

Text and map changes proposed to the Proposed Submission City Centre Action Plan supported by Southampton City Council

1. Minor modifications (factual updates, corrections and minor changes for consistency and clarity) – in plan order

Section/Para/ Policy	Page	Reason for change	Proposed change (New text underlined, deleted text struck through)
Footer throughout	All	Update to reflect next stage of plan	Delete Southampton City Centre Action Plan – Proposed Submission, September 2013
Throughout		Update to reflect new name of development site	Change from 'Town Depot' to 'Chapel Riverside'
Throughout		For consistency and to reflect change in listing (in response to comments by SCAPPS)	Change references to the Central Parks to 'Grade II* listed' (instead of registered) i.e. amend text in AP 32 e. 'Development respects and enhances the setting of the registered <u>Grade II* listed</u> Parks'.
Submission process 1.10-1.14	4-5	Update – no longer relevant to this stage of plan	Delete section
Map 2	12	For clarity about the MDZ and development sites (in response to comment from Morgan Sindall)	Amend map to add in MDZ boundary
3.14	13	For clarity about Policies Map and those in plan (in response to comment from Martins Rubber)	Add new paragraph before paragraph 3.15 and table: <u>'The separate Policies Map shows the exact boundaries of allocated sites and designations. These site boundaries are also illustrated by the maps at the beginning of each quarter section within the plan.'</u>
3.15	13	For clarity (in response to comment from Hammerson)	Add to bottom of table: <u>'(Floorspace figures are additional gross sq m)'</u>

Section/Para/ Policy	Page	Reason for change	Proposed change (New text underlined, deleted text struck through)
4.20	23	Update to reflect recent changes to Gasholders	Amend first sentence: 'The Gasholder site <u>has now been decommissioned and is currently being dismantled</u> . is currently still in use for gas storage but may be decommissioned during the plan period '
4.32	26	Update following adoption of plan	Update reference to the Minerals and Waste Plan (underlined): ' <u>The emerging Minerals and Waste Plan¹ (adopted in 2013)</u> will form part of the development plan for the city and generally safeguards these wharves for mineral use. The emerging Minerals & Waste Plan also supports appropriate investment in infrastructure and seeks to control nearby development to ensure the continued operation of these wharves is not constrained'
4.34	26	Update to reflect adoption of plan	Amend text: 'Therefore the emerging Minerals and Waste Plan recognises the importance of safeguarding the wharves whilst maintaining some flexibility to adapt to changing circumstances and facilitate regeneration when and if appropriate.'
4.41	30	For clarity about the retail target	Amend text (changes underlined and struck through): 'The adopted Core Strategy includes a target of approximately 130,000 sq m gross of additional comparison retail floorspace by 2006 - 2026 , based on a study undertaken by DTZ in 2006'.
Table 3	39	For consistency with footnote under table	Change footnote numbering by 'Southern end of Royal Pier': (04) <u>(1)</u>
Map 7	45	For clarity that symbol relates to Royal Pier Waterfront (in response to comments by Morgan Sindall)	Move symbol showing 'Mixed use development including housing units' for Royal Pier waterfront from north west of Mayflower Park to near Royal Pier

Section/Para/ Policy	Page	Reason for change	Proposed change (New text underlined, deleted text struck through)
Map 8	53	For consistency with Appendix 5 – see main modifications (amended in response to comments by City of Southampton Society)	Add in Enkom Corner (top of Commercial Road) as a protected open space (see main modification on Appendix 5, Existing spaces)
4.110	54	Update to reflect progress on the Streets and Spaces Framework	Amend text in second sentence: 'The Council will produce <u>is producing</u> a <u>Streets and Spaces Framework</u> which will provide design guidance to develop the public realm aspirations set out in the City Centre Master Plan. CIL contributions will also help to fund improvements to park spaces and the green links which connect them to alleviate pressure on open space in the city centre.
4.161	69	Update to reflect progress on the Streets and Spaces Framework (in response to comments by Business South)	Add in new sentence on end of paragraph: <u>'The Council is preparing a Streets and Spaces Framework to support the aspirations for public realm as set out in the City Centre Master Plan.'</u>
4.165	72	Update to reflect progress on the Streets and Spaces Framework	Amend paragraph: '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, <u>Streets and Spaces Framework</u> and supplementary planning documents (such as the Streetscape Manual <u>Tool Kit 2013</u>).'
AP 18	77	Correction	Amend text in seventh numbered point, second bullet point: 'Does not significantly effect <u>affect</u> access to the Port of Southampton at Dock Gate 4'

