies will still apply?

Core Strategy:

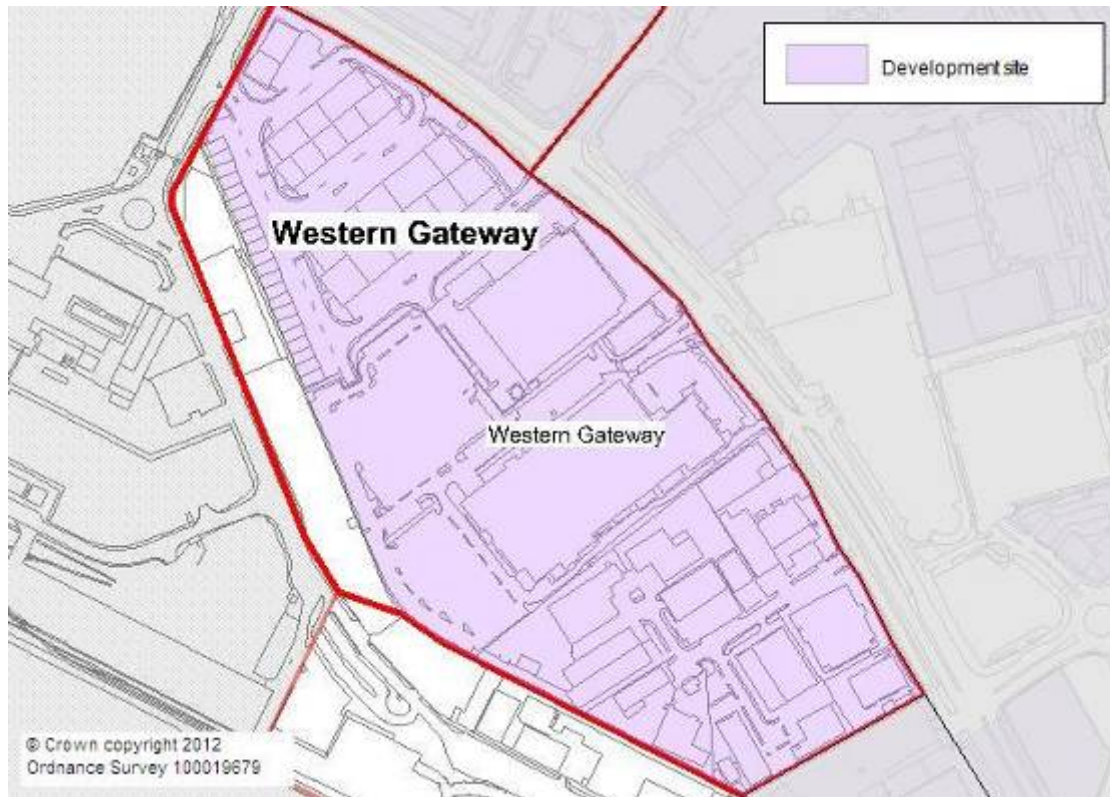
- CS 2: Major Development Quarter

Local Plan Review (until superseded in the Southampton Development Plan):

- None

Western Gateway

Area description



Map 18 Western Gateway

Character of the area

- 5.32 The Western Gateway forms the south western part of the MDQ. It lies to the south of West Quay Road, a busy dual carriageway which provides direct access into the city centre and eastern docks from the motorway network. The Gateway creates the first impression of the city centre for many people arriving by car. The Quarter is separated from the waterfront by a narrow strip of land within the Port of Southampton (primarily the City Cruise terminal). There are direct connections to publically accessible waterfront to the south east, at Mayflower Park / Royal Pier. In adjacent quarters to the north of West Quay Road lie hotels, fast – food restaurants, retail warehouses (potentially part of an expanded shopping area in the future), IKEA, and P&O Carnival's Headquarters.
- 5.33 The Gateway itself consists predominately of low density industrial / commercial units, which are generally well occupied. It also includes the Leisure World complex (cinemas, casino, nightclub, restaurants / bars), housed in a converted large warehouse building with extensive surface car parking.

Development goals

- 5.34 The area will be redeveloped to create a high quality mixed use district with excellent connections to the Central Station, Heart of the City, and waterfront, including at Royal Pier / Mayflower Park. The quarter will incorporate an expansion of the business district from the Station Quarter, accommodating large scale office and leisure developments and supporting facilities. The City Cruise terminal may become a new waterfront destination, should the Port wish to facilitate this. Hotel and conference facilities could also be developed in the area nearby. There is also the potential to create a new residential community close to West Quay Road, separated from the Port, and subject to managing flood risk.

Design guidance

- An overall master plan should be developed showing how high quality design will be delivered and an overall level of consistency and coherence achieved;
- Development should create new high quality landmarks, a high quality gateway for the city centre at the western end of the quarter, development blocks fronting onto streets and informal squares and spaces;
- Development should take advantage of the proximity and views of the waterfront and cruise liners from the streets and pedestrian routes, as well as from terraces, roof gardens and balconies facing towards the waterfront and looking out over the new open spaces and green links. Views of the Solent Mills should be fully considered in development proposals and conserved;
- Redevelopment along West Quay Road should include active frontages with building entrances, fenestration and active uses. Development should be set back from the road to enable the creation of high quality tree-lined boulevard;
- Opportunities for connections into, and views to, Berth 101 and the City Cruise terminal should be considered and where appropriate conserved.

Key connections to be improved

- As part of the strategic link (i) 'The Station Avenue' in policy 17, establishing a new avenue from the Central Station, south into the Western Gateway to the waterfront, with one route leading towards the City Cruise terminal, and the other leading south east to the waterfront at Mayflower Park / Royal Pier
- Establishing links from the Heart of the City into these new routes
- Remodelling West Quay Road to help create these links, by establishing a prestigious city street fronted by development which enhances pedestrian connections across and along the road, whilst remaining a key vehicular access for the city centre and Port.
- Creating pedestrian friendly links through the Western Gateway, connecting commercial and residential communities.

Site policies

Policy 21 MDQ – Western Gateway

Policy 21 MDQ - Western Gateway

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

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

Ancillary retail development and food and drink uses will also be supported.

Residential and hotel development will be promoted adjacent to West Quay Road if the development is safe in terms of flood risk (in line with policy 13); and an appropriate level of amenity is created for the residential / hotel occupants, including in relation to Port operations.

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

- Towards the City Cruise terminal; and
- to Mayflower Park and Royal Pier

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

Development of the Quarter will maintain or create views of berthed cruise liners from street level, and where possible create views of the River Test (e.g. from publically accessible roof top spaces)

A remodelling of West Quay Road will be supported which significantly improves pedestrian and cycle links across and along the street whilst maintaining vehicular access to the city centre and port.

Development will meet the principles set out in policies 18 and 19 for the MDQ overall.

- 5.35 The Western Gateway area will accommodate large scale office and leisure development, and create a gateway to the city centre.
- 5.36 Much of the quarter is likely to be developed in the longer term, although parts may come forward sooner. The Council will work with the key land interests in this area with the aim of preparing a more detailed master plan to secure the comprehensive redevelopment of the area (in phases) in line with this and the MDQ policy.
- 5.37 The high quality 'Station Avenue' green link through the Western Gateway to Mayflower Park / Royal Pier can be created either through the centre of the quarter, or along West Quay Road (fundamentally enhanced in terms of pedestrian movement). In any case a local pedestrian / cycle friendly route should be provided running south east through the centre of the quarter.
- 5.38 A new civic square in the Western Gateway will link in to and enhance the 'Station Avenue' green link. It will also enhance the attractiveness of this

major quarter. The Council's first preference is to create a significant new public square within the quarter along the new 'Station Avenue' from the Central Station to the waterfront. This is likely to require a comprehensive redevelopment and the agreement and co-operation of different land interests. If this is not possible, a comprehensive public realm strategy which extends the concept of the Green Grid will be developed to ensure a coordinated approach through each phase of development. Each development will provide its own 'pocket' parks that will contribute to the whole approach as set out in the public realm strategy.

- 5.39 The layout of the development should maintain the ability to create a link through to the City Cruise Terminal at a future date.
- 5.40 West Quay Road is expected to remain a dual carriageway, but a selective or comprehensive narrowing of carriageways may be appropriate.



- 5.41 Policy 13 (flood risk) seeks where possible for more vulnerable uses (i.e. residential and hotel) to be located in the areas least at risk of flooding. However promoting residential and hotel development in the Western Gateway will generate strong planning benefits by delivering a mix of uses across a large quarter; and may help to secure a viable overall development scheme. These factors are recognised by policy 13. Taking a proportionate approach, residential and hotel development will be supported in the Western Gateway once a strategic flood defence has been implemented, or safe access has been achieved. Otherwise support for these uses will take account of whether the overall development could realistically be delivered on an alternative site at lower flood risk within the MDQ in the next 5 years; and of the planning and viability benefits of supporting these uses within the Western Gateway.
- 5.42 In relation to port operations, the principle of residential / hotel development within the quarter is supported, although the location and design of development will require further assessment.

- 5.43 Significant parts of the Western Gateway are currently industrial areas. The Council will support their continued use as industrial areas until comprehensive redevelopment over a significant section of the quarter occurs, and will then establish an industrial relocation strategy to help businesses relocate where possible.

Table of policies to be replaced / retained

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

Local Plan Review:

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

Which Western Gateway policies will still apply?

Core Strategy:

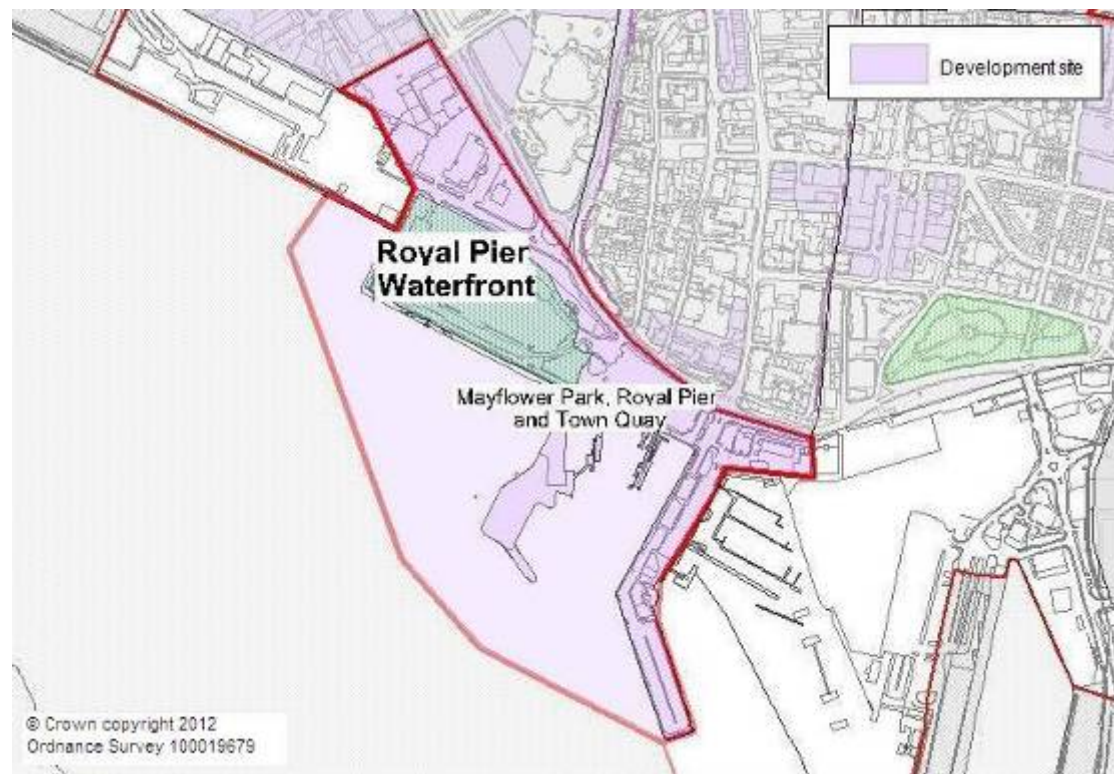
- CS 2: Major Development Quarter

Local Plan Review (until superseded in the Southampton Development Plan):

- None

Royal Pier Waterfront

Area description



Map 19 Royal Pier Waterfront

Character of the area

- 5.44 This area represents the largest area of publically accessible waterfront in the city centre. It includes Mayflower Park (the site of the International Boat Show) and ferry terminals to the Isle of Wight and to Hythe. To the east of the park is the derelict Royal Pier structure and Town Quay. Immediately to the north are the imposing medieval Town Walls which mark the beginning of the Old Town.
- 5.45 West Quay Road / Town Quay runs along the northern edge of the quarter. It is a busy road carrying traffic to and from the eastern and western docks and cruise liner terminals as well as being used as a cross – city route. These roads are significant barriers to pedestrian and cycle movement between the Royal Pier area and the rest of the city centre.
- 5.46 The current mix of uses includes:
- Open space at Mayflower Park
 - Restaurants including Royal Pier Pavilion building
 - Ferry terminals
 - Car parking
 - Small marina
 - Offices
 - Hotel and leisure (casino)

- Car dealers / industrial / commercial uses
- An entrance to the port (currently little used)

Development goals

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



Design guidance

- A vibrant waterfront should be created in accordance with policy 22 with continuous public access, active commercial frontages and terraces, roof gardens and balconies facing on to the waterfront. Development should deliver attractive overlooked routes which encourage movement to and along the river front;
- An appropriate green infrastructure is to be established to include a remodelled Mayflower Park with boundary changes to form an attractive key city space (taking into account the operational needs of the Boat Show)

- Flood defences to be integrated within the design
- Opportunities should be considered to relocate the ferry terminal from its location in the middle of the site, to create an extended Mayflower Park and to incorporate tall buildings including a landmark building on the site of the end of Royal Pier

Key connections

- As part of the following strategic links identified in policy 17:
 - (i) 'The Station Avenue' from the station to the Western Gateway via a green / blue link
 - (iii) 'The Western Esplanade' from Central Station and the main shopping area along the foot of the walls to the waterfront
 - (vii) 'International Maritime Promenade' to Ocean Village via Platform Road and Canute Road
 - (ix) to Town Quay via the 'QE2 Mile' along the High Street
- Provide high quality pedestrian crossings across Town Quay road to reduce severance between the city centre and waterfront
- To the Red Funnel ferry terminal, if relocated
- Improve traffic management and access across the site to the cruise terminals with the access to berth 101 relocated

Site policies

Policy 22 Mayflower Park, Royal Pier and Town Quay

Policy 22 Mayflower Park, Royal Pier and Town Quay

Land at Mayflower Park, Royal Pier and Town Quay will be developed for a major mixed use development. The following uses are acceptable; cultural and leisure attractions; food and drink and speciality retail; employment use classes B1 (a) and (b); residential and hotel uses. The redevelopment will include public open space at Mayflower Park and consider opportunities for a further marina and moorings.

Development will be permitted which:

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

Development will achieve an appropriate degree of safety in respect of flood risk; and provide a strategic shoreline defence within the site, as indicated on the proposals map; in line with policy 13.

- 5.49 Mayflower Park, Royal Pier and Town Quay together represent the largest area of accessible waterfront in the city centre and this site is within half a mile of the Bargate. A preferred developer has been chosen and is working with the council to progress a comprehensive mixed use development scheme on this site.
- 5.50 Mayflower Park is the site of the annual Boat Show and is used periodically for events but is an underutilised area of open space for most of the year. Redevelopment proposals must include provision for the Boat Show and reprovision of open space of at least the same size as currently available. In order to deliver this, the boundaries of the park will be realigned and its location shifted within the site. The public realm and open space should also link into the Green Grid within the city centre (see policy 10). Reclamation should be considered to extend Mayflower Park and may be used elsewhere to deliver development land, subject to meeting nature conservation requirements and navigational consideration. This plan includes a revised city centre boundary which follows the boundary of the Mayflower Park, Royal Pier and Town Quay site.
- 5.51 There are strategic views across the site to the water and from the water across the site to the Town Walls and St Michael's church spire (see map 10). Redevelopment proposals should seek to retain and enhance strategic views. There are also a series of glimpse views from the Old Town to the water, in particular from French Street and Bugle Street which are locally important and help establish a visual connection between the city centre and the water. Redevelopment should consider whether local views can be retained within a viable development with an appropriate layout and design. The scheme must respect the nearby Old Town and Town Walls and improve links across Town Quay and West Quay Road. The site is also an important archaeological area, requiring detailed consultation with English Heritage to ensure the archaeological issues and conservation issues are fully addressed.
- 5.52 Redevelopment should make best use of its waterfront setting and, in addition to open space, appropriate uses include leisure and cultural attractions (D2), supporting cafes, bars, restaurants (A3-A5) and speciality and local needs convenience retail (A1), business developments (B1), hotel (C1), housing, marina and large ship visitor moorings. As the site is separate from the retail core, any retail uses should support other uses on the site and complement instead of compete with the primary shopping area.
- 5.53 The Red Funnel Isle of Wight Car Ferry occupies a key position between Royal Pier and Town Quay. In order to deliver a comprehensive scheme and maximise the potential of the site, this should be relocated to an alternative position preferably within the Port.
- 5.54 The City Centre Master Plan includes a vision for a series of landmark buildings between the Central Station and Town Depot including key gateways such as Royal Pier.

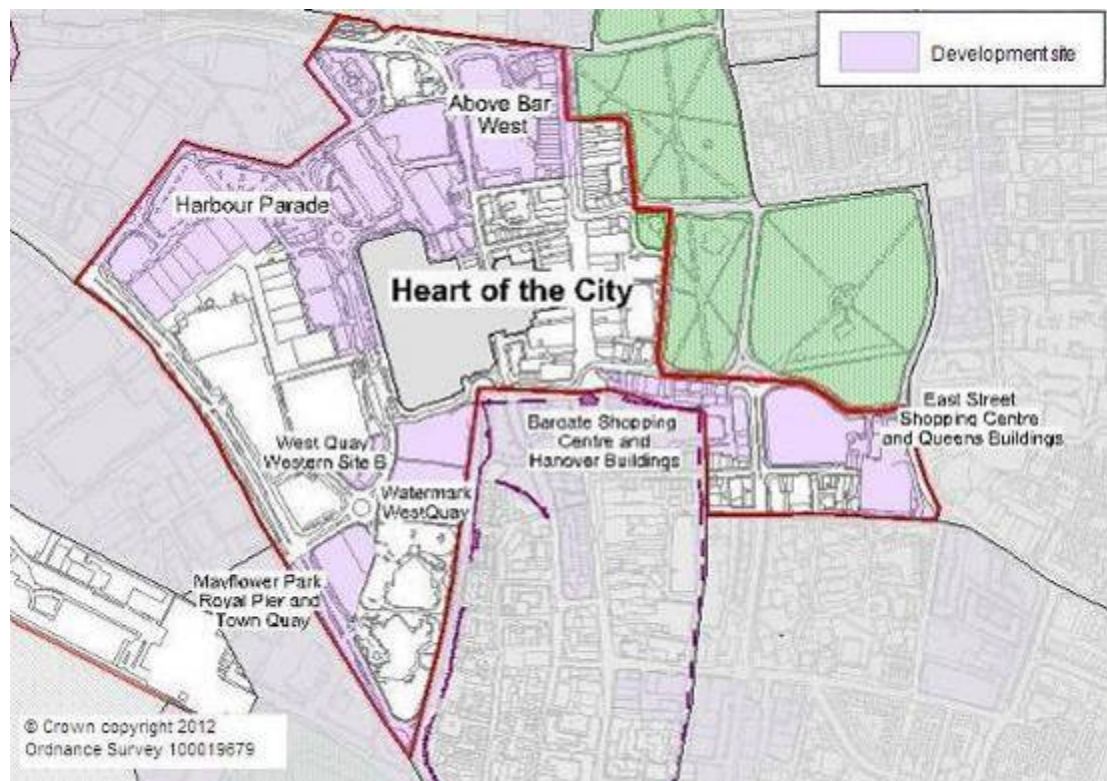
5.55 The flood risk to the site at present is very slight with only the waterfront on the outer edge of the site coming under moderate or significant levels of risk. The SFRA2 indicates that the 1 in 200 annual probability flood event will start to advance north further into the site between 2055 and 2070 with the level of risk growing from moderate to significant. By 2115 (for the 1 in 200 event) the whole site will be affected by a significant level of risk and flood depths will reach approximately 0.6 - 1.2 metres. The SFRA2 and policy 13 identify solutions to ensure new development is safe. These should be factored in to the planning, design and layout of the site at an early stage. The Flood and Coastal Erosion Risk Management Strategy indicates that the strategic shoreline defence for the city should run through the site. Given the importance of creating strong public access to and along the waterfront, the defence will be provided with and integrated into the wider design of the development, in line with policy 13.

Table of policies to be replaced / retained

<p><i>What site allocations in the Royal Pier quarter will be replaced in the CCAP?</i></p> <p>Local Plan Review:</p> <ul style="list-style-type: none">- MSA 4 Royal Pier and Town Quay- TI 1 (i) and (ii) Safeguarding for Transport Improvements <p><i>What Royal Pier policies will still apply?</i></p> <ul style="list-style-type: none">- None

Heart of the City

Area description



Map 20 Heart of the City

Character of the area

- 5.56 The Heart of the City incorporates the main shopping area. This includes the 'prime' areas of the WestQuay Shopping Centre (opened in 2000) and Above Bar. The latter is a vibrant mainly pedestrian street of 2 to 4 storey typically 1950s style buildings, replacing those destroyed during the war. The street is part of the QE2 Mile which runs north – south through the city centre, from the Cultural Quarter, alongside the Central Parks, through the historic Bargate, to the Old Town and waterfront. Just one block of shops separates Above Bar from the Central Parks to the east, although the parks are not easily visible from the main shopping street. The shopping area also includes the Marlands Centre and Asda superstore. There are weekly / specialist markets around the Bargate and East Street offers a variety of independent shops. The adjoining East Street Shopping Centre has a particularly poor environment and is almost entirely vacant. The Bargate shopping centre and parts of East Street lie in the adjacent Old Town quarter but are an integral part of the main shopping area. Most of the city's bus routes traverse the main shopping area, providing good accessibility.
- 5.57 The Heart of the City Quarter also extends westwards into the MDQ, on reclaimed land. This is a lower density part of the quarter dominated by retail warehouses, IKEA, surface and multi storey car parks, the Quays Swimming and Diving complex and the De Vere hotel. There is a significant change of level from this part of the Quarter up to Above Bar.



Development goals

- 5.58 The aim is to develop a modern, attractive and vibrant core to the city with the first priority being to enhance the existing shopping area. A series of developments will strengthen the shopping and leisure role of the area, (including Watermark WestQuay) and a redevelopment of the East Street and Bargate Shopping Centres. The 'QE2 mile' public realm improvements will be completed, Events and markets will be supported. In the longer term there may be a partial or full redevelopment of the Marlands / Asda area, which will open further links into the MDQ, exploiting the difference in levels; and of the eastern side of Above Bar (Above Bar Parkside), which will create views of and links to the parks, with retail arcades, cafes and restaurants.
- 5.59 In the longer term, a coherent expansion of the shopping area westwards into the MDQ will also be promoted. This will be phased and integrated to complement and strengthen the existing shopping area. The retail warehouse park and adjacent areas will be redeveloped to create 'city centre format' shopping streets or malls, and to form a retail circuit with the existing shopping area.

Design guidance

- A master plan should be produced for each of the major elements in the quarter showing how high quality design will be delivered, the physical change of levels addressed and how proposals fit with development in the wider MDQ;
- Tall buildings are generally appropriate on the park edges and at Watermark WestQuay. Buildings on Above Bar should step back above 4 storeys to retain the scale of frontages;
- Active frontages should be achieved to the principal frontages, with building entrances and uses overlooking the public realm; active commercial uses are encouraged on the park side;

- Materials should be high quality reflecting the location and respecting the setting of the Bargate and Town Walls;
- Roof top penthouses/studios and workspaces are encouraged to exploit city and park views, with terraces, balconies and roof gardens;

Key connections to be improved

- As part of the following strategic links identified in policy 17:
 - (iii) 'The Western Esplanade' from the Central Station to the waterfront and Mayflower Park via Harbour Parade and Watermark West Quay and alongside the Town Walls
 - (iv) the 'East-West Spine' from the Central Station along Civic Centre Road and New Road (link vi follows a similar route before crossing the Central Parks)
 - (v) 'Itchen Riverside Link' the western end of the strategic link that runs from the main shopping area through the East Street Centre redevelopment to St Marys
 - (ix) the 'QE2 Mile' along Above Bar and the High Street from the Cultural Quarter to the Old Town and Waterfront
- Between the existing and the expanded shopping area, creating the potential for a retail circuit
- Wider connections into the MDQ, with links to the Central Station and waterfront, including:
 - Through the redeveloped Asda / Marlands area;
 - Connections or potential connections into the West Quay Shopping Centre

Site policies

Policy 23 East Street Shopping Centre and Queens Buildings (Debenhams)

Policy 24 MDQ - North of West Quay Road

Policy 23 East Street Shopping Centre and Queens Buildings (Debenhams)

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

Development will be permitted provided;

- (i) Proposed uses are in accordance with the retail policy on primary and secondary retail frontages (Policy 4)
- (ii) Active frontages are provided alongside main routes
- (iii) Improved links are created through the East Street Shopping Centre redevelopment to St Marys to include an at-grade crossing across Kingsway / Evans Street

5.60 The largely vacant East Street Centre acts as a barrier between St Marys Street and the city centre. There is a current proposal to redevelop the centre to accommodate a food store. The redevelopment of the East Street Shopping Centre provides the opportunity to reinstate the route across Kingsway / Evans Street to the St Mary's area and to revitalise the eastern end of East Street. Redevelopment will also complement proposals to

remodel Kingsway and change the nature of the ring road with at grade crossings and by filling in the subway.

- 5.61 Queens Buildings (Debenhams) look out over Hoglands Park and contribute to the setting of the park. It is on an important east west connection across the city centre and should include an active frontage. Development should have a positive relationship to the parks and building heights facing the park could be seven or more storeys. Although the East Street Shopping Centre and Queens Buildings sites are unlikely to be developed at the same time, the range of uses appropriate is the same for both sites.
- 5.62 The SWMP indicates that the East Street Shopping Centre is at risk of surface water flooding. The SWMP and policy 13 identify solutions to resolve this risk.

Policy 24 MDQ - North of West Quay Road

- a. At Watermark WestQuay, as shown on the proposals map, development will be mixed use, and include retail, food / drink or leisure uses. It is also suitable for office, hotel and residential uses. Development will respect and enhance the Town Walls and their setting and create a major civic square at the foot of the Town Walls, with adjoining buildings providing active frontages. The development will enhance pedestrian / cycle links from the Bargate, through the site:
- to Mayflower Park and the waterfront by enhancing the Western Esplanade (from the site to West Quay Road); and
 - to Harbour Parade, to connect with the wider MDQ.
- b. At the WestQuay Western Site B office development will be supported, in line with policy 1.
- c. At Above Bar West (Asda / Marlands shopping centre), as shown on the proposals map, development will either include a major retail anchor store or another retail / leisure use which will maintain support for the vitality of the northern end of the primary shopping area. The site is also suitable for food / drink, office, hotel or residential uses. Any redevelopment will create a new pedestrian friendly street through the site linking Above Bar Street with the wider MDQ. Ground floor frontages will be retail led uses in line with policy 4.
- d. On the Harbour Parade site, as shown on the proposals map, an appropriate retail expansion in line with policy 5, food / drink, and leisure uses, will be promoted. This will create a major and coherent expansion of the shopping area sufficient to maintain and enhance the regional shopping status of the city centre, in line with forecast needs to 2026, and longer term if appropriate. Within the shopping area streets will include ground floor retail or leisure uses which create so far as reasonably possible continuous 'active frontages' linking to the existing shopping area. Office, hotel and residential uses will also be supported on upper floors. A new civic square will be created adjacent to the geothermal / CHP station. The capacity of the existing combined heat and power station will be safeguarded from other development. The opportunity to provide additional capacity will also be considered.

- e. An enhancement of the coach station, with improved pedestrian links to the local bus network will be supported.
- f. Development will meet the principles set out in policies 18 and 19 for the MDQ overall.

5.63 Watermark WestQuay will considerably strengthen the shopping area in the short term, and link in to the WestQuay Shopping Centre. It will create a high quality and distinctive civic square by the town walls, fronted by retail and leisure uses; reconnecting the city centre to the walls, the waterfront, and wider MDQ.

5.64 The Asda store and the Marlands shopping centre are individually both key retail anchors at the northern end of the shopping area. A major retail or leisure use will be retained on the site, or in each part of the site if developed separately, to maintain the vitality of the northern end of the shopping area. Ground floor retail frontages will be provided to Above Bar Street, Civic Centre Road, Portland Terrace, and the new route through the site from Above Bar Street to the MDQ.

5.65 The Core Strategy sets a target to deliver 130,000 sq m (gross) of comparison retailing in the city centre. The first priority is to focus this retail development within the existing primary shopping area (PSA), in line with policy 5. However, in the longer term it is unlikely that all these needs can be met in the existing PSA. The Harbour Parade site provides the opportunity to create a coherent expansion of the shopping area in the medium to longer term to meet these wider regional needs. Therefore space will be safeguarded in this area for significant retail development (which can be part of a mixed use development). The amount of space to be safeguarded will be based on an up to date assessment at the time of a planning application of the need for expansion which cannot be met within the PSA. This will take account of unmet need and likely delivery from 2006 to at least 2026, and for the next 10 years if this extends beyond 2026, taking into account policy 5. Currently there is expected to be a longer term need for in the region of 40,000 - 50,000 sq m (gross) of comparison retail development outside the existing PSA, and this will be kept under review.

5.66 The Harbour Parade site includes West Quay Retail Park and will accommodate an expansion of the existing shopping area into the MDQ (subject to policies Core Strategy policy CS 2 and to Policy 5). It will incorporate new key routes from the adjacent existing shopping area and Cultural Quarter to link with the expanded shopping area, wider MDQ, Central Station and waterfront. Specifically:

- Development within an expanded retail area will be orientated to enable links into the WestQuay Shopping Centre, both at the John Lewis street level entrance; and to maintain the potential for a better quality link to the shopping floors of the centre, which are above street level. This could potentially be a new link, or a better quality link from street level to the existing footbridge which crosses Harbour Parade into the centre.
- New shops should be provided along Western Esplanade adjacent to the WestQuay Shopping Centre as appropriate to create active frontages and enhanced links.

- Individual phases of development will maintain the ability to create a new shopping circuit over the long term, from Above Bar, through both the WestQuay Shopping Centre and Watermark WestQuay, the expanded shopping area, the Asda / Marlands area, and back to Above Bar street.

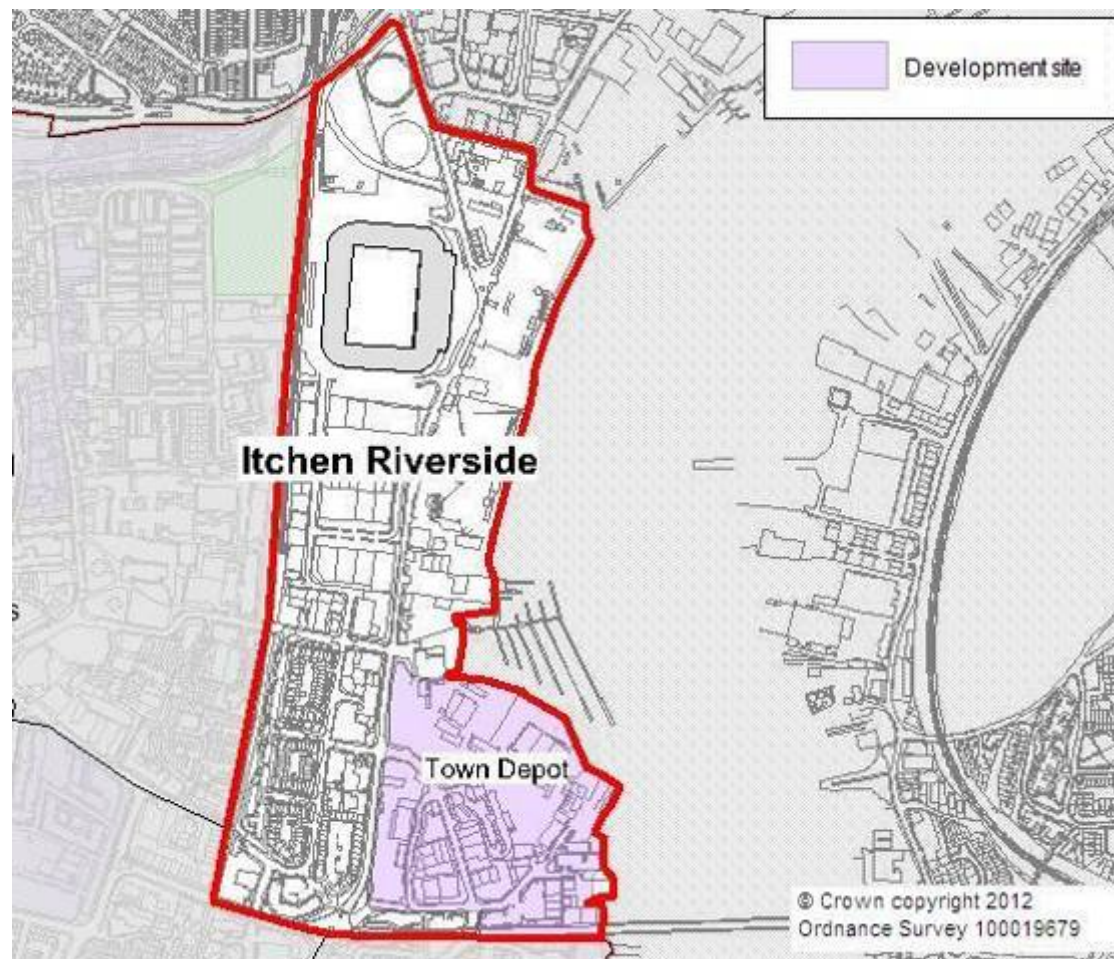
5.67 The existing combined heat and power (CHP) station within the MDQ provides sustainable energy in the city centre. The Council will support an appropriate expansion of this facility within the MDQ (in accordance with policy 12). This is required to supply major new development. Development schemes will safeguard the capacity of the existing facility (either in situ or by suitable relocation). Developers will also consider at an early stage the potential for the facility to be expanded.

Table of policies to be replaced / retained

<p><i>Which site allocations in the Heart of the City quarter will be replaced in the CCAP?</i></p> <p>Local Plan Review:</p> <ul style="list-style-type: none"> - MSA6: WestQuay Phase 3 <p><i>Which Heart of the City policies will still apply?</i></p> <p>Core Strategy:</p> <ul style="list-style-type: none"> - CS 2: Major Development Quarter <p>Local Plan Review:</p> <ul style="list-style-type: none"> - None

Itchen Riverside

Area description



Map 21 Itchen Riverside

Character of the area

- 5.68 The Quarter has a diverse character comprising a working riverfront with industrial areas, residential behind, and the football stadium. As a result there is limited public access to the waterfront.
- 5.69 Moving north from the Itchen Bridge the waterfront includes water sports clubs, the Council's former depot (Town Depot), the listed American wharf building and leisure boat pontoons. The remainder and majority of the waterfront is taken up by active wharves, importing sand and gravel needed to support the construction industry in Hampshire.
- 5.70 Marine Parade runs north south behind the waterfront, and is busy with industrial traffic. To the west of Marine Parade lie the Basepoint Enterprise Centre, new residential development of Chapel, an industrial area (the Central Trading Estate), Southampton Football Club's St Mary's Stadium and two gasholders.

- 5.71 The Quarter is bounded to the west by a railway line to the Port beyond which lie the predominately public housing areas of St Mary's and Holyrood / Queens Park. To the south lies Ocean Village marina and residential / leisure quarter. Pedestrian access from the wider city centre is constrained by the railway line, the need to walk along and cross busy roads, and the perceived distance from the shopping core
- 5.72 The remains of the Saxon town, Hamwic, extend into the area and are nationally recognised.



Development goals

- 5.73 This area provides one of the main opportunities to create a waterside residential / leisure mixed use community, including family accommodation, to enhance the attractiveness of the city centre as a place to live. The longer term redevelopment of the existing mineral wharves also offer the potential to support marine business uses. There is an opportunity to link the football stadium in to a wider waterside leisure based destination, with a new riverside walkway south to Ocean Village; and to enhance links from the waterfront back in to the core of the city centre.
- 5.74 In the short term, the key development site opportunity is at Town Depot, offering the potential for a mixed leisure / residential led waterside development.
- 5.75 Whilst ensuring that South Hampshire's need for sand and gravel continues to be met, the Council will encourage throughout the plan period the relocation of these wharves outside of the city. If this occurs, or the wharves no longer meet the modern needs of the aggregates industry, this will release the potential for wider regeneration of the area: both the wharves themselves and the industrial areas behind (whilst maintaining some business uses). The current expectation is this is more likely to occur in the longer term, possibly

beyond 2026 and consequently, the Central Trading Estate continues to be safeguarded for employment uses.

- 5.76 The city's strategic flood defence will run through the area, and the plans for this should integrate with new development. The Flood and Coastal Erosion Risk Management Strategy indicates that in the medium term to 2060 a flood wall will be required; and that as redevelopment occurs a strip of raised land should be created to form the defence.

Design guidance

- Master plans should be developed for the Town Depot site, and for the Itchen Riverside redevelopment when it comes forward, each of which will consider the links between and beyond their respective sites;
- A vibrant waterfront should be created with continuous public access, active commercial frontages and terraces, roof gardens and balconies facing on to the waterfront. Development should deliver attractive overlooked routes which encourage movement to and along the river front;
- Development should carefully consider its roof profile when viewed from the River and Itchen Bridge;
- New development should respect listed buildings and structures including American Wharf.

Key connections to be improved

- As part of the following strategic links identified in policy 17:
 - (iv) 'East-West Spine' from the 'Cultural Quarter', via Northam Road with the additional link on to the football stadium to be maintained and improved
 - (v) 'Itchen Riverside Link' from the 'Heart of the City' to the Town Depot area (and / or via the Marsh Lane – Chantry Road footbridge)
 - (vi) 'Itchen Bridge Link' from the Central Station, through the Central Parks and Marsh Lane and over the Itchen Bridge
- From Ocean Village, via a new waterside walkway; and from the Oxford Street area towards Town Depot

Site policies

Policy 25 Town Depot

Policy 25 Town Depot

At Town Depot, as defined on the proposals map, a high quality landmark waterfront development will be supported.

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

The development will include a mix of uses, which can include all or some of the following: leisure; food and drink uses; residential; office; hotel; education / skills; ancillary or appropriate retail.

The development will provide public hard and for water sport activities

Development will achieve an appropriate degree of safety in respect of flood risk; and provide a strategic shoreline defence within the site, as indicated on the proposals map; in line with policy 13.