Section/Para/ Policy	Page	Reason for change	Proposed change (New text underlined, deleted text struck through)
4.190	83	Update to reflect progress on the Streets and Spaces Framework (and in response to comments by Business South)	Add extra sentence after first sentence: The Plan seeks to enhance connections within the city centre to improve its cohesiveness and attractiveness; add to its open space; and encourage people to walk and cycle. <u>The Council is producing a streets and spaces framework to provide design guidance in support of the public realm aspirations set out in the City Centre Master Plan.</u>
Map 15	90	Correction and for clarity about quarter boundaries	Amendments to City Centre Quarters – Amend quarter maps so roads on the boundaries are only in one quarter (i.e. boundaries are not down the middle of roads). Correct Western Gateway boundary to exclude Port land. Correct Royal Pier Waterfront boundary to reflect development site, Port land and include 5-7 Town Quay. Correct Ocean Village boundary to exclude Port land.
Map 16	91	Correction and for clarity about quarter boundaries	Amend Western Gateway quarter boundary to exclude Port land. Amend Western Gateway / Heart of the City quarter boundaries so West Quay Rd is entirely within Western Gateway quarter
Map 17	94	Correction and for clarity about quarter boundaries	Amend Western Gateway quarter boundary to exclude Port land. Amend Western Gateway / Heart of the City quarter boundaries so West Quay Rd is entirely within Western Gateway quarter (same changes as Map 16)
Map 18	96	Correction	Amend map - zoom out to show all of quarter and quarter boundary
Map 19	101	Correction and for clarity about quarter boundaries (in response to comment by ABP)	Amend quarter boundary to include all of West Quay Road and exclude Port land
Key connections after 5.35	103	For consistency with other descriptions of access routes (in response to comments by ABP)	Amend text in third bullet point: '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 <u>key strategic</u> vehicular access for the city centre and Port in line with policies AP 4 and AP 18.'

Section/Para/ Policy	Page	Reason for change	Proposed change (New text underlined, deleted text struck through)
AP 23	103	For clarity (in response to comments by LaSalle and ABP)	Add text in second sentence: 'A major <u>mixed use</u> redevelopment of all or part of the Quarter will also be supported, and in commercial terms this is more like to occur over the medium to longer term. A major -redevelopment of all or part of the Quarter will meet the following criteria.'
AP 23	103	For clarity about nature of retail uses (in response to comments by Hammerson)	Amend fourth paragraph: ' Ancillary <u>Small scale</u> retail development and food and drink uses will also be supported.'
5.37	104	For clarity to reflect role of Port in future redevelopment (in response to comments by ABP)	Add in text: 'The Council will work with the key land interests in <u>and around</u> this area with the aim of preparing a more detailed master plan to secure the comprehensive redevelopment of the area (in phases) in line with this and the MDZ policy.'
5.48	110	Correction	Amend text in second sentence: 'A preferred developer has been chosen for the Royal Park <u>Pier</u> Waterfront site and is working with the Council to progress a comprehensive mixed use development scheme and a master plan for the site (as required in the Design Guidance).'
5.52	111	Correction to reflect development proposals (in response to comments by ABP)	Add text in first sentence: '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 consistent with policy AP 4 (the Port), marina-water basin and large ship visitor moorings.'
5.52	111	Correction	Amend final sentence: 'Small scale convenience retail is defined in paragraph 4.166 <u>4.61</u> and should be developed in accordance with policy AP 7.'