- 5.77 Town Depot offers an exciting opportunity to create a waterfront destination on the River Itchen, to complement Ocean Village and to create public access to and along the riverside. Following the relocation of the city's household waste recycling centre and a small waste transfer station from Town Depot to Dock Gate 20, the Council's aim for the site is to promote a major mixed use development including a leisure / ski complex. A preferred developer is currently investigating a scheme.
- 5.78 A 'landmark' development means creating high quality and distinctive buildings on this key approach to the city centre visible from across the water and the Itchen Bridge. The Characterisation Study identifies a number of strategic views from the Itchen Bridge across the site to the churches of St Michael's and St Mary's, and the Civic Centre Campanile (clock tower) which are protected in policy 14. A clear justification will be required if these views are proposed to be lost; which considers the scale of impact, and scheme viability (having applied reasonable commercial flexibility). The design should respect the setting of the American Wharf listed building.
- 5.79 The development will facilitate links to the heart of the city and Oxford Street; and the provision of a continuous public waterside walkway from Ocean Village, towards (in the future) the football stadium
- 5.80 The area is of archaeological importance and the primary aim is to preserve these resources where possible, and incorporate aspects into the new development if feasible. Policy CS14 provides more detail.
- 5.81 The Southampton Water Activity Centre / public hard and Crosshouse public hard lie within the site and are important community facilities for water sports. Public hard and associated facilities should be retained or re-provided and integrated into the development to meet the needs of these users (including for local car parking).
- 5.82 In respect of retail development the site is in an 'out of centre' location. Any proposal with retail floorspace of 750 sq m or more will be considered against national retail and Core Strategy policy CS 3. Retail development which is still clearly of a scale and type to be directly ancillary to the wider proposal and / or meets neighbourhood needs will be supported, subject to considering these policies. If larger retail development clearly represents the only means to directly secure the viable and successful regeneration of the site, and that retailing is related to the wider activities on the site (e.g. sports / leisure), this will be taken into account alongside national retail / CS 3 policy issues. The Council will not support general retailing or a proposal which has a major impact on the primary shopping area.
- 5.83 The site can include some office or small scale business uses, although given the overall aim of delivering a key waterfront site, this is not a requirement.

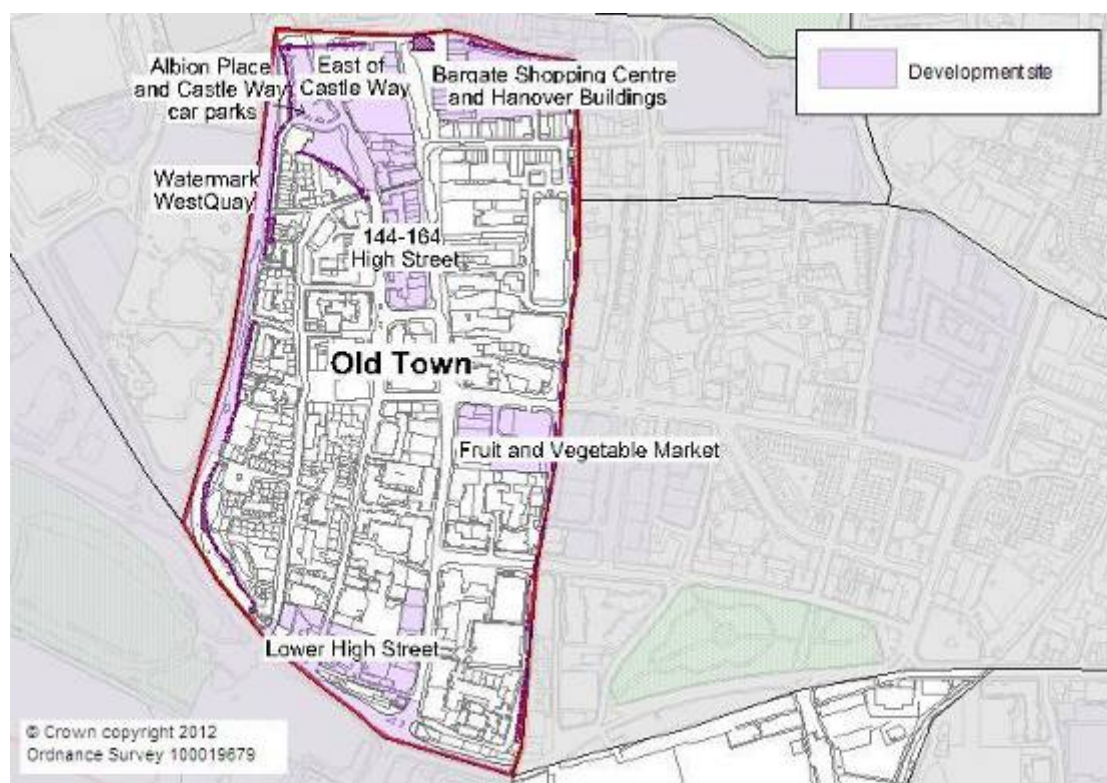
- 5.84 In transport terms, the site enjoys a city centre location although is some distance from the main rail and bus interchanges. Proposals for a major destination facility on the site will require innovative solutions to link with these interchanges and, along with all uses, to reduce and manage the level and effects of road traffic, in line with policy 16.
- 5.85 The SFRA indicates that, for the 1 in 200 annual probability flood event, the flood risk to the site at present is generally at a low to moderate level in the western half of the site increasing to a significant level on the waterfront edge. By 2055 the level of flood risk (for the 1 in 200) event will generally be significant across the whole site; and by 2115 flood depths will reach approximately 1 - 1.8 metres above current site levels. The SWMP indicates that small parts of this site are at risk of surface water flooding. The SFRA2, SWMP and policy 13 identify solutions to ensure new development is safe. These should be factored in to the planning, design and layout of the site at an early stage. This site is particularly low lying and may need to be raised to ensure that flood depths do not affect the structural soundness of development. This will be established through a flood risk assessment.
- 5.86 The Flood and Coastal Erosion Risk Management Strategy indicates that the strategic shoreline defence for the city should run through the site. Given that this area is subject to greater and more immediate flood risk, and the importance of creating strong public access to and along the waterfront, the defence will be provided with and integrated into the wider design of the development, in line with policy 13.
- 5.87 The site includes major storm overflow tanks. These form a part of the city's drainage infrastructure, and it is expected that they will need to remain. A continuous public promenade will be provided along the waterfront. The presence of the storm tanks may constrain the ability for some schemes to fully provide active frontages along all of this promenade, although this will need to be demonstrated. Development may need to be designed to mitigate odours from the tanks. Development will need to respect nearby ecology designations (for example in relation to any tall buildings and recreational disturbance, Core Strategy policy CS 22) and manage any site contamination (Local Plan Review policy SDP 22).
- 5.88 Development can either occur on a comprehensive basis across the site or in phases on parts of the site. A proposal for partial development of the site will be accompanied by a master plan for the whole site to illustrate how it could join with future phases to be consistent with the comprehensive objectives for the site set out in this policy.

Table of policies to be replaced / retained

<p><i>Which site allocations in Itchen Riverside will be replaced in the CCAP?</i></p> <p>Local Plan Review: – None</p> <p><i>Which Itchen Riverside policies will still apply?</i></p> <p>Core Strategy: – None</p> <p>Local Plan Review: – None</p>

Old Town Quarter

Area description



Map 22 Old Town

Character of the area

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

- 5.91 The area is rich in buildings, archaeology, structures and sites that are Scheduled or listed as being of national importance and whose settings should influence all development decisions in the area and adjacent areas. Amongst these protected buildings, there are pockets of poor quality post war development. The historic value of the walls is illustrative in terms of their survival and quality. They have not only defined the way the city has developed but have immense importance in terms of linking Southampton to its past. A Conservation Area Appraisal was undertaken in 2008 to review the conservation areas within the Old Town, and it identified those characteristics that make the Old Town special. That appraisal will be used to inform the approach to proposals for development in the Old Town. In addition the Old Town Development Strategy sets out urban design principles and a framework for development and should continue to guide future development.
- 5.92 Current uses and key elements include:
- Residential – including family homes with gardens, flats and elderly persons accommodation
 - High Street and East Street ground floor retail and food and drink uses and upper floor commercial uses
 - Restaurants, bars and cafés
 - Hotels and leisure
 - Bargate Shopping Centre
 - Bargate monument and Town Walls
 - Fruit & Vegetable Market
 - Significant archaeology and a large number of Listed Buildings
 - Car parking (Eastgate Street multi storey car park and Gloucester Square)
 - Surface car parking (Albion Place and Castle Way)

Development goals

- 5.93 Significant redevelopment has already taken place within the Old Town including the French Quarter, Merchants Quarter and City Court. This Quarter includes major development sites at Fruit and Vegetable Market (also in Holyrood/Queens Park), east of Castle Way (WestQuay Eastern Site) and the Bargate Shopping Centre. There will also be significant public realm improvements such as around the Bargate. Outside these sites, there will be selective redevelopment of the degraded parts of the Old Town, alongside sensitive management of the historical assets. The Old Town will be promoted as a restaurant quarter, part of an evening zone and will benefit from stronger links through the quarter. There are also opportunities to attract speciality shopping and boutique hotels to the quarter.
- 5.94 The Fruit and Vegetable site is located in a key position between the High Street and main shopping area to the north-west and Ocean Village and Oxford Street to the south-east. It is identified in the Master Plan as a key site for a mixed use development. It is proposed that to the east of Castle Way (WestQuay Eastern Site) redevelopment will be retail-led; whilst proposals for redevelopment of the Bargate Shopping Centre may include retail, food & drink and upper floor residential, hotel and office uses. A mix of uses will be sought in any future development of 144-164 High Street, together with replacement of Albion Place and Castle Way surface car parks with open space, and possible limited development that enhances the Town Walls. The council aspires to bring back into use the historic vaults of the Old Town

(primarily in the south and west of the quarter) and continue to improve the public realm.

Design guidance

- The area around the Bargate provides the transition from the modern city on Above Bar to the historic Old Town on the High Street and should be enhanced to better reflect the sense of enclosure and historic setting of the Town Walls and to create a better 'sense of place' to the entrances to the medieval Old Town
- The fine grain of the streets should be maintained and re-instated where possible and appropriate
- Active frontages will continue to be encouraged with opportunities taken for public realm improvements
- Particular effort should be made in regard to scale and massing of development and new development must respond sympathetically to the strong historic character of the Old Town taking opportunities to reinstate the Medieval street pattern rhythm of development fronting the High Street and other streets where appropriate
- Development should avoid a 'pastiche' approach and there is a place for high quality contemporary design that follows design principles for this quarter
- Materials should be high quality reflecting the location and respecting the setting of the Bargate and Town Walls
- Important views north towards the Bargate and west to St Michael's church spire which dominates the character area along St Michael's Street should be maintained.
- Reinstatement of high level links between the Bargate and the Town Walls
- Open up views of the Town Walls and expose the location of remaining Walls as part of public realm improvements schemes, where possible.



Key connections

- As part of the following strategic links in policy 17:
 - (iii) 'The Western Esplanade' from the Bargate west through the future Watermark WestQuay development into the wider MDQ
 - (viii) 'Ocean Village Link' linking the main shopping area along the High Street and on to Ocean Village
 - (ix) the 'QE2 Mile' along the High Street to the Old Town and waterfront
- Connections to the lower part of the Old Town including Tudor House Museum and east along Bernard Street to Oxford Street, Ocean Village and the waterfront

Site policies

Policy 26 Fruit & Vegetable Market (*NB. site also in Holyrood / Queens Park quarter*)

Policy 27 Bargate sites (East of Castle Way, Bargate Shopping Centre and Hanover Buildings)

Policy 28 Albion Place and Castle Way car parks

Policy 29 Lower High Street

Policy 30 144-164 High Street

Policy 26 Fruit and Vegetable Market

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

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

Any proposal for the development of the area will:

- (i) Result in improvements to the public realm
- (ii) Include appropriate open spaces
- (iii) Achieve an appropriate degree of safety in respect of flood risk in line with policy 13
- (iv) Achieve the re-identification of the line of the medieval wall through the design of the buildings and public realm

5.95 The site is partly within the Old Town conservation area and is also wrapped around by the Oxford Street conservation area to the east. Both of these have been subject to character appraisals which should be used to inform redevelopment proposals for the site.

5.96 The line of the medieval Town Walls runs through the site as does that of the town ditch. This is within an area of national archaeological importance and is likely to contain significant and important archaeological remains. Further information is detailed in the Old Town Conservation Area Appraisal. Early discussions should be held with the council's historic environment team.

- 5.97 The council will support a residential – led mixed use scheme including uses that generate additional street life, including office uses, food and drink, small scale retail, and non residential institutions. Part of this site was previously safeguarded for employment by CS 7 of the Core Strategy (Brunswick Square). As the redevelopment of the site will bring strong planning benefits it is considered appropriate to release the site from this safeguarding. The redevelopment of the wider site should provide an element of employment generating uses i.e. small scale office and small business units that are compatible with a residential environment.
- 5.98 The site has the potential to facilitate movement and improve activity along important routes towards Queens Park, Oxford Street and Town Quay / Royal Pier. To maximise this potential the High Street and Bernard Street frontages should include uses (at ground floor level) that generate activity.
- 5.99 The redevelopment of the site offers an important opportunity to vastly improve the surrounding public realm and contribute to the strategic links from the High Street to Oxford Street and from Central Parks to Queens Park. Any proposal would therefore need to clearly demonstrate how it will incorporate hard and soft landscaping into the scheme.
- 5.100 The site is a key site in the city centre and is one of the few big enough to be able to provide public open space as part of its redevelopment. Proposals should therefore seek to provide open space/s as part of the redesign and improvements to the public realm.
- 5.101 There are a number of listed buildings and scheduled ancient monuments located on the edge of the site which will be affected by any redevelopment proposals. These include St Michael's church, Holy Rood Church, the former Globe Public House on Bernard Street, 55-58 and 123-126 High Street. It is vital that these are considered from the outset to ensure that development enhances their setting and retains strategic views to St Michaels Church spire. The medieval wall is still very noticeable to the south of the site; redevelopment should seek to re-identify the line of the wall as part of the design proposals.
- 5.102 The site is currently located entirely inside Flood Zone 1. After 2070 a small part of the site is affected by flood risk. Policy 13 sets out solutions to address this, which should be factored in to the planning, design and layout of the site at an early stage.

Policy 27 Bargate sites (East of Castle Way, Bargate Shopping Centre and Hanover Buildings)

Retail-led mixed use redevelopment is promoted on the site to the east of Castle Way (corner of Bargate Street / Castle Way), Hanover Buildings and the Bargate Shopping Centre. Appropriate uses include retail (A1), food and drink and upper floor residential, hotel, commercial B1 (a) and (b), cultural and leisure uses including nightclubs.

Development will be supported where;

1. The access to, views and setting of the Town Walls are improved by opening out the areas immediately surrounding the walls, introducing

- attractive pedestrian routes and uses with active frontages alongside them and improving legibility and linkages with other sections of the Town Walls
2. Proposed uses are in accordance with the retail policy on primary and secondary retail frontages
 3. Active frontages are provided alongside main routes
 4. Improved pedestrian links are created through the sites
 5. Development fronting High Street provides a high quality entrance to the Bargate shopping centre and enhances the setting of the Bargate
 6. The build edge around Bargate is realigned to follow the historic street pattern and development safeguards the opportunity for, or facilitates, a high-level bridge link
 7. Development includes pedestrian links to the East Street shopping area along the line of the Town Walls and the redevelopment of the Eastern site includes a connection through from the High Street to Castle Way continuing the line of East Street.

- 5.103 The Bargate area is part of Southampton city centre's main retail area and is important in linking Above Bar and the WestQuay shopping centre to the north with the High Street and down to the waterfront. The Eastern Site is part of the MDQ and has a key strategic location between the Watermark WestQuay development site and Above Bar and the Bargate. It has a central location on the cross roads between the QE2 Mile and on a key east west route. However there are high number of vacancies in the retail units around the Bargate and the Bargate Shopping Centre itself is largely vacant. This quarter will therefore see significant change during the plan period including the redevelopment of a failing shopping centre.
- 5.104 Redevelopment of the Bargate Centre, Hanover Buildings and the Eastern Site provide opportunities for high quality retail led redevelopment and public realm improvements to open up and improve the surroundings of the Town Walls and the Bargate monument itself. Although these sites are identified as part of the primary shopping area, there will be flexibility about the mix of uses to capitalise on this heritage which could include additional food and drink uses in the Bargate Centre next to the Town Walls and hotel, residential commercial and leisure uses on a new frontage along Castle Way. In addition these sites are within the High Street, Bargate and West Quay evening zone and are appropriate for extended opening hours. Redevelopment should strengthen East Street as a shopping area by improving pedestrian links and entrances to the street and by drawing people south of Bargate Street.
- 5.105 The Bargate is a medieval town gate which forms the principal entrance to the Old Town and is a key local landmark. It is a Grade I Listed Building and Scheduled Ancient Monument. Until the 1930s the Bargate was connected to the Town Walls, following which adjoining sections of wall were demolished to make way for new roads. Redevelopment should realign the new buildings more closely around the Bargate to follow the historic street pattern and mark the entrance to the Old Town. There is also an opportunity in the future to physically connect the Bargate at a high level with the remaining Town Walls. Development should be designed to either safeguard or to facilitate this link. Development must also open up access to Town Walls east of the Bargate to Polymond Tower and improve their setting. In addition, the line of the Town Walls south from Polymond Tower through the Bargate Shopping Centre site should provide a new pedestrian link to East Street with interpretation

provided. Servicing will be a key consideration in any development proposal in order to ensure that these improvements are not compromised.

- 5.106 The scale and height of new development should respect and enhance the setting of the Bargate and Town Walls.
- 5.107 Redevelopment of the Hanover Buildings site provides the opportunity for a retail led redevelopment to reveal the Town Walls, opportunities to provide active frontage to the rear of the properties and maximise views over the park. Hanover Buildings is identified as secondary shopping frontage with no restrictions on the balance between A1 and A2-A5 retail uses.

Policy 28 Albion Place and Castle Way car parks

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

Mixed use development incorporating retail, food and drink and residential uses will be supported at Castle Way car park, provided that the development has no negative impact on the Town Walls or their setting; and that views looking into and out from this part of the Old Town are retained. If development cannot be achieved which meets these criteria, Castle Way car park should provide new public open space.

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

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

- 5.108 Land to the north of the vaulted Castle Bailey Walls is allocated for new public open space and could include a seating area with landscaping. Converting the car park (Albion Place) to open space will improve the setting of the Castle Bailey Walls and the Town Walls, and provide an attractive place to sit for residents, shoppers and visitors.
- 5.109 The Castle Way car park is currently part of the Watermark WestQuay development site. This land is allocated for new public open space unless Hammerson pursue its redevelopment. In this case, it may be suitable for small scale mixed use development with some open space providing it has no negative impact on either the structure of the Town Walls or their design and setting. Any proposed development should retain views of the Town Walls looking into and out of the Old Town. Development must be small lightweight structures and not lead to damage or deterioration of the walls during construction or use. Development must retain access and a spacious, landscaped pedestrian route alongside the Town Walls.
- 5.110 It also provides the opportunity for a bus super stop to better serve the city centre, West Quay and the Old Town in general. The redevelopment of this

stop and any supporting facilities such as waiting areas will be subject to the same criteria above and should also assess the impact of traffic vibrations on the walls and pollution from lay over buses. If the provision of a super stop has a negative impact, alternative locations nearby should be considered.

Policy 29 Lower High Street

This site is protected as open space. However a heritage-led enabling development will be supported which:

1. Brings back into use the historic vaults and medieval standing structures, as an appropriate visitor attraction; and
2. Incorporates a substantial element of open space in the layout; and
3. Ensures a positive frontage onto the open space;
4. Proceeds after new open space has been created elsewhere within the Old Town quarter or other site in the vicinity to replace any loss of open space;
5. Achieves an appropriate degree of safety in respect of flood risk; in line with policy (flood risk) 13.

- 5.111 Land at Lower High Street, within the Old Town has potential for development as a mixed use development with heritage based regeneration opportunities. Appropriate commercial uses will be sought which could include, but are not limited to, food and drink uses affording access to the historic vaults in the south east of the site and Water Gate tower on the corner.
- 5.112 Any loss of open space in the city centre is particularly acute owing to the very limited opportunities there are to replace the open space provision elsewhere within the city centre. The development should provide the full contribution to replace the open space.
- 5.113 There is no flood risk to the site at present. The SFRA2 indicates that the 1 in 200 annual probability flood event will only start to affect the southern fringe of the site bounded by Porters Lane by 2115 with a mix of low, moderate and significant levels of risk. The SFRA2 and policy 13 identify solutions to ensure new development affected by this slight risk is safe.
- 5.114 Policy 13 sets out the minimum standards and issues to address in order to achieve safe development. These should be factored in to the planning, design and layout of the site at an early stage. The Flood and Coastal Erosion Risk Management Strategy indicates that the long term strategic shoreline defence for the city should run through the site. Therefore development proposals must not prejudice this, and must ensure it can be successfully integrated into the wider design of the scheme.

Policy 30 144 -164 High Street

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

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

- 5.115 The style of this block typifies much of the post war building in the city centre. There is potential for redevelopment of the block to provide opportunities for retail led mixed use redevelopment including food and drink and tourism uses. The frontage is identified as secondary retail frontage and therefore a range of uses would be acceptable at ground floor level which provides active frontages. The major public realm improvements along the High Street (part of the QE2 Mile) are stimulating investment in restaurants, and bars, and the Council wishes to encourage such uses.
- 5.116 The site falls within the designated evening zone and is appropriate for extended opening hours (See Policy 7). The impact of these types of neighbouring uses needs to be taken into account in the redevelopment of this site.
- 5.117 The Old Town Conservation Area Appraisal refers to the rich mix of architectural styles characterising the stretch of buildings which front the High Street opposite the block between nos. 12 to 37. In particular, an Italianate style runs through banks, chambers, and commercial buildings, with strong vertical rhythm and rich in architectural details. A number of these buildings are statutorily protected as heritage assets and others still recognised for their historic importance. The block reflects the sense of symmetry and grand scale in the proportions of these buildings through simpler details.
- 5.118 Proposals for redevelopment should have careful consideration for the character and setting of the buildings between nos. 12 to 37 which lies directly opposite the block. In particular, a proposal should respect the established form of building height and quality of architectural design.

Table of policies to be replaced / retained

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

Local Plan Review:

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

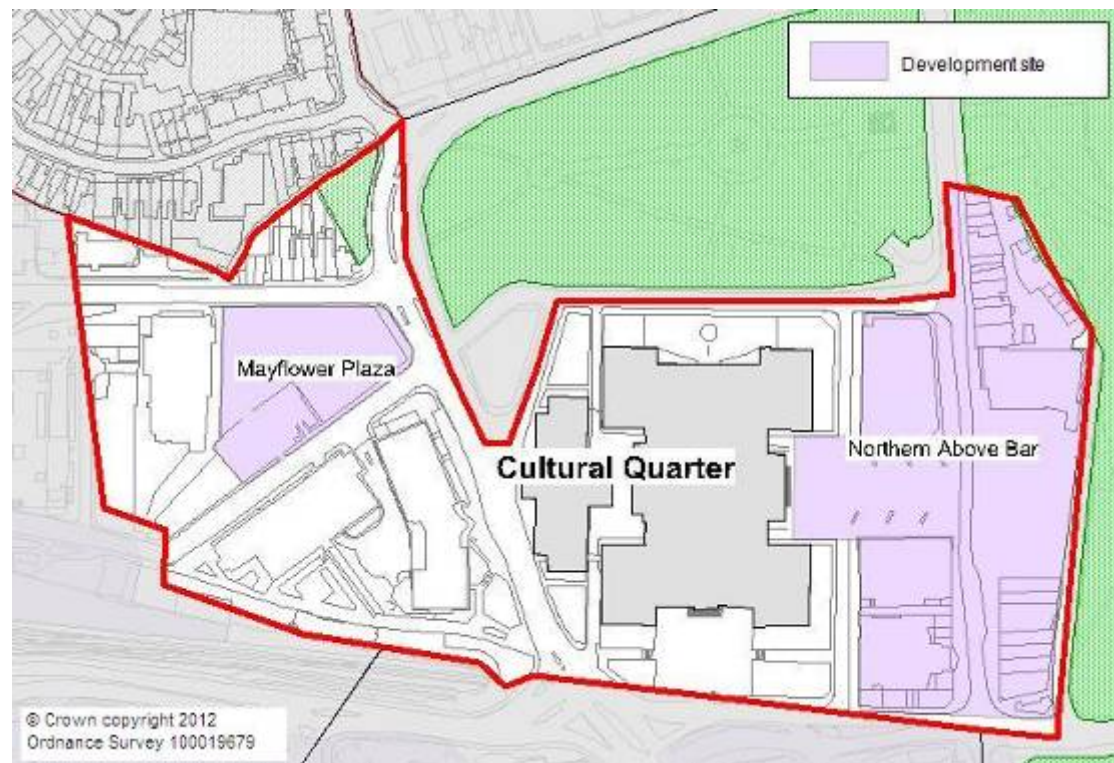
What Old Town policies will still apply?

Core Strategy:

- CS 2 Major Development Quarter

Cultural Quarter

Area description



Map 23 Cultural Quarter

Character of the area

5.119 The Cultural quarter is located to the north of the main shopping area. The distinctive Grade II* listed Civic Centre with its clock tower acts as a key landmark within the city centre and provides a strong identity as a symbol of civic pride for the city. Other buildings on Above Bar Street are locally listed whilst the Victorian City Parks wrap round the north and east areas of the quarter. This link from Guildhall Square to the landscaped parks provides a strong connection with the surrounding area and creates a pleasant setting.

5.120 Guildhall Square forms a major new civic space fronted by the Guildhall, the Sir James Matthews Building (Solent University) and new Council offices with links through to the parks. The busy main roads (Havelock Road and Civic Centre Road / New Road) form barriers to pedestrian and cycle movement.

5.121 The current mix of uses includes:

- Council offices
- Civic Centre Guildhall (regional entertainment venue)
- Civic Centre library, art gallery and regional SeaCity Museum
- Retail, business services and restaurants / cafes around Guildhall Square and along Above Bar Street
- Educational uses of Sir James Matthews Building for Southampton Solent University
- Mayflower Theatre

- BBC Broadcasting Centre
- Residential

Development goals

- 5.122 A new arts complex with auditorium, studios, media hub and gallery spaces is being developed on the eastern side of Guildhall Square as part of a mixed use scheme to include ground floor cafes and restaurants with residential units at upper floor levels exploiting the views over the parks.
- 5.123 The area will be the focus for civic and cultural activity with an increasing number of events being held in the Guildhall Square, complementing the attractions in the Arts Complex, the SeaCity Museum, library, Guildhall, art gallery, theatre and adjoining parks.
- 5.124 The Mayflower Plaza area will see a mixed use development potentially for residential, office and/or hotel uses. The ground floor uses could include restaurants and cafes and similar uses that help to stimulate street activity. Development will help to link Mayflower Theatre and the Central Station to the Guildhall Square and the QE2 mile.

Design guidance

- Development should respect the character and setting of nearby listed buildings and parks and the strategic view to the Civic Centre campanile
- Tall buildings are appropriate on the park edges
- Active commercial frontages should be achieved to the principal elevations including the park side
- Redevelopment of the eastern side of Above Bar should better exploit views across the park, and establish routes and incorporate views through from Above Bar to the parks.



Key connections to be improved

- As part of the following strategic links in policy 17:
 - (iv) 'East–West Spine' to include civic space improvements at the front of the Civic Centre (link vi follows the same route from the station and along New Road)
 - (ix) the 'QE2 Mile' from Above Bar, along the High Street to the Old Town and Waterfront
- From Guildhall Square into East Park and across to Southampton Solent University
- Enhanced crossing points for pedestrians and cyclists from Central Station, along Civic Centre Road and New Road, including new spaces and redesigning routes

Site policies

Policy 31 Northern Above Bar

Policy 32 Mayflower Plaza

Policy 31 Northern Above Bar

Guildhall Square and Northern Above Bar may include:

- (i) educational and cultural facilities;
- (ii) leisure uses - restaurants, cafes and bars at ground and mezzanine levels;
- (iii) residential at first floor level or above;
- (iv) offices (Use Class A2 and/or B1a) at first floor level of above;
- (v) hotels

Development at the New Arts Complex site which meets the following design principles will be supported:

- a. East Park is connected to Guildhall Square through the creation of a pedestrian street;
- b. At ground floor level active frontages are provided to Above Bar Street and to the new pedestrian street to East Park;
- c. Development is of a scale and design compatible with the Guildhall that respects the primacy of the Guildhall portico and Civic Centre Clock Tower and presents a high quality frontage to both Guildhall Square and East Park;
- d. High quality public space is provided incorporating public art;
- e. Development respects the setting of the Listed Parks.

5.125 This part of Above Bar Street will be a dynamic and creative space which nurtures the creative economy, contributing to the long term prosperity of the city. It is a major opportunity for the city centre to develop its cultural and leisure profile and assets, including further enhancing the commercial leisure sector adjacent to the main shopping core to complement the retail offer. To achieve this the council needs to facilitate a mix of uses and cultural elements.

- 5.126 The quarter is already made up of high quality cultural elements such as the City Art Gallery, Mayflower Theatre, and the Guildhall. Emerging projects include the SeaCity Museum, newly refurbished Guildhall Square and the New Arts Complex which will create contemporary arts spaces for a range of occupiers.
- 5.127 In design terms the frontage to East Park should be treated as being of equal importance to the frontage to Above Bar Street.

Policy 32 Mayflower Plaza

Development has the potential to provide a tall building, given its edge of park location, that respects the character and setting of the nearby heritage assets.

Development will improve the public realm and connectivity of the site and provide commercial frontages to principle elevations to help generate activity.

A mixed use development will be supported with ground floor uses that generate activity on the Commercial Road frontage (A1, A3 or A4). Acceptable uses would be residential, office, leisure and hotel.

- 5.128 Mayflower Plaza is located close to Southampton Central station overlooking West Park. The site is next to the Mayflower Theatre and offers an opportunity to increase commercial activity close to the Theatre. Therefore part or all of the Commercial Road (ground floor) frontage will include uses that would add to this activity such as small retail (A1), restaurants and cafes (A3) or a bar or pub (A4).
- 5.129 As part of a wider mix of uses the site has the potential to contribute towards providing additional residential which could include student accommodation, office (B1a / b) leisure (D2) or hotel uses (C1).
- 5.130 Given the proximity to residential units A1, A3, A4 and D2 uses will need to be carefully located and managed. Late night uses will not be supported (see policy 7).
- 5.131 Development of the site offers the opportunity to improve the public realm and access to the Mayflower Theatre.
- 5.132 Crossing the Havelock Road is a frustrating experience for pedestrians and development provides an opportunity to improve this situation by better connecting the cultural and civic quarter and shopping centre with the station quarter.
- 5.133 The site is opposite the grade II registered Watts Park and also the grade II* listed Civic Centre, and adjacent to the grade II listed Mayflower Theatre. Development has the potential to provide a tall building but will need to respect the character and setting of these important heritage assets, in particular the clock tower, and should enhance their setting.

Table of policies to be replaced / retained

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

- Local Plan Review:
- MSA 10 Mayflower Plaza

What Cultural Quarter policies will still apply?

- Core Strategy:
- CS 2 Major Development Quarter

University Quarter

Area description



Map 24 University Quarter

Character of the area

5.134 The University Quarter is one of the smallest quarters. The area is dominated by the main campus of Southampton Solent University on East Park Terrace. The Quarter is located east of Andrews (East) Park (a grade II registered park) and is in the northern half of the city centre. The remainder of the Quarter consists of Charlotte Place (offices and a hotel) surrounded by traffic and vacant sites at East Park Terrace and St Marys Road. To the east of the Quarter are the Six Dials road junction and St Andrew's Road, to the north is the Charlotte Place roundabout, and to the south running through the Quarter is New Road, all of which have a major impact on pedestrian connectivity.

5.135 The main role of the Quarter is educational use by Southampton Solent University. Other uses include offices and hotels. Within close proximity to the site there are also residential, sport and leisure uses, small shops, places of worship and the Royal South Hants Hospital. The northern part of the Quarter forms an important bridge into the adjacent residential neighbourhood of Newtown & Nicholstown, a deprived inner city multi-cultural community.

Development goals

5.136 It is expected that the University will intensify its use of the existing campus (which is safeguarded in Core Strategy policy CS 11 for university use) and

also expand onto adjacent land to the north. In the longer term, additional land may be created as part of the redesign of the Six Dials road junction.

5.137 Other future uses for the Quarter could include:

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



Design Guidance

- Buildings to have a positive relationship with all of the highly visible frontages (to the Park, Charlotte Place and St Andrews Road) and make a strong architectural statement to the north of the East Park Terrace site, opposite Charlotte Place
- Ensure that all future tall buildings at the Solent University campus address the street and parks sympathetically and with regard to the human scale and the scale of the existing established grain adjacent to the study area
- Public realm will be improved with a new university square on the axis of the Guildhall and the site made more permeable to pedestrians (north to south and east to west)
- Accessibility and connectivity to the parks will be improved
- Redevelopment of the existing Southampton Solent University campus may enable land to be freed up at the Six Dials road junction. Redevelopment should create a 'Gateway' development and help to enable the removal of subways and the provision of improved pedestrian access from the east (St Mary's).

Key connections

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

Site policies

Policy 33 East Park Terrace

Policy 34 St Mary's Road

Policy 33 East Park Terrace

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

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

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

- (i) Office/s in line with policy 1;
- (ii) Residential
- (iii) Hotel; and
- (iv) Community uses

Development will be designed to enhance the setting of the parks and improve the connectivity with the surrounding area making it more accessible to pedestrians and cyclists and providing a more attractive public realm.

Development will also result in a strong architectural statement being made at the north end of the East Park Terrace site that makes the most of this prominent location on Charlotte Place.

5.138 East Park Terrace is a cleared site situated on the eastern edge of the grade II registered historic park, Andrews Park, and immediately to the north of the current university campus. To the east the site is bounded by St Andrews Road; to the south is the existing main campus of Southampton Solent University and to the north is the redeveloped Charlotte Place Island.

5.139 The heights of buildings in this locality vary considerably ranging from 2 to 16 storeys, with the majority of buildings in proximity to the site consisting of 4 storeys or more. The site is in an important location with three highly visible frontages – to Andrews Park, to St Andrews Road and to Charlotte Place.

- 5.140 As the site is adjacent to the main campus of Southampton Solent University the site offers an opportunity for the university to expand its educational facilities. It also offers an opportunity to provide related facilities, such as sports and research facilities, student accommodation etc. Research facilities could be linked to start up enterprises from the University which in turn could positively contribute to graduate retention rates. The Local Plan Review safeguarded a specific part of the site for Solent University's expansion. The CCAP does not seek to safeguard a specific parcel of the land in order to give the University greater flexibility over the location of any new buildings.
- 5.141 In order to allow for greater flexibility, if all or part of the site is not needed by Solent University then redevelopment of the site also has the potential to provide a mix of different uses which could include any of the following; offices, hotel, residential, and community uses not associated with the adjacent university.
- 5.142 The edges of the Central Parks are identified as areas that could take greater building heights. The site overlooks Andrews Park and development offers an important opportunity to define the edges of the park, and improve accessibility and connectivity through the site both east to west and north to south.
- 5.143 The site also occupies a prominent location on Charlotte Place and development on this part of the site will be required to make a strong architectural statement. Redevelopment should take the opportunity to improve the quality of the surrounding public realm, increasing the amount of soft landscaping and making it a more attractive place for pedestrians and cyclists.

Policy 34 St Mary's Road

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

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

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

- 5.144 The site is an island site bounded by Charlotte Place to the west, St Marys Road to the east, Compton Walk to the south and the A335 to the north. The site is directly opposite the St Marys Leisure centre and local centre, is close to the East Park Terrace site, although separated by a very busy road. The surrounding area is characterised by a mix of uses including: the main campus for the Southampton Solent University, offices, hotel, residential

uses, and small shops / businesses. The heights of buildings in this locality vary considerably ranging from 2 to 16 storeys. However, this site is close to the lower rise residential neighbourhood of Newtown & Nicholstown. Opposite the site (to the east) the buildings are generally around 3 storeys in height with commercial uses on the ground floors and residential uses above.

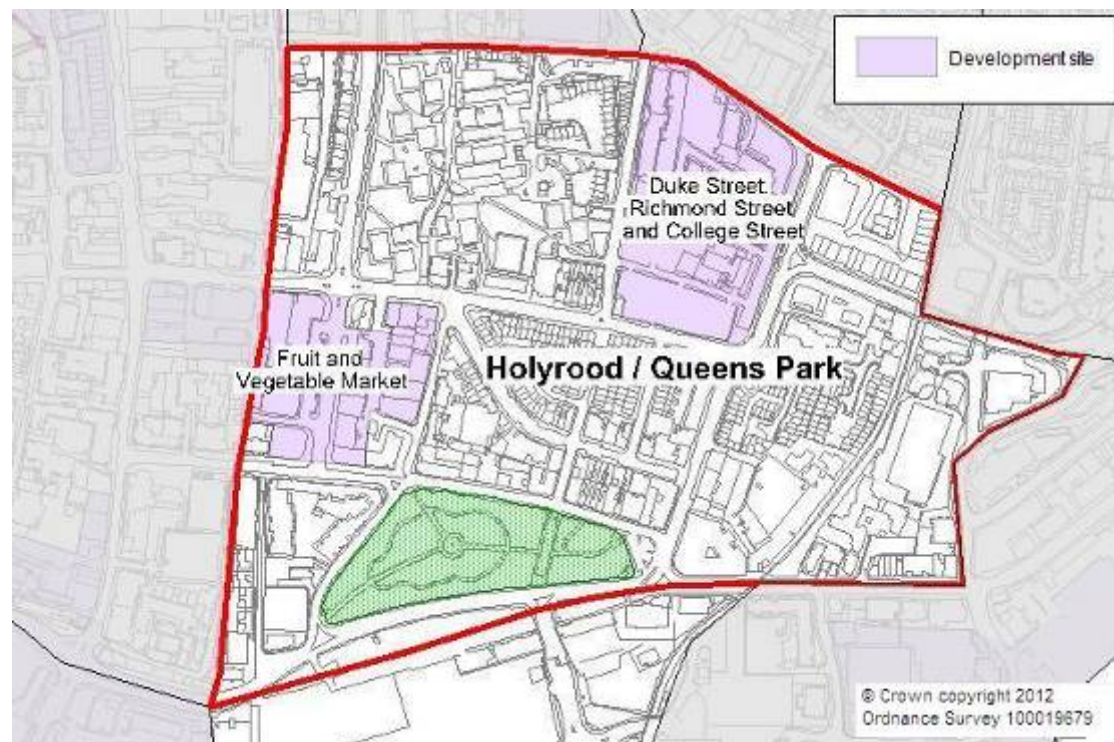
- 5.145 The site has been vacant for a significant time and in order to facilitate development the policy includes substantial flexibility to allow for a range of uses and allows for single uses or a mixed use scheme. Given the proximity to residential units it is considered that any sport/leisure uses should be carefully managed as late night uses are unlikely to be appropriate but early night uses would be supported.
- 5.146 Proposals should take the opportunity to improve the public realm, improving the links to the rest of the city centre, and making it a more attractive place for pedestrians and cyclists.

Table of policies to be replaced / retained

<p><i>What site allocations in the University Quarter will be replaced in the CCAP?</i></p> <p>Local Plan Review: - MSA 3 Charlotte Place (Part of)</p> <p><i>What University Quarter site policies will still apply?</i></p> <p>Core Strategy: - CS 2 Major Development Quarter</p>

Holyrood / Queens Park

Area Description



Map 25 Holyrood / Queens Park

Character of the area

- 5.147 The Holyrood / Queens Park quarter stretches from the Town Walls in the west to the edge of Ocean Village and St Marys. It is a mixed residential and employment area centred on the Holyrood estate. It includes Oxford Street with its vibrant bars and restaurants and Queens Park, a formal Victorian Park dominated by trees and grass. There are some high quality historic buildings fronting the park such as the Grade II listed South Western House.
- 5.148 The Oxford Street conservation area covers about half of the quarter. Its buildings largely date from the Georgian and Victorian period and are closely associated with the development of the railway and the docks in the mid nineteenth to early twentieth century. The Oxford Street Conservation Area Appraisal provides further detail on its character, special interest and condition.
- 5.149 Outside the conservation area, the Holyrood Estate consists of mainly four-storey flat roof blocks of flats from the 1950s and 1960s. There is a cluster of tall buildings of up to 17 storeys around Dukes Keep and Mercury Point.
- 5.150 The current mix of uses includes:
- Residential – including Holyrood estate, town houses and flats above shops (Oxford Street area)
 - Restaurants, cafes and bars

- Low rise light industrial and warehouses.
- High rise blocks containing offices and student accommodation around Dukes Keep
- College Street car park
- Small scale shops on Queensway.

Development goals

5.151 This area will experience some change with the redevelopment of the College Street car park site which may be part of a wider comprehensive development of the Duke Street, Richmond Street and College Street area. The quarter will continue to be mixed use including bars and restaurants in Oxford Street and Queens Park will continue to be a protected open space. The Fruit & Vegetable Market site is also partly within this quarter (see Old Town section and policy 26).



Design guidance

- Development should seek to maintain or reinstate the fine grain of historical development and increase permeability in the quarter
- Development should respect the character and setting of buildings (including listed buildings) and the changes in scale between conservation areas and high rise blocks
- Flood resilience measures to be incorporated as appropriate
- Improvements are required to the public realm along Bernard Street and Queensway
- Development should reinforce the location of the historic walls.(along the western boundary of the quarter) exposing as part of a public realm improvement scheme where possible

Key connections

- As part of the following strategic links in policy 17:

- (ii) 'The Green Mile' the green street identified from Queensway to Briton Street and on to Queens Park
- (vi) 'Itchen Bridge Link' from Central Station, through the Central Parks, along Threefield Lane and Marsh Lane
- (vii) 'International Maritime Promenade' from Town Quay, along Platform Road to Canute Road, including removing the Queens Park gyratory to enhance the setting of the park
- (viii) 'Ocean Village Link' from the High Street to Bernard Street and through to Oxford Street
- Marsh Lane / Threefield Lane gyratory – opportunity to redesign road system and take out gyratory
- Improvements to the links to (and setting of) Queens Park

Site policies

Policy 35 Duke Street, Richmond Street and College Street

Policy 35 Duke Street, Richmond Street and College Street

College Street car park and adjacent land at Richmond Street is allocated for a mixed use development. Acceptable uses include residential, student accommodation, offices, media/creative industries/workshops, food and drink, ancillary retail, hotel uses. Development should:

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

Land within the Marsh Lane / Threefield Lane gyratory is identified as an intermediate office area and offices and other uses should be provided in line with policy 2.

Development must achieve an appropriate degree of safety in respect of flood risk in line with policy 13.

- 5.152 The College Street sites comprise a public car park with 168 spaces and a cleared site between College Street / Richmond Street with permission for a major mixed use development including residential and office uses. Subject to addressing flood issues, a range of uses would be acceptable on these sites including residential, student accommodation, employment and leisure uses. This would build upon the planned public realm improvement scheme for Platform Road. Active frontages are required along Bernard Street and Terminus Terrace.
- 5.153 The sites lie between listed buildings on the edge of the Oxford Street Conservation Area and Mercury Point, one of Southampton's tallest buildings at 17 storeys. The redevelopment must respond to the changes in the height and character of the area. It should follow a block structure with public fronts and private backs; provide pedestrian movement through the site; and improve soft and hard landscaping.
- 5.154 The redevelopment of the College Street sites may be part of a wider development of land within the Marsh Lane / Threefield Lane gyratory. This is

identified as an intermediate office area and therefore may be developed for a mixed use development such as residential, student accommodation or hotel uses provided that a substantial proportion of office floorspace is retained.

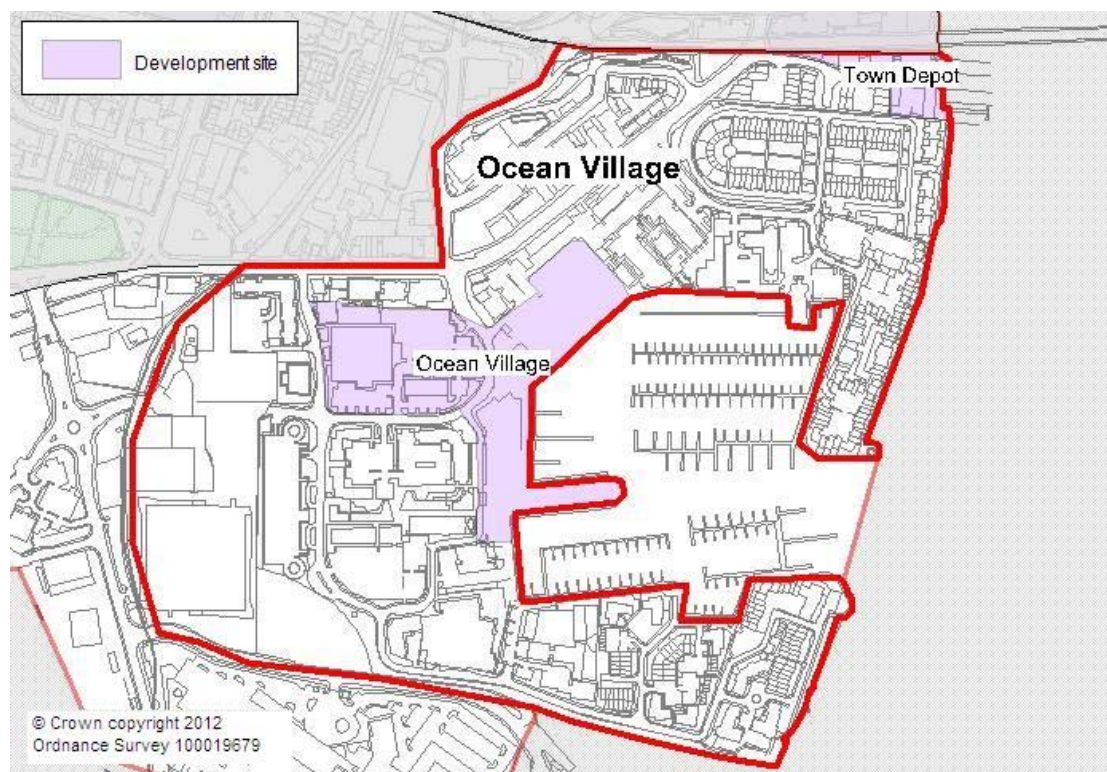
- 5.155 There is no flood risk to the site at present. The SFRA2 indicates that the 1 in 200 annual probability flood event will start to affect the eastern end of the site by 2055, advancing further to the western end of the site by 2070, and finally the whole of the site by 2115 with a significant level of risk and flood depths reaching approximately 1- 2 metres. The SWMP indicates that parts of this site are at risk of surface water flooding.
- 5.156 The SFRA2, SWMP and Policy 13 identify solutions to ensure new development is safe. These should be factored in to the planning, design and layout of the site at an early stage.

Table of policies to be replaced / retained

<p><i>What site allocations in Holyrood / Queens Park will be replaced in the CCAP?</i></p> <p>Local Plan Review:</p> <ul style="list-style-type: none">- H1 (i) Housing Delivery- REI 11 (v, vi) Light Industry (Brunswick Square and College Street)- TI 1 (iii) Safeguarding for Transport Improvements (adjacent to site) <p><i>What Holyrood / Queens Park policies will still apply?</i></p> <ul style="list-style-type: none">- None

Ocean Village

Area description



Map 26 Ocean Village

Character of the area

- 5.157 In the south of the city centre, the Quarter is focused around a large marina and dock basin formed by historic stone quays dating back to 1842. The Quarter is defined by the Eastern Docks and the National Oceanography Centre to the west and south, the Itchen Bridge and Canute Road to the north and the River Itchen to the east.
- 5.158 Ocean Village is a prime waterfront destination with a marina and a base for ocean yacht racing. There are many leisure opportunities to be enhanced upon by future development, and already includes an independent art house cinema and waterside activities. Major new high density development has consolidated the role of Ocean Village as a residential and leisure quarter with new bars and restaurants adding to the appeal. The architectural style varies with buildings up to 11 storeys. The potential of Quarter has been constrained by the adjacent docks; the distance and lack of clear pedestrian links from the main shopping area.
- 5.159 The quarter also boasts heritage assets such as the listed nineteenth century quay walls, and a number of historic dock buildings and features survive, including a section rail tracks preserved in the dockside. The quarter partly lies within a local area of archaeology known for the potential of submerged prehistoric landscapes, and maritime archaeological features such as vessels.

5.160 The current mix of uses includes:

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

Development goals

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

Design guidance

- Use of innovative, distinctive and bold architectural design is supported to create landmark buildings
- Development should respect the setting and character of the listed buildings and conservation area to the north along Canute Road
- Ground floor uses facing the public realm should be active commercial frontages where possible
- Incorporate provision for green infrastructure, clear routes through the quarter in association with development prioritising pedestrian and cycle movements and for flood risk management



Key connections to be improved

- As part of the strategic link (viii) 'Ocean Village Link' in policy 17 with streetscape improvements around the north entrance of Ocean Way and pedestrian approach along Canute Road from Queens Park to improve links to the quarter from the wider area.
- As part of strategic link (vi) 'Itchen Bridge Link' from Central Station to the Itchen Bridge with an additional link down Saltmarsh and Royal Crescent Road
- Continuous public access to waterfront with a continuation of a waterfront connection along the Itchen from the north

Site policies

Policy 36 Ocean Village

Policy 36 Ocean Village

Development will be supported which enhances Ocean Village as a high quality waterfront destination through promoting a mix of uses for employment, residential and leisure which can include all or some of the following: offices; food and drink; leisure; hotel; water based recreation; residential; ancillary shopping.

Development will be supported which:

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

Development will achieve an appropriate degree of safety in respect of flood risk; and where appropriate provide a strategic shoreline defence within the site, as indicated on the proposals map; in line with policy 13

- 5.162 Ocean Village successfully integrates a mix of residential, business and leisure uses. There is significant potential to provide additional waterfront leisure, business and residential opportunities through the remaining development sites, in particular a waterside events and exhibition space in recognition of the role of this site currently offers for world yachting events and special events. It will be key to improve the links with the main shopping area in the city to continue building on the success as a place to visit, work and live.

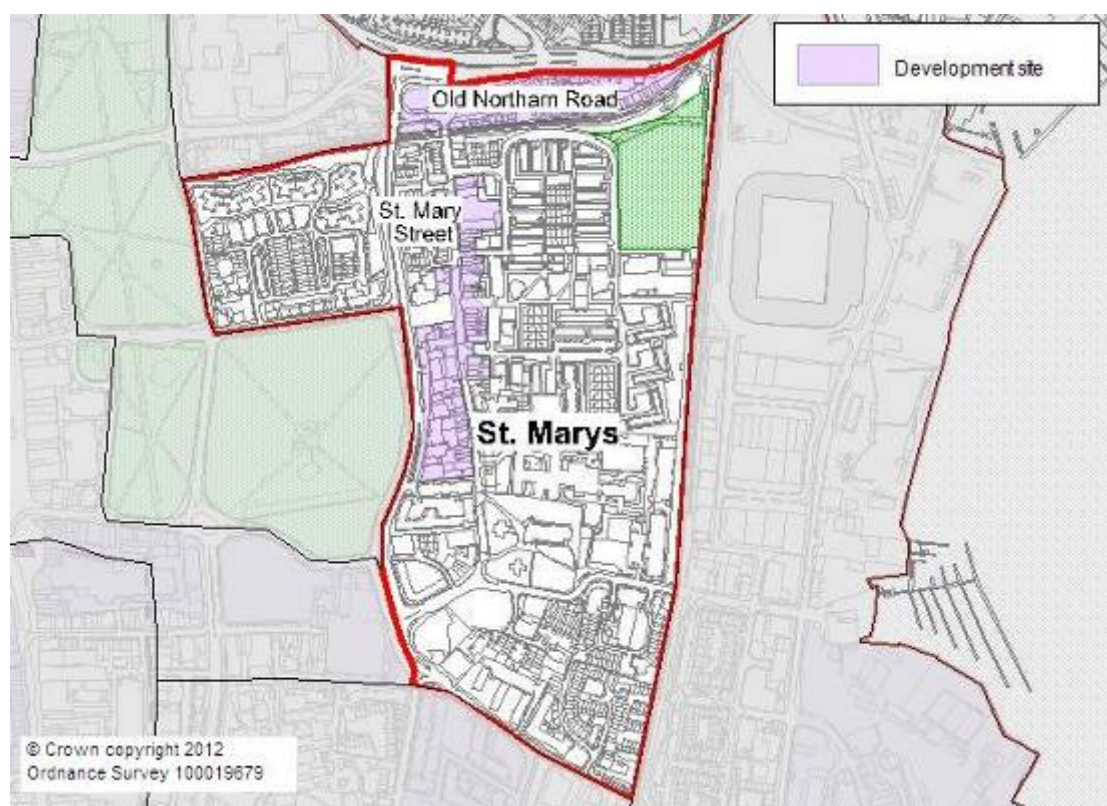
- 5.163 It is expected that the remaining sites for development with extant planning approval will be built out during the plan period, which includes the flagship hotel and final phase of the residential redevelopment alongside Admirals Quay. Many of the building frontages along Neptune Way lack street level activity and there is little sense of enclosure which should be addressed by redevelopment proposals.
- 5.164 The quality of architectural design must aspire to be innovative and distinctive to create landmark buildings to enhance Ocean Village as a high quality waterfront destination. Proposals must ensure that the heritage assets in and adjacent to the Quarter are respected, which includes the character and setting of listed buildings and the conservation area along Canute Road, history of the port industry such as the listed quay walls, surviving historic buildings and features, the submerged maritime and pre-historic archaeology (see Policy 14 'Design').
- 5.165 The connection between the main shopping area of the city centre via Oxford Street will be improved through the 'Ocean Village Link', and pedestrian links through the quarter will be improved. See policies 17 Strategic Links and 10 'Green Infrastructure and Open Space'.
- 5.166 Policy 3 safeguards the Floating Bridge Road industrial site on the edge of the Quarter, which will be reviewed following the completion of the Town Depot development. Once the Town Depot development has been completed, there will be opportunities to integrate the development to the north under the Itchen Bridge with the industrial site, and improve the connections along the waterfront between the Quarters. Any redevelopment of the industrial site should demonstrate that the future use of the adjacent SWAC within the Itchen Riverside Quarter is not prejudiced.
- 5.167 The SFRA2 indicates that there will not be an immediate flood risk until 2070 – 2115 for a 1 in 200 annual probability event, where the flood risk level will become generally moderate or significant. The SFRA2 and policy 13 'Flood Resilience' identify solutions to ensure new development is safe. These should be factored in to the planning, design and layout of the site at an early stage. This will be established through a flood risk assessment.
- 5.168 The Flood and Coastal Erosion Risk Management Strategy indicates that the long term strategic shoreline defence for the city should run through the site. Given the built up nature of the area, the defence is likely to be provided by a raised quay wall or a nearby defence wall.

Table of policies to be replaced / retained

<p><i>Which site allocations in Ocean Village will be replaced in the CCAP?</i></p> <p>Local Plan Review: – MSA11: Land at Ocean Way, Maritime Walk and fronting Alexandra Docks</p> <p><i>Which Ocean Village policies will still apply?</i></p> <p>Core Strategy: Local Plan Review: – None</p>

St Marys

Area description



Map 27 St Marys

Character of the area

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

retail trends have contributed to the closing of shops and decline of the fabric of the buildings.

5.171 The current mix of uses includes:

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

Development goals

5.172 Recent developments in St Marys have included new homes along Chapel Road and significant redevelopment enhancing the facilities of City College. It is expected that the St Mary Street and Kingsland areas will experience only minor change in the plan period through redevelopment sites coming forward for shops, housing and other uses. Old Northam Road has the potential for more significant changes due to the derelict nature of some of the buildings.

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

Design guidance

- Development on St Mary Street and Northam Road should be fine grain, predominantly two to four storeys (or equivalent) in height and with consistent building lines
- Development should respect the character and setting of St Marys church and churchyard and other listed and locally listed buildings
- The strategic views towards St Mary's church and across the quarter towards the Civic Centre clock tower should be protected (see policy 14)
- Where possible, development fronting Kingsway should incorporate active frontages and development on St Mary Street should retain active frontages where they currently exist (either through the provision of active commercial frontages in accordance with policy 4 or through the design of windows, doors and detailing of residential properties)

Key connections to be improved

- As part of the strategic link (v) 'Itchen Riverside Link' in policy 17, links connecting the quarter to East Street and the Itchen riverside via Chapel Road
- As part of strategic link (vi) 'Itchen Bridge Link' via Marsh Lane
- Across Kingsway and Hoglands Park to the city centre core
- Six Dials and links to the area from the north
- As part of the strategic link (iv) 'East – West Spine' to the Cultural Quarter and Central Station and to the Stadium

Site policies

Policy 37 St Mary Street and Old Northam Road

Policy 37 St Mary Street and Old Northam Road

Option 1:

St Mary Street and Old Northam Road

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

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

St Mary Street

- (v) Within the St Mary Street secondary shopping area as identified on the Proposals Map, small scale retail and food and drink uses; leisure / community uses; and employment opportunities will be permitted at ground floor.
- (vi) To the north and south of the defined St Mary Street shopping area, a greater range of uses may be appropriate. Other ground floor uses may be permitted (including residential) providing proposals are for high quality redevelopment which respect the character of the area

Old Northam Road

- (vii) Proposals will be required to respect the character of the street, in particular the locally listed buildings at 72-92 Old Northam Road and King Alfred Public House (numbers 51 and 53) and 7-33 Old Northam Road
- (viii) Retail uses and those that offer a direct service to the public will be encouraged in order to promote activity in the street and support the existing retail uses.

5.174 St Mary Street continues to provide for the day to day needs of surrounding residents and students of City College and the Solent University, together with some specialist shops and services. It is a short distance from the city centre core across the Central Parks. However its draw as a destination bringing in people from outside the area is currently limited despite the number of independent and ethnic shops and The Joiners music venue.

5.175 The role of St Marys has changed over time with retail trends reducing the viability of the second hand furniture and antiques trades, which used to be

the focus for the properties on Northam Road. Proposals for an antique centre in Old Northam Road have not progressed despite regeneration funding and the support of the council and local businesses.

- 5.176 Policy 37 seeks to retain commercial uses in the core of St Mary Street and meet the need for local convenience retailing and services whilst providing more flexibility in terms of land uses outside the shopping area. All redevelopment must respect the character of the area and preserve strategic views within and across St Marys. In order to improve linkages into the city centre core, the council will work to reduce the severance of Kingsway and St Marys Place and improve crossings to St Mary Street as part of the redevelopment of the East Street Centre. The council will also investigate the remodelling of the Six Dials junction in order to improve connections northwards to Newtown and Nicholstown possibly linked to development at the Southampton Solent University campus.



- 5.177 The policy seeks to protect the character of Old Northam Road and in particular encourage the retention of the locally listed buildings on the street
- 5.178 The protection given by the Local Plan Review policies for Old Northam Road has not prevented further decline in this area. In 2010 half of the ground floor units were vacant, there is a prominent vacant site in the middle of the street and a third of the occupied ground floor units were in residential use. Whilst favouring shop uses on Old Northam Road, the plan proposes to allow a wider range of uses including ground floor residential uses. This provides flexibility for developers (subject to addressing the design principles, amenity issues and protecting the locally listed buildings).

Table of policies to be replaced / retained

What site allocations in St Marys will be replaced in the CCAP?

- Local Plan Review:
- MSA 12 St Mary's Area

What St Marys policies will still apply?

- None

Bedford Place area (including London Road, Kings Park Road)

Area Description



Map 28 Bedford Place

Character of the area

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

5.181 The current mix of uses includes:

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



Development goals

5.182 Little significant change is envisaged in the land uses in this area. Policies will continue to encourage a mix of uses including local shops, to provide for the day to day needs of the adjoining residential areas and workers, and speciality shops serving a wider catchment. It is expected that night time economy uses will continue, albeit with restrictions on opening hours. This area is one of the areas specifically identified as suitable for larger office developments and is also suitable for small scale business and financial services. Residential may be appropriate in accordance with retail policy 4.

Design guidance

- Development within or adjacent to the Carlton Crescent Conservation Area should respond positively to the architecture of the area and respect the setting of listed buildings;

- Development on Bedford Place should be in context with the existing urban fabric and its scale, materials and colours and seek to incorporate the principles and materials of traditional shopfront design;
- Development on London Road should seek to retain the consistency in built form and retain extended views to the Civic Centre campanile;
- Any changes to the public realm on London Road should support the QE2 mile improvements;
- Active commercial frontages should be maintained and enhanced on principal routes
- Taller commercial buildings on the park frontage should be retained and extended where possible or replaced by high quality tall buildings to provide an edge to the park.

Key connections

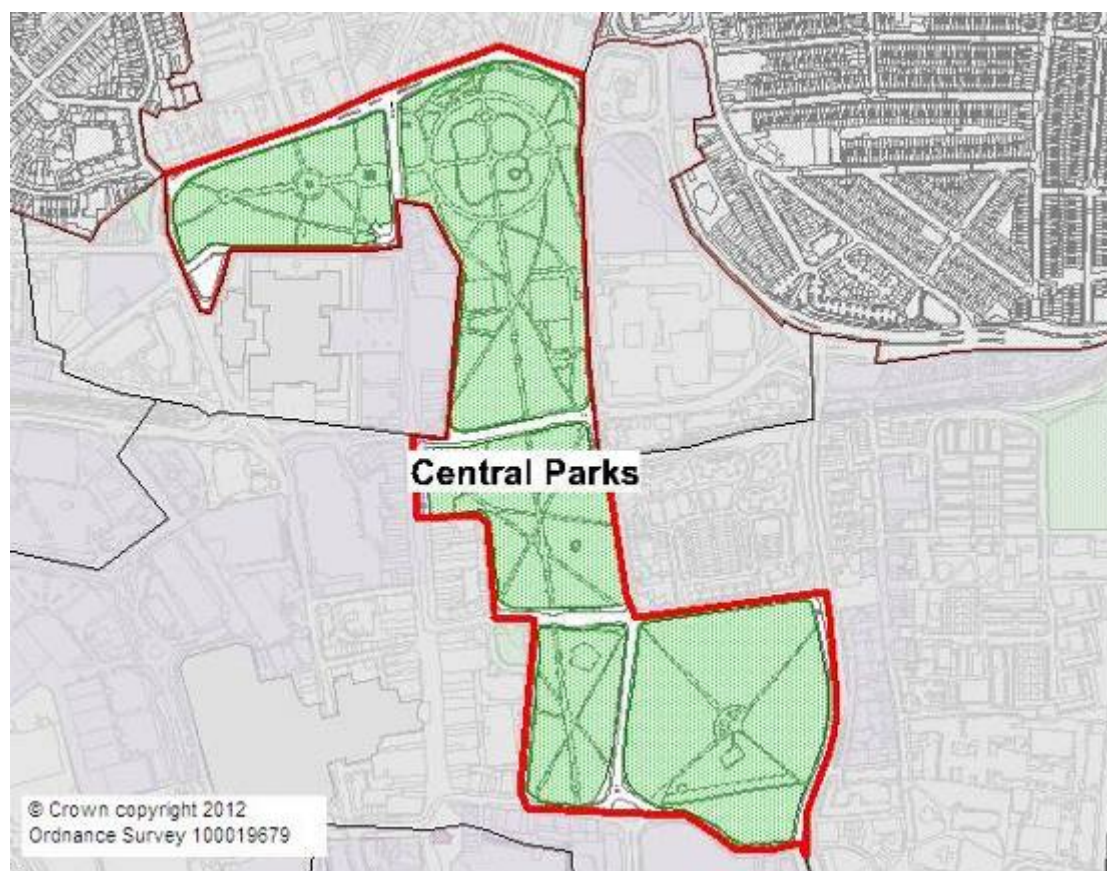
- As part of the strategic link (ix) 'QE2 Mile' identified in policy 17, linking the Avenue to Above Bar and the High Street via London Road and continuing down to the Waterfront
- Bus, pedestrian and cycle route down London Road to Above Bar
- Into and across the parks to the rest of the city centre (overcoming the barrier of cross-city and city centre traffic on Cumberland Place / Brunswick Place)
- To the residential areas in the west, north and east

Site policies

None

Central Parks

Area description



Map 29 Central Parks

Character of the area

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

the bandstand in Palmerston Park and a café, tennis courts and mini golf in Andrews Park.

Development goals

- 5.186 This will be an area of limited change. The parks are protected from development through being registered as Common Land. This plan identifies the parks as key open spaces which are protected from development under Core Strategy Policy CS21.
- 5.187 The Central Parks will continue to function as a highly valued amenity space for the City and incorporates a number of leisure uses, with continued use as a place for lunchtime breaks and as a breakout area for the local college and university.



Design guidance

- 5.188 See guidance for the quarters surrounding the Central Parks.

Key connections to be improved

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

Site policies

None

PART D

Delivery Plan



Chapter 6 - Delivering the Vision

Overview

- 6.1 The City Centre Action Plan sets out a clear vision to promote major growth. It is based on the assumption that economic growth will increasingly return through the medium and longer term of the Plan period; and that the city can take actions (including those set out in this Plan) to capitalise on this growth.
- 6.2 It is recognised that at present (January 2012) there continues to be a considerable degree of economic uncertainty and it is likely that in the short term economic growth is, at best, likely to be slow.
- 6.3 Whilst the timing and pace of economic growth over the next few years is uncertain, this Plan creates a clear planning framework to contribute to investor confidence in the city and support economic growth as it returns. It sets out clear principles and also appropriate flexibility so that change can be managed over time.

The Master Plan

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

Leadership and Partnership

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

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

b. Partners

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

- (i) Local people, resident groups and communities; and people who work in or visit the city centre – opportunities to comment on this Plan, and then specific projects, and to support the type of change they would like to see in the city centre;
- (ii) Local interest groups, to contribute views and commitment on specific issues;

- (iii) Landowners and developers – working to assemble and deliver development projects which meet the aims of the Plan and are commercially viable;
- (iv) Southampton Connect (Local Strategic Partnership) – co-ordinating the actions of public agencies within the city;
- (v) Sub regional partnerships - Solent Local Economic Partnership / Partnership for Urban South Hampshire / Transport for South Hampshire – support to help deliver key aspects of the sub regional strategy in Southampton city centre.
- (vi) Business organisations – with the commitment to provide support and advice on key issues:
 - Streets Ahead Southampton (City centre management)
 - Southampton and Fareham Chamber of Commerce
 - Business Solent
 - The Port of Southampton
 - Further and higher education institutions
 - Retailers
 - Businesses;
- (vii) National Government – support for infrastructure funding to realise sustainable economic growth in a city centre location;
- (viii) Infrastructure and service providers – including transport operators (rail, bus, ferry), affordable housing providers, the Environment Agency, health providers, and the police.

Achievements to Date

- 6.11 A number of key projects have been delivered in the city centre since 2006, are currently underway, or have received public funding, despite the economic difficulties; demonstrating the resilience of the city and creating a foundation for further success:
- One Guildhall Square – completion of major new Council / public sector offices with restaurant/cafés at ground floor;
 - Guildhall Square – completion of high quality city square and events space, linking the Guildhall, One Guildhall Square, the Central Parks and Southampton's proposed new arts complex (for which a development agreement, Arts Council funding and planning approval are now in place);
 - SeaCity Museum – under construction and due to open in April 2012, a major new centre which will celebrate the city's maritime connections;
 - QE2 mile – ongoing enhancement of north – south strategic link through the city centre, from the Central Parks through the main shopping area to the Old Town and waterfront (following enhancements in the Old Town there has been significant investment and new business openings);

- IKEA – completion of regional retail store;
- Upgrade of the Mayflower Theatre – a major regional venue;
- Carnival HQ – completion of prestige office HQ for Carnival Cruises;
- The opening of the new Ocean Cruise Terminal;
- WestQuay – completion of the Premier Inn hotel;
- Hampshire Police HQ – completion;
- Central Station – major refurbishment of south side facilities underway;.
- Major Government funding for transport programmes or schemes, including £3.9 million to promote walking / cycling / public transport; and £5.5 million to deliver a road scheme to enhance access to Royal Pier, the Port, and improve Queens Park;
- Residential schemes such as Empire View, Ocean Village and the French Quarter.

Summary of Key Development Sectors

a. Offices

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

for people to invest in or work; improving transport links and skills. The Council will seek with neighbouring authorities, PUSH and the Solent LEP to focus office development on centres first, and to manage and phase any appropriate out of centre growth.

b. Residential

- 6.16 Promoting the city centre as an attractive area to live helps to create a more diverse place, with a wider range of activity at different times of the day. It locates people close to jobs and shops, creating economic and social opportunities and reducing the need to travel. The city centre has the potential to offer particular types of residential 'product' and 'lifestyle' (e.g. close to a wide range of facilities, the Solent University, the waterfront, Old Town, and parks); in both busier and relatively quiet neighbourhoods. It is important that South Hampshire and the city offers a wide range of housing and many people and families will chose to live in more suburban neighbourhoods. Nevertheless existing and potential city centre residential developments can appeal to a wide range of people at different stages of their lives, including some families.
- 6.17 There are a wide range of existing residential communities in or very close to the city centre. These are in a variety of neighbourhoods, ranging from the Old Town, to 19th century terraced housing, to post war social housing. In addition in the past 10 to 20 years a substantial number of more modern typically 1 and 2 bedroom apartments have been developed. Following the recession there are currently some signs of investor confidence returning. Longer term demographic trends are likely to continue to generate a need for a mix of apartments although there may be a shift in the pace and type of demand. In any case, in terms of both demand and the supply of key sites, there is likely to be strong residential growth in the city centre over the next 15 years and beyond.

c. Retail / Leisure

- 6.18 Southampton is a strong regional retail centre, currently ranked 14th in the U.K. The city centre has experienced major retail development over the past 20 – 30 years including 3 covered shopping malls and the West Quay retail warehouse park. The development rates set out in the Core Strategy and this Plan are based on historic trends over the past 40 years which incorporate a number of economic cycles. As the U.K recovers from the recession, it is anticipated that the underlying strength of the city centre will enable these long term development rates to be achieved.
- 6.19 The recent recession has been particularly deep and followed a period of credit driven growth. Coupled with the effects of internet shopping (particularly in certain sectors), future growth may take a different shape to the most recent periods of strong growth. However any shift is likely to be relatively subtle relative to the long term trends over the past 40 years; and in any case the Plan is based on the need to continually monitor and review retail expenditure growth.
- 6.20 Nevertheless, the city centre needs to capitalise on the potential for retail growth by maintaining and enhancing an attractive and coherent shopping area, and a range of leisure facilities. Southampton will compete as a place where people want to visit, shop and spend time. Retail sites will be

developed which strengthen the main shopping area and draw on its distinctive features to create a sense of place. In the longer term, an expansion of the shopping area is likely to be appropriate. Public realm, walking / cycling and transport links to the shopping area will be improved.

Infrastructure

- 6.21 A range of infrastructure improvements will enhance the city centre as a place to live, work, visit and invest; and in a way which is environmentally sustainable.
- 6.22 The Council's Infrastructure Delivery Plan will provide more detail. However, the key infrastructure issues are set out below. Specific potential funding streams are referred to for each infrastructure type.
- 6.23 In addition, there are a range of potential general funding sources which can help secure this infrastructure over the plan period, including:
- The Government's development or economic growth funds, such as:
 - Regional Growth Fund – the Council has recently secured £5.5 million for a city centre road scheme.
 - Local Sustainable Transport Fund – The Council has recently been awarded £3.9 million to fund behavioural change measures.
 - New Homes Bonus – the equivalent to the average Council Tax revenue for each new home over a 6 year period. Over 5,000 new homes are expected in the city centre.
 - Growing Places Fund.
 - Council capital programme.
 - Support from PUSH, Solent Local Economic Partnership and local business / residential communities in seeking Government funding;
 - Developer contributions, including strategic (CIL) and site specific (section 106) contributions. Consultants have completed a city wide infrastructure study and the Council is currently consulting on a draft CIL charging schedule and section 106 SPD. The types of strategic infrastructure which CIL might contribute to include strategic transport, public realm, open space and flood risk measures; education, sports / community, health and cultural facilities. Section 106 contributions would relate to appropriate site specific measures, such as affordable housing, sustainability, and local transport.
 - New financial mechanisms, for example tax incremental funding (TIF). This would allow the Council to borrow against future business rates associated with new development. The Government is currently examining options for TIF. The Council is undertaking some initial work to establish the potential and risks associated with TIF.

a. Transport

- 6.24 The major development planned for the city centre will generate more trips, in a location with good public transport accessibility. The aim is to efficiently manage the increased number of trips, reducing congestion and environmental impact. This will be achieved by encouraging a switch from single occupancy car trips to walking, cycling, public transport and car sharing.

Table 7 Delivery of transport schemes

Transport scheme	Components of the scheme	Actions underway / to do
General		
<i>Better Connected South Hampshire</i>	This encompasses a range of measures, including smart ticketing, travel planning, a marketing / media strategy, and technology products.	Transport for South Hampshire (including the Council): <ul style="list-style-type: none"> • Has submitted a bid for DfT funding; and will implement the programme. • Has developed a sub regional transport model; will prepare a business case for a LSTF bid; and will develop a Long Term Strategic Implementation Plan for South Hampshire.
<i>Southampton Sustainable Travel City</i>	The aim is to implement a range of behavioural change measures, including a brand / website, campaign, travel plans (e.g. for the Central Station and WestQuay Shopping Centre), a car club and freight project.	The Council: <ul style="list-style-type: none"> • Has secured £3.9 million from the DfT to fund the project; and will develop a detailed programme.
Rail		
<i>Enhancements to the Central Station and wider Station Quarter</i>	1. Central Station Improvements	Network Rail, supported by the Council and South West Trains: <ul style="list-style-type: none"> • Have improved the station entrance area on the north side, and commenced comprehensive improvements to the south side entrance, under the National Station Improvement Programme.
	2. Station north side transport interchange / public realm improvements	The Council: <ul style="list-style-type: none"> • Is submitting a funding bid; undertaking initial design work; and will undertake public consultation.
	3. Station south side civic square / major development	The Council <ul style="list-style-type: none"> • Is undertaking feasibility work (see Station Quarter development site)

Transport scheme	Components of the scheme	Actions underway / to do
Bus		
<i>City Centre Bus Strategy</i>	The bus strategy will examine routeing arrangements and the specific needs regarding facilities such as bus 'super stops'.	The Council: <ul style="list-style-type: none"> • Is developing the bus strategy in close liaison with the operators through the Quality Bus Partnership. • Funding source TBC
Ferry		
<i>Town Quay Ferry Terminal</i>	The Plan requires that the Royal Pier redevelopment retains the ferry terminals.	The Council: <ul style="list-style-type: none"> • Is undertaking feasibility work (see Royal Pier development site).
Pedestrian / Cycle		
<i>Improving routes into the city centre.</i>	Converting the inner ring road into a city street, reducing its effect as a barrier to pedestrian / cycle movement into the city centre and improving the public realm.	The Council: <ul style="list-style-type: none"> • Will test the feasibility of specific schemes through its transport / traffic model, including at Charlotte Place and Six Dials;
<i>Creating strategic links around the city centre.</i>	The aim is to create a network of pedestrian / cycle friendly strategic links to connect key destinations and attractions around the city centre:	
	1. The QE2 Mile and London Road. Public realm improvements run along the main north – south route through the city centre, and represent £11.2 million of investment. Assessments suggest this could attract up to an estimated level of £50 million of private sector investment.	The Council: <ul style="list-style-type: none"> • Will develop design options for the Bargate Square.
	2. Strategic Links. In addition to the QE2 mile, this Plan identifies other strategic links between key arrival points, destinations and attractions. This will involve enhancing existing links and creating	The Council has: <ul style="list-style-type: none"> • Completed a feasibility study for the 'east west' strategic link.

Transport scheme	Components of the scheme	Actions underway / to do
	new links through development areas.	<p>The Council will:</p> <ul style="list-style-type: none"> • Ensure that the layout of new developments are designed to help create the network of strategic links, • Ensure that developments create high quality frontages along strategic links. • Collect strategic CIL developer contributions towards enhancing the public realm along strategic links. • Assess the feasibility of remodelling parts of the highway network to facilitate the movement of pedestrians / cyclists across or along strategic links and other connections, and improve the public realm. <p style="text-align: center;">MDQ infrastructure work</p>
Car		
<i>Effectively managing car use</i>	1. Platform Road This scheme will improve access to the Royal Pier development area and the Port, remove the Queens Park gyratory and enhance the Park.	<p>The Council:</p> <ul style="list-style-type: none"> • Has secured funding for the scheme, including a successful bid to the Regional Growth Fund for £5.5 million, complementing funding from the Council and the Port; • Will pursue detailed design work.
	2. Remodelling the road network to enhance the attractiveness of pedestrian / cycle routes and the wider public realm.	<p>The Council:</p> <ul style="list-style-type: none"> • Will test the feasibility of specific schemes through the transport / traffic model.
	3. Managing car use with development schemes	<p>The Council will:</p> <ul style="list-style-type: none"> • collect strategic developer contributions through CIL towards appropriate improvements to the management of the strategic and city road network; • collect developer contributions through section 106 agreements for site related highway measures. • develop a car park strategy, manage the level of car parking and

Transport scheme	Components of the scheme	Actions underway / to do
		<p>seek travel plans for individual new developments to encourage a switch from the car to other modes of transport, whilst recognising the commercial need for a sufficient level of car parking.</p>

b. Open space / public realm:

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

6.26 The Council will

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

c. Flood Resilience

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

6.28 The Council has:

- Commissioned a Flood and Coastal Erosion Risk Management (FCERM) Strategy. The work has been undertaken by consultants, and in liaison with the Environment Agency. The report has been published for public consultation. It provides a strategic technical assessment and cost benefit analysis for the delivery of the defence.
- In partnership with the Environment Agency, produced guidance for developing in flood risk areas, to ensure new developments incorporate appropriate measures.

6.29 The Council will:

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

d. Education

Schools

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

- 6.31 There are currently no secondary schools in the city centre but a surplus of places city wide which pupils can travel to reach. Longer term, city wide, there may be a need for further capacity, which will be kept under review. The provision of a secondary school within the city centre would enhance its attractiveness for families and reduce the need to travel. It will be difficult to identify a suitable site within the city centre, although an opportunity might emerge as development proposals evolve. There may also be proposals for free or studio schools.

Further / Higher Education

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

e. Energy

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

Table 8 Delivery of development schemes

Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
Cultural Quarter	<p><u>General:</u></p> <p>Summary of Plan Allocation (policy 31): A cultural quarter and civic space with new links to the Central Parks. A mix of uses which can include leisure, residential, offices and a hotel.</p>	<p>Recent progress: The following have been completed:</p> <ul style="list-style-type: none"> • Guildhall Square, a major civic square enhancement. • One Guildhall Square office development. • Mayflower theatre extension. • Tyrrell and Green site has been cleared ready for development. <p>The following are under construction:</p> <ul style="list-style-type: none"> • SeaCity Museum. • Gantry affordable housing scheme.
	<p><u>Tyrrell and Green Site:</u></p> <p>Current Scheme: Arts complex (performance and gallery space), commercial units and apartments.</p>	<p>Recent progress:</p> <ul style="list-style-type: none"> • Support secured from Arts Council England. • Development agreement signed with Grosvenor. • Resolution to grant planning permission approved. <p>Actions (next 5 years):</p> <ul style="list-style-type: none"> • Facilitate progress of scheme to ensure opening of Arts Complex in early 2015.
	<p><u>Further phases of Northern Above Bar</u></p> <p>Current Scheme: N/A</p>	<p>Actions (next 5 years):</p> <p>The Council Has:</p> <ul style="list-style-type: none"> • Completed a viability assessment. <p>Is currently:</p> <ul style="list-style-type: none"> • Considering strategic acquisitions / disposals. <p>And will:</p> <ul style="list-style-type: none"> • Prepare a marketing and implementation strategy in partnership with key land interests. • Seek development bids for the next phase.

Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
Station Quarter	<p><u>General:</u></p> <p>Summary of Plan Allocation (policy 20): An enhanced public transport interchange with new / enhanced civic squares and public realm. Mixed use development, including major office development, with residential, leisure and ancillary retail uses.</p> <p>Current Scheme: N/A</p>	<p>Recent Progress:</p> <ul style="list-style-type: none"> • Enhancements to the Central Station north side entrance have been completed. • Network Rail, South West Trains and the Council are currently implementing a £2.4 million refurbishment and upgrade of the Central Station and south side forecourt.
	<p><u>North of Central Station:</u></p>	<p>Actions (next 5 years): The Council Is currently:</p> <ul style="list-style-type: none"> • Developing a design concept for public realm enhancements, consolidating car parking provision, and releasing land for development. <p>Will:</p> <ul style="list-style-type: none"> • Assess the feasibility, viability and funding of the scheme. • Consult with key landowners / stakeholders. • Help appoint a developer as appropriate.
	<p><u>South of Central Station:</u></p>	<p>Actions (next 5 years): The Council Is currently:</p> <ul style="list-style-type: none"> • Investigating potential highway alterations, and finalising a development framework plan. <p>Will</p> <ul style="list-style-type: none"> • Undertake a commercial appraisal and test the development framework plan with key stakeholders. • Secure partnering arrangements and a landowners' agreement • Secure a developer with a view to the phased delivery of a scheme.

Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
Western Gateway	<p>Summary of Plan Allocation (policy 21): An office and leisure led development, potentially with some residential and hotel development. Creation of a distinctive gateway to the city centre, and of a new strategic link from the Central Station to the waterfront.</p> <p>Development is anticipated in the longer term post 2020, given the need for land assembly, and for land values to rise.</p> <p>Current Scheme: N/A</p>	<p>Actions (next 5 years): The Council will:</p> <ul style="list-style-type: none"> • Commence a dialogue with the key land interests. • Prepare a joint master plan and development appraisal for the area.
Royal Pier Waterfront	<p>Summary of Plan Allocation (policy 22): Creation of a high quality waterfront mixed use destination. Retaining the equivalent amount of open space as is currently at Mayflower Park within the site. Creating good pedestrian links across Town Quay road. The ferry services and a public transport interchange should be integrated or relocated nearby. Development can include leisure, speciality retail, residential, offices and hotel development.</p> <p>Current Scheme: The Council and other key land interests (ABP and the Crown Investments Ltd) are working with the developer (Morgan Sindall) on a scheme to create an international waterfront destination, retaining space for the Southampton Boatshow.</p>	<p>Recent Progress:</p> <ul style="list-style-type: none"> • The site has been successfully marketed and a preferred developer selected. Detailed master planning is underway. <p>Actions (next 5 years):</p> <ul style="list-style-type: none"> • Further viability testing will be conducted, and an agreement drawn up between land interests and the developer. • Relevant consents will be pursued (e.g. planning, traffic regulation order, 'Hampshire Act'). • Start on site for 1st phase (subject to market conditions)

Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
Heart of the City	<p><u>Watermark WestQuay</u></p> <p>Summary of Plan Allocation (policy 24): A mixed use retail / leisure development which can include office, hotel and residential uses. A major city square will be created adjacent to the Town Walls, and new links created from the Bargate through to the wider MDQ.</p> <p>Current Scheme: Retail, café / restaurant quarter, cinema, hotel and residential.</p>	<p>Recent Progress:</p> <ul style="list-style-type: none"> • Ongoing discussions for heads of terms for a revised development scheme. <p>Actions (next 5 years):</p> <ul style="list-style-type: none"> • Development agreement will be finalised and planning application submitted. • Development completion is expected by late 2015.
	<p><u>East Street Shopping Centre</u></p> <p>Summary of Plan Allocation (policy 23): Retail led development with residential / offices on upper floors. New links through to St Marys.</p> <p>Current Scheme: Retail food store and mixed use development.</p>	<p>Recent Progress:</p> <ul style="list-style-type: none"> • A property deal is being discussed. <p>Actions (next 5 years):</p> <ul style="list-style-type: none"> • Consents will be pursued (e.g. planning, traffic regulation order). • Development completion expected during 2014.
	<p><u>Bargate Shopping Centre-; East of Castle Way*</u></p> <p>Summary of Plan Allocation (policy 27): Retail led mixed use development which enhances the Town Walls and improves connections. Current Scheme: N/A</p>	<p>Recent Progress: Bargate - The freeholder has recently gone into administration.</p> <p>Actions (next 5 years): The Council will:</p> <ul style="list-style-type: none"> • Bargate - work with the administrator to achieve a comprehensive redevelopment. • East of Castle Way –a draft development brief has been prepared. The site is likely to be marketed after the Watermark WestQuay and the Bargate schemes have been completed.

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

Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
	<p><u>Above Bar West</u> (Longer term scheme):</p> <p>Summary of Plan Allocation (policy 24): Retail led with link through from Above Bar Street to MDQ</p>	<p>Actions (next 5 years):</p> <ul style="list-style-type: none"> • Undertake initial feasibility work
	<p><u>Above Bar Parkside</u> (Longer term scheme):</p> <p>Summary of Plan Allocation: N/A</p>	<p>Actions (next 5 years):</p> <ul style="list-style-type: none"> • Initial and then more detailed feasibility work.
	<p><u>Castle Way / Albion Place</u></p> <p>Summary of Plan Allocation (policy 28): Albion Way car park is identified for public open space. Castle Way car park is identified for mixed use development, or else for public open space. A bus 'super stop' will be supported. Development will protect the Town Walls and maintain views.</p>	<p>Actions (next 5 years):</p> <ul style="list-style-type: none"> • Progress is dependent on Watermark WestQuay and further feasibility work.
<p>Solent University Quarter</p>	<p>Summary of Plan Allocation (policy 33): The existing East Park Terrace campus is safeguarded for University use. The East Park Terrace site allocation to the north is appropriate for University uses, or a mix of uses.</p> <p>Current Scheme: The University are considering options to rationalise and upgrade their facilities across the existing campus and the expansion land.</p>	<p>Recent Progress:</p> <ul style="list-style-type: none"> • The University have acquired the East Park Terrace site to the north for potential expansion. <p>Actions (next 5 years):</p> <ul style="list-style-type: none"> • The University is undertaking a master planning exercise. • Planning application expected in 2012 • Development completion of first phase expected during 2014

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

Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
Itchen Riverside	<p><u>Town Depot</u></p> <p>Summary of Plan Allocation (policy 25): A high quality waterfront mixed use development Development can include leisure, bars, residential, ancillary retail and a range of other uses.</p> <p>Current Scheme: A regional leisure facility including indoor snow, and a mix of other uses.</p>	<p>Recent Progress:</p> <ul style="list-style-type: none"> The Council has marketed the site and is in the process of selecting a developer. <p>Actions (next 5 years):</p> <ul style="list-style-type: none"> The Council are considering a management strategy for the site, including the potential demolition of buildings. The selected developer, in partnership with the Council, will undertake more detailed viability and feasibility work for a development scheme Preparing a development agreement and consideration of a planning application.
	<p><u>Wider Waterfront Quarter</u></p> <p>The creation of a wider waterfront quarter will bring substantial regeneration benefits to the city, and depends on a change in the need for the existing mineral wharves.</p>	<ul style="list-style-type: none"> The Council will encourage the relocation of these wharves to a suitable alternative location on Southampton Water.
Ocean Village	<p>Summary of Plan Allocation (policy 36): A waterfront destination Development can include offices, food drink, leisure, marine recreation / events, residential.</p>	<p>Recent Progress:</p> <ul style="list-style-type: none"> A number of residential / mixed use waterfront developments, and a marine innovation centre, have been completed. The Council has been working closely with developers to bring forward two further schemes, for which planning applications are expected shortly. <p>Current Schemes:</p> <p><u>Admirals Quay</u> - Residential led redevelopment with restaurants / bars <u>Allied Developments Limited</u> <u>Promontory Site</u> - Boutique Hotel, apartments and restaurants</p> <p>Actions (next 5 years):</p> <ul style="list-style-type: none"> The Council will determine the planning applications.

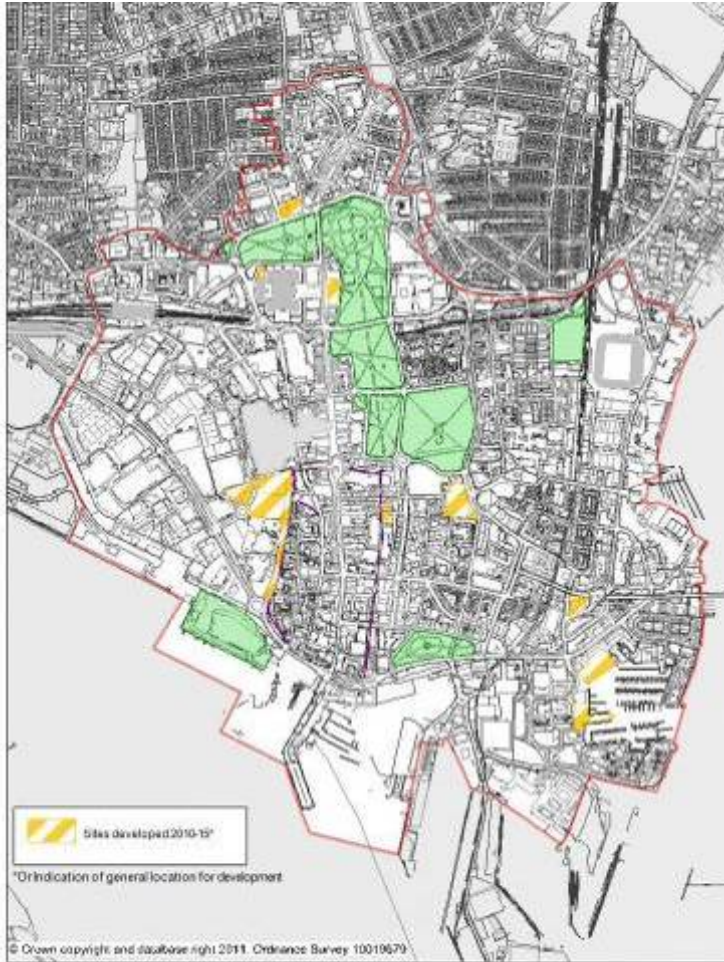
Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
Holyrood and Queens Park	<p><u>Fruit and Veg Market</u> Summary of Plan Allocation (policy 26): Residential led mixed use development. Enhanced public realm. The allocation site includes the Brunswick Square area and the Fruit and Veg area.</p> <p>Current Scheme: Brunswick Square – Residential led with some ground floor commercial uses.</p>	<p>Recent Progress: The Council has:</p> <ul style="list-style-type: none"> • Secured a development partner for part of the Brunswick Square site. • Prepared a valuation report for the Fruit and Veg area. <p>Actions (next 5 years): The Council Is:</p> <ul style="list-style-type: none"> • Working with other land interests in the Brunswick Square area to see if the current scheme can cover a wider area. • Working with land interests in the Fruit and Veg area with the aim of building partnership arrangements • Considering whether to prepare a master plan for the Fruit and Veg area <p>Will:</p> <ul style="list-style-type: none"> • Determine planning applications on the Brunswick Square area, and any subsequent scheme on the Fruit and Veg area.
	<p><u>Holyrood Estate</u> The Holyrood residential estate will continue to see upgrades.</p> <p>£930,000 of funding is confirmed to improve landscaping, community gardens, CCTV and a concierge service.</p>	
Old Town	<p>Bargate Shopping Centre East of Castle Way Castle Way / Albion Place. - see Heart of the City section above</p>	<p>Since the start of the QE2 Mile enhancements and the Council's focussed promotion of the area there has been a 20% reduction in vacant units, 20 new business openings, and over £10 million of private sector investment in the Old Town.</p>

Quarter / Site	Overview and details of any current schemes	Key achievements and actions over the next 5 years
St Mary's	St Mary's is a city centre community to the east of the Central Parks. It is important to ensure the continued regeneration of the area and create improved connections to the rest of the city centre. Appropriate small scale development will be supported as opportunities arise. The Council will consider whether to develop a strategy to help this process.	
Bedford Place	The area has a strong character with a mix of shops, cafes, bars and nightclubs. The area also includes residential development and is a focus for office uses. It is important to upgrade this secondary office stock.	

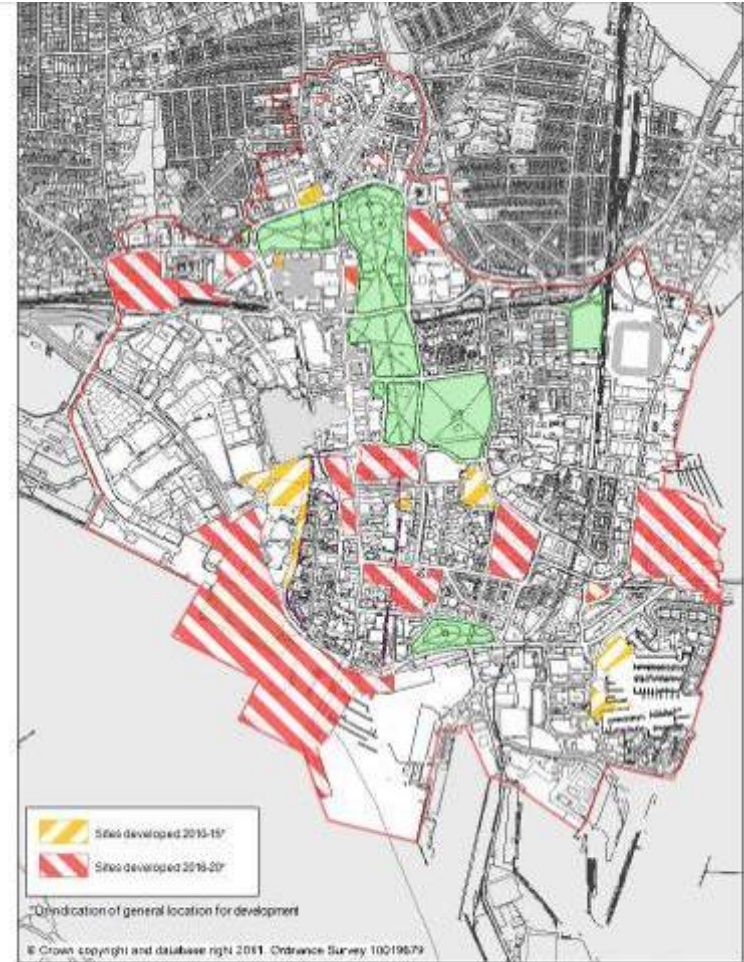
Table 9 Use classes permitted on CCAP sites

Please note these uses may be restricted in the policy text i.e. to upper floors and provided amenity issues can be addressed.

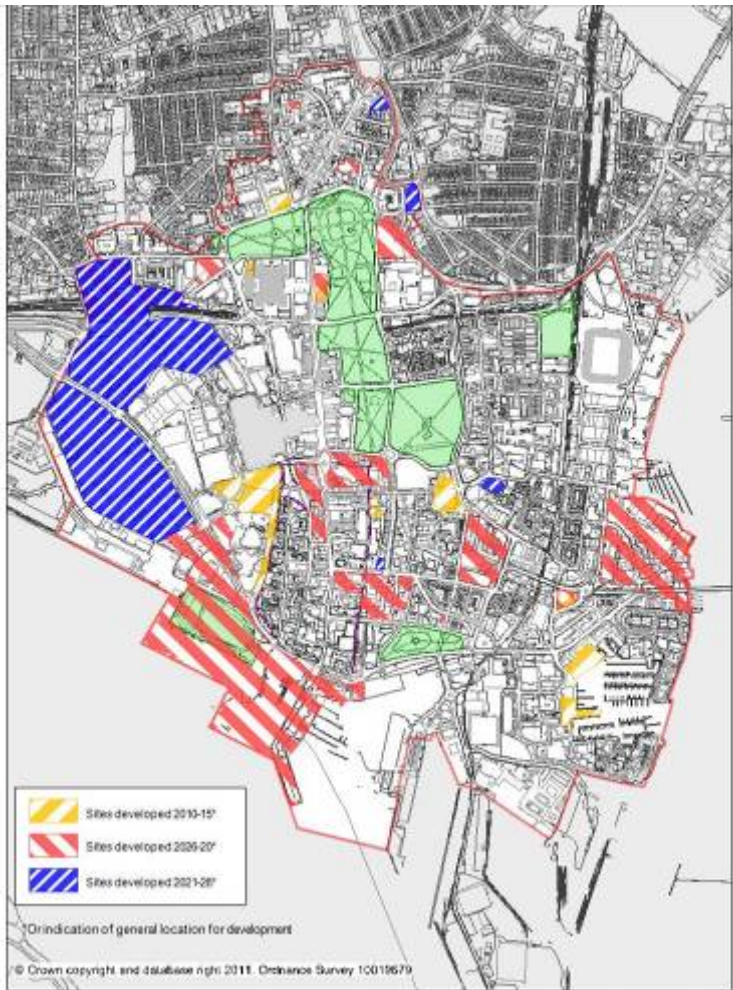
Policy	Site	Quarter	Appropriate use classes			
			Retail	Commercial	Other classes	Other
20	MDQ - Station Quarter	Station Quarter	A1, A2, A3, A4, A5	B1 (a) (b)	C1, C3, D1, D2	Transport interchange, open space
21	MDQ - Western Gateway	Western Gateway	A1, A2, A3, A4, A5	B1 (a) (b)	C1, C3, D1, D2	Open space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



Map 30 Phasing – Phase 1; 2010 – 2015



Map 31 Phasing – Phase 2; 2016 – 2020



Map 32 Phasing – Phase 3; 2021 – 2026

Glossary

Active frontages	A frontage to a development that contains windows, entrance doors, shopfronts etc that adds interest to the streetscape and provides an interface between the street and the building. Active commercial frontages incorporate active frontages e.g. with ground floor reception areas and lobbies and entrances onto the street.
Appropriate Assessment (AA)	Requirement under the Habitats Regulations to assess the potential effects of the policies on European sites of interest.
Area Action Plan	A planning framework for an area of significant change or conservation, part of the Local Development Framework.
Convenience floorspace	Area taken over for the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.
Core Strategy	The document setting out a long-term vision for the city and the primary strategic policies to deliver that vision. Southampton's Core Strategy was adopted in January 2010.
Development Plan Documents	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. DPDs are subject to independent examination.
Flood defence search zone	Area within which the strategic flood defence is to be located or land safeguarded for a future defence.
Food and drink uses	Covers use classes A3 (restaurants and cafes), A4 (drinking establishments) and A5 (Hot food takeaways).
Green Grid	A network of green and blue links, routes and spaces throughout the city linking existing open spaces, neighbourhoods, destinations, surrounding countryside and the waterfront.
Green Infrastructure	The network of multi-functional green spaces which help to provide a natural life support system for people and other living creatures.

Landmark building	A building which has become a point of reference because its height, siting, distinctive design or use sets it apart from surrounding buildings. Examples may include churches and other important civic buildings.
Local Development Framework	A portfolio of Local Development Documents that provides a policy framework for the development of an area. This replaces the Local Plan.
Local Plan Review	Part of the statutory development plan which sets out the Council's detailed land use policies to be used in determining planning applications, eventually to be replaced by the LDF. (Available from Planning Policy, Southampton City Council).
Major Development Quarter (MDQ)	A large area in the western part of the city centre with potential for regional scale redevelopment, key to meeting the overall aims of the Core Strategy.
National Planning Policy Framework	The emerging national planning framework that replaces previous national Planning Policy Statements, Planning Policy Guidance notes and some Circulars with a single streamlined document.
Night time economy	Licensed leisure and entertainment activities taking place beyond traditional work hours including pubs, café, restaurants and clubs.
Phasing	The splitting of development into manageable parts and distinct stages.
Preferred approach stage	An informal stage in the development of the plan which sets out all the options that are proposed for the final document, influenced by the previous Issues and Options stage.
Primary Retail Frontage	A retail area in a city or town centre with a high proportion of retail uses usually characterised by larger stores, high street stores and shopping centres, defined on the Proposals Map and part of the Primary Shopping Area.
Primary Shopping Area (PSA)	The most important shopping area of the city centre, usually characterised by having the highest rents and pedestrian flow and national retailer representation. The existing primary shopping area is defined in the adopted Local Plan Review 2006. The Action Plan includes policies to guide the extension of the PSA.

Proposals Map	A map of the city showing the plan's proposals and where policies apply, part of the Local Development Framework.
Public realm	Parts of a city (whether publicly or privately owned) for everyone to use e.g. streets, squares and parks.
Quarters	Distinct areas of the city identified by their existing land uses and character or by future planned development.
Renewable energy	Energy from renewable sources that occur naturally and repeatedly in the environment e.g. from the wind, water flow, tides or the sun and also biomass.
Retail uses	Covering uses identified in the Use Class Order as both A1 (Shops) and A2 (Financial and Professional Services).
Secondary Retail Frontage	An identified retail area, secondary to the Primary Shopping Frontage that provides greater opportunities for a diversity of uses.
Strategic Environmental Assessment (SEA)	Environmental assessment of plans, policies and programmes as required under the European Directive 2001/42/EC.
Strategic link	Links connecting key transport interchanges, the main shopping area, the waterfront, existing areas of open space and other key destinations across the city centre.
Streetscape	The general appearance and character of a street including natural and built elements and how its elements form a cohesive environment.
Sustainability Appraisal (SA)	A social, economic and environmental assessment of planning policies. (Note - the assessment on the City Centre Action Plan combines SEA and SA within one document).
Tall building	Any building in a location identified as making a significant impact on the city's skyline or that is substantially higher than its neighbours. All buildings of 5 storeys or more (or the equivalent height) are considered tall buildings.

Appendix 1 – the Local Development Framework context

The Local Development Framework

The City Centre Action Plan (CCAP) is part of the new planning system for Southampton, the Local Development Framework (LDF). This is a set of documents that will eventually form the development plan for the city. Together these plans set out the planning policies to guide development and the use of land and will be used to assess planning applications.

Core Strategy

The first document in the LDF is the Core Strategy which was adopted in January 2010. Whilst the Core Strategy does not cover all areas of planning, it sets out the general approach to development planned in the city. This includes policies for the city centre and smaller centres, the amount of housing, employment and retail floorspace required and the protection of open spaces, the historic environment and health and education sites. There are also some more detailed policies including new targets and standards for affordable housing, family housing and climate change. The Core Strategy identified one area in the city centre, the Major Development Quarter, as an opportunity for large scale redevelopment. For these topics and areas, Core Strategy policies have replaced policies in the Local Plan Review.

City Centre Action Plan

The CCAP follows the general approach of the Core Strategy but provides much more detail for the city centre. It provides the development policies for the city centre to complement those in the Core Strategy and guidance for 13 separate quarters and for topics including new offices, retail growth, open space and flood risk. In addition to considering the overall approach to the Major Development Quarter and its individual sites, the quarters' guidance includes policies for other key sites for development. CCAP policies includes new policies and some to replace existing Local Plan Review policies (see Appendix 3)

CCAP stages:

Stage	What does it do?	Date (actual and indicative)
Issues and Options	Plan produced that suggests different options and issues to be addressed	April 2007
Preferred Approach	Plan suggests what we think are the best options for sites and topics for public comment	January – March 2012
<i>Proposed Submission</i>	<i>A draft final plan is produced after considering responses on the Preferred Approach plan (not expected to be significantly changed following comments)</i>	<i>January – February 2013</i>
<i>Submission</i>	<i>Final plan produced incorporating comments on the Proposed Submission version for an inspector to consider</i>	<i>April / May 2013</i>
<i>Examination</i>	<i>An independent examination of the plan</i>	<i>July / August 2013</i>
<i>Adoption</i>	<i>Approves the plan as the main planning document for the city centre</i>	<i>February / March 2014</i>

Supplementary Planning Documents

A number of Supplementary Planning Documents produced for the City of Southampton Local Plan Review still provide useful detail at a local level and are 'saved' i.e. will still apply when considering applications for sites in the city centre.

The following existing City Centre Supplementary Planning Guidance is saved:

- City Centre Urban Design Strategy (2001)
- North South Spine Strategy (2004)
- City Centre Development Design Guide (2004)
- Old Town Development Strategy (2004)
- City Centre Streetscape Manual (2005)

Other plans and partnerships

The Core Strategy and CCAP are not the only plans affecting the city centre. National plans give more details on specific topics. The current system of Planning Policy Statements and Guidance and Circulars will shortly be replaced by the National Planning Policy Framework.

At a sub regional level, the Partnership for Urban South Hampshire (PUSH) brings together local authorities to work towards economic growth and regeneration and develops a strategic approach for issues across South Hampshire. The Solent Local Enterprise Partnership (LEP) is also working to better facilitate economic growth and private sector investment in the sub region.

Appendix 2 – Habitats Regulation Assessment and Sustainability Appraisal (SA/SEA)

Sustainability Appraisal

The Sustainability Appraisal is a combined Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA). It was undertaken by the Sustainability team within Southampton City Council and fulfils a legal requirement for an SA through the Planning and Compulsory Purchase Act 2004 and for SEA through the Strategic Environmental Assessment Directive (2001/42/EC) and the SEA Regulations 2004. The report is available to view at <http://www.southampton.gov.uk/s-environment/policy/developmentframework/actionplan>

The Sustainability Appraisal process aims to ensure that likely significant sustainability and environmental effects arising from the CCAP are identified, assessed, mitigated, communicated and monitored and that opportunities for public involvement are provided. It is a tool to ensure that considerations are incorporated into decision making throughout the production of the CCAP in an integrated way.

The City Centre Action Plan Sustainability Appraisal followed an objectives-led method using twenty objectives identified in consultation with statutory consultees and relevant stakeholders. The alternatives considered in the production of the CCAP were evaluated against baseline data, the assessment framework, other policies, plans and programmes, noted feedback from previous consultation and professional judgement and expert opinion.

The Sustainability Appraisal identified the following policies where there were potential adverse effects:

Policy	Potential negative effects
1. New office development	Potential for congestion and therefore air pollution
5. Major retail development outside the Primary Shopping Area	Uncertain sustainability effects due to the potential for congestion and therefore air pollution
6. Convenience retail	Lorry deliveries in combination with customer travel may lead to congestion and air pollution
7. The Night time Economy	Uncertain employment effects as low paid, low skill jobs may be encouraged rather than a wider range
8. Housing supply	Flood risk due to the increase in the number of homes which are more vulnerable use
15. Tall buildings	Potential negative effect on flood risk, due to the concentration of people and possible issues with evacuation. Possible unknown effects include wind tunnelling and shading, discouraging the re-use of existing buildings and effects on bird flight paths, green spaces and the historic environment.
22. Mayflower Park, Royal Pier and Town Quay	Intertidal habitats could be lost if reclamation is pursued and a risk of effects on water quality.
23. East Street Centre and Queens Buildings	Uncertain effect on the parks.
25. Town Depot	Higher levels of noise and activity on the waterfront are likely to have a negative effect on biodiversity unless suitable mitigation measures are put in place.

36. Ocean Village	Impact of tall buildings and these may have uncertain effects on wildlife such as birds.
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The Sustainability Appraisal suggested mitigation to address potential negative impacts. These range from strategic measures to be undertaken by the city council in partnership with other bodies to local measures relating to planning and other council services such as housing and transport.

Habitats Regulation Assessment (HRA)

The City Council is also undertaking a Habitats Regulation Assessment (HRA) of the CCAP. This is a requirement of regulation 102 of the Conservation of Habitats and Species Regulations 2010 (the Habitats Regulations). The report is available to view at <http://www.southampton.gov.uk/s-environment/policy/developmentframework/actionplan>

The report establishes the nature and severity of effects on ecological integrity and assesses the avoidance and mitigation measures put forward within the draft CCAP, drawing on the information that is currently available. The HRA provides recommendations for additional avoidance and mitigation measures to help ensure that adverse effects on the European sites can be avoided.

The conclusions of the HRA are that currently the proposals in the draft CCAP will have an adverse impact on the European sites. This is because the way in which impacts that operate strategically, including atmospheric pollution, disturbance and water demand is either not fully known or because suitable avoidance and mitigation measures have not yet been agreed. Further work is being carried out, either by the council or its sub-regional partners, to try to resolve these impacts.

Atmospheric pollution:

Currently the data required to make a full assessment of the CCAP's process contribution to atmospheric pollution are not available. Transport work has been carried out for the CCAP on employment and retail changes in traffic flow on key radial routes to / from the city centre but it does not take into account the changes in flow specifically generated by new residential development. A series of behavioural change scenarios were explored supported by a number of measures such as strategic park and ride. The analysis is based on the revised net employment floorspace target for the CCAP. The figures show that, while none of the key radial routes are adjacent to at-risk Special Areas of Conservation (SAC), routes leading from the city centre to the strategic road network (which does intersect with SACs) have a reasonable prospect of achieving traffic flow reductions in the lifetime of the CCAP with or without park and ride. If reduced traffic levels are achieved they would lead to minor improvements to the baseline critical load / level.

The city centre is a relatively sustainable location in which to focus major development. It is well served by public transport, has an LTP that promotes non-car based transport and a mix of current and planned land uses that will help reduce the need for travel. However, further work on modelling traffic growth impacts on roads within or close to the New Forest SAC / Ramsar, River Itchen SAC and the Solent Maritime SAC is required before a better understanding of potential pollution effects can be achieved.

The CCAP's transport measures are appropriate but at the present time a precautionary assessment must be made.

CONCLUSION - It cannot currently be concluded that the CCAP will not lead to adverse effects on integrity as a result of atmospheric pollution. Affected sites include the New Forest SAC / Ramsar, River Itchen SAC and the Solent Maritime SAC.

Recreational disturbance:

Population growth associated with residential development brings with it the threat of additional visitor pressure on European sites such as the New Forest SPA / Ramsar and Solent maritime sites. There is concern about the capacity of existing open spaces to accommodate this visitor pressure without adverse effects on European site integrity. Increase in population due to new residential accommodation will also put greater pressure on the New Forest and coastal sites. This could be exacerbated by any loss of open space in the city centre or the wider city.

Core Strategy policy CS21 sets out the Council's commitment to retain, enhance and supplement the city's existing multi-functional open spaces. The Core Strategy also refers to working with Test Valley Borough Council to develop a new forest park at Lords Wood on the northern city boundary to relieve pressure on the New Forest.

The Solent Disturbance and Mitigation Project which is underway aims to model the extent and severity of visitor impacts to coastal bird assemblages as a result of new residential development. As this study has not yet been completed it is not possible, at this stage, to determine the severity of disturbance impacts effects on the integrity of Solent & Southampton Water Special Protection Area (SPA) / Ramsar as a result of the CCAP or on the more distant sites mentioned below. Negative effects will occur either alone or in combination with other plans and projects operating in the area.

CONCLUSION - It cannot currently be concluded that the CCAP will not lead to adverse effects on the integrity as a result of disturbance. Affected sites include the Chichester & Langstone Harbours SPA / Ramsar, Portsmouth Harbour SPA / Ramsar, Solent & Southampton Water SPA / Ramsar and the New Forest SPA.

Water demand:

Licensed abstraction from the River Itchen SAC is being reduced. Replacement water could be abstracted from the River Test but there is potential conflict with the conservation objectives of the River Test SSSI. This would lead to uncertainty over whether the necessary reductions can be achieved in the required timeframe.

Core Strategy policy CS20 requires all development to maximise water efficiency measures. In addition Southern Water has a programme of universal metering and this is being carried out in Southampton at the present. No further measures for demand management through the CCAP are realistically achievable.

The Council will continue to work with Southern Water and the Environment Agency over this issue.

CONCLUSION - It cannot currently be concluded with certainty that the CCAP will not lead to adverse effects on the integrity of the River Itchen SAC as a result of water demand.

Mobilisation of contaminants:

Impacts on water quality can be caused by polluted surface water runoff. This impact can occur if works carried out during construction of flood defences and other development mobilise historic contamination which flows into the waters of a designated site. In the case of Solent & Southampton Water SPA / Ramsar

contaminants can have adverse effects on birds or their prey. In relation to River Itchen SAC contamination could affect migrating salmon. These are short term impacts.

No policies in draft CCAP address potentially contaminated land and how redevelopment should address it. HRA report contains recommendations for how this issue can be mitigated.

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

Loss or degradation of wader roosts:

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

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

Collision risk, light, noise & vibration:

Collision risk and light pollution together with noise & vibration impacts are closely related to the location and design of new buildings and their surrounding amenity (such as landscaping and security lighting). Potential impacts from a number of key development sites close to the waterfront on birds and migrating salmon are considered. The impacts from noise and vibration are short term.

No measures to offset the impacts of collision risk, noise or vibration are included within the draft CCAP; however, several recommendations for avoidance and mitigation measures are made.

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

Appendix 3 – Superseded Local Plan Review policies

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

Existing policy	Replaced by CCAP policy:
CLT 14 City Centre Night Time Zones and Hubs	7 The Night Time Economy
L 6 Southampton Solent University	9 Supporting Education Facilities
REI 15 Office Development Areas	1 New office development
REI 16 Identified office sites	1 New office development
TI 1 Safeguarding for Transport Improvements	16 Transport and movement
MSA 1 City Centre Design	14 Design
MSA 2 Southampton Central Station	20 Station Quarter
MSA 3 Charlotte Place	33 East Park Terrace, 34 St Mary's Road <i>Charlotte Place roundabout site completed – this part of policy is no longer required</i>
MSA 4 Royal Pier and Town Quay	22 Mayflower Park, Royal Pier and Town Quay
MSA 5 Civic Centre and Guildhall Square	31 Northern Above Bar
MSA 6 West Quay Phase 3	24 MDQ -North of West Quay Road
MSA 7 144-164 High Street	30 144 – 164 High Street
MSA 9 Lower High Street	29 Lower High Street
MSA 10 Mayflower Plaza	32 Mayflower Plaza
MSA 11 Land at Ocean Way, Maritime Walk and Fronting Alexandra Docks	36 Ocean Village
MSA 12 St Mary's Area	37 St Mary Street and Old Northam Road

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

Existing policy	Replaced in the city centre by CCAP policy:
SDP6 Urban Design Principles	14 Design
SDP7 Context	14 Design
SDP8 Urban Form and Public Space	14 Design
SDP9 Scale, Massing and Appearance	15 Tall buildings
SDP14 Renewable Energy	12 Renewable or low carbon energy plants
SDP20 Flood Risk and Coastal Protection	13 Flood resilience
CLT 3 Protection of Open Spaces	10 Green Infrastructure and open space
CLT 7 Provision of New Public Open Space	11 Open Space in new developments
L 7 The University of Southampton	9 Supporting education facilities
H 1 Housing Supply (List in appendix)	8 Housing supply
REI 3 Primary Retail Frontages	4 Supporting existing retail areas
REI 4 Secondary Retail Frontages	4 Supporting existing retail areas
REI 10 Industry and Warehousing	3 Safeguarding industrial sites
REI 11 Light Industry	3 Safeguarding industrial sites
REI 12 Industry Reliant Upon Wharfage and Port-related Uses	3 Safeguarding industrial sites

Appendix 4 – Protected Open Spaces in the city centre

Existing Designated Open Spaces in the City Centre:

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

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

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

Table 5 Indicative new public open spaces identified for the city centre

Site	See policies
1) To be provided as part of new development:	
As part of the Central Station Quarter: - South of Central Station (public square) - North of Central Station (public square / link to Blechynden Terrace)	18 & 20
As part of the Heart of the city: - Watermark WestQuay Plaza and part of Western Esplanade ()	11 & 18
As part of Royal Pier: - Mayflower Park (including extension)	18 & 22
MDQ Civic Amenity Spaces and Strategic links: - Geothermal Civic Square - Western Gateway MDQ Civic Park (linear) or series of spaces - New MDQ Boulevard from Central Station (Strategic Link i)	18 18 & 21 11 & 18
Town Depot Civic Space (excluding adjoining promenades)	25
Ocean Village Events Space (excluding adjoining promenades)	
Fruit & Vegetable Market green link street scene enhancements	26
2) To be provided through developer contributions and/or other sources	
Queens Terrace	10 & 16
Albion Place and Castle Way car parks	28
Civic Centre Square	-

Appendix 5 – Flood Resilience

Definitions:

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

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

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

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

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

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

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

Flood Risk Vulnerability Classification

Highly
Vulnerable

- Emergency services
- Emergency dispersal points.
- Basement dwellings.

More
Vulnerable

- Hospitals.
- Residential institutions such as care homes, children's homes, and hostels.
- Buildings used for: dwelling houses; student halls of residence; drinking establishments; nightclubs; and hotels.
- Health services, nurseries and educational establishments.

Nature of the Strategic flood defence

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