Section/Para/ Policy	Page	Reason for change	Proposed change (New text underlined, deleted text struck through)
Map 21	112	For clarity about quarter boundaries	Amend the Western Gateway / Heart of the City quarter boundary Heart of the City to ensure that West Quay Road is entirely within the Western Gateway quarter
AP 25	115	Update to reflect change in listing (in response to comments by SCAPPS)	Add text: (iv) The setting of the <u>grade II* listed</u> park is respected and enhanced
5.65	116	For clarity about net retail target	Amend first sentence: 'The target for comparison retail growth in the city centre is 100,000 sq m (gross), <u>with 61,000 sq m proposed 2012 - 2016.</u> '
Design guidance after 5.75	121	For clarity about importance of archaeology (in response to comments by English Heritage)	Amend fifth bullet point: 'New development will need to recognise <u>respect</u> the importance of the below-ground archaeology in the area <u>in line with policy CS14</u> , which includes Saxon and Medieval cemeteries and associated occupation.'
Map 26	145	Correction (in response to comments by ABP)	Amend southern boundary of quarter to exclude Port land
5.140	145	For clarity to reflect all uses in quarter (in response to comments by Martins Rubber and the 1865 club)	Add in new sentence after first sentence: 'Outside the conservation area, the Holyrood Estate consists of mainly four-storey flat roof blocks of flats from the 1950s and 1960s. <u>There are a number of warehouses, industrial and associated buildings around Brunswick Square and Orchard Place.</u> There is a cluster of tall buildings of up to 17 storeys around Dukes Keep and Mercury Point.'
5.142	146	For clarity about area included in site boundary (in response to comments by Martins Rubber and the 1865 club)	Add text to final sentence: 'The Fruit & Vegetable Market site is also partly within this quarter <u>around Brunswick Square and Orchard Place</u> (see Old Town section and policy AP 28).'

Section/Para/ Policy	Page	Reason for change	Proposed change (New text underlined, deleted text struck through)
Map 28	154	Correction	Amend map to show whole quarter and include quarter boundary
AP 37	156	For clarity to explain the need to restrict tall buildings	Add text to end of bullet point (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 <u>in order to provide a comprehensive approach to development</u> '
5.178	163	Update to reflect change in listing (in response to comments by English Heritage and SCAPPS)	Add in extra text in second sentence: 'The parks are protected from development through being registered as Common Land <u>and by virtue of being Grade II* registered.</u> '
5.179	163	For clarity to explain importance of Central Parks to city centre shopping (in response to comments by SCAPPS)	Add in extra text to end of paragraph: 'The Central Parks will continue to function as a highly valued amenity space for the City and incorporates a number of leisure uses, with continued use as a place for lunchtime breaks and as a breakout area for the local college, University <u>and shoppers.</u> '
5.180	163	For clarity about archaeology affecting the quarter	Add in extra text to the end of the paragraph: ' <u>See Archaeology Background Paper for information on the Local Areas of Archaeological Importance and a historical summary of the Central Parks</u> '

Section/Para/ Policy	Page	Reason for change	Proposed change (New text underlined, deleted text struck through)
6.10	167	Correction and update as City Centre Forum not established (in response to comments by Business South)	Amend list of partners bullet point (vi): <ul style="list-style-type: none"> - City Centre Forum - City centre traders, including the WestQuay Traders Association - Southampton and Fareham Chamber of Commerce - Business Solent South - The Port of Southampton - Design Advisory Panel - Further and higher education institutions - Retailers - Businesses;
AP24	189	Correction to reflect development proposals (in response to comments by ABP)	Amend uses for AP 24: Open space, marina -moorings
AP28	189	For clarity	Amend Fruit & Vegetable Market quarter text to state: <u>Old Town (and partly in Holyrood/Queens Park)</u>
AP30	189	Update to reflect latest proposals	Amend text for Albion Place and Castle Way car parks on appropriate use classes: A1, A2, A3, A4, A5 Open space, bus interchange <u>super stop</u>
Appendix 1 1.4	200	Update to reflect adoption of plan	Amend text: 'The Hampshire Minerals and Waste Plan (expected to be adopted 2013) includes a range of strategic, site and development policies.'
Appendix 1 1.8	200	Update to reflect progress on the Streets and Spaces Framework	Amend paragraph: <u>The recently adopted Streets and Spaces Framework SPD (2013) will shortly be approved and this document, along with the Streetscape Tool Kit (2013), will replace the City Centre Streetscape Manual (2005). Although it is not expected to be adopted as a Supplementary Planning Document, the Streets and Spaces Framework will be a material consideration in determining planning applications.</u>

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Table 9	189	For consistency with other policy text on retail and to provide flexibility for uses in later phases of development (in response to comments from Morgan Sindall)	Amend note above table: 'Please note these uses may be restricted in the policy text i.e. to <u>small scale and ancillary retail</u> , to upper floors and provided amenity issues can be addressed. <u>(If additional uses not included in table 9 come forward at a later date, they will be considered on an individual basis).</u> '
Appendix 2 2.18	204	Correction	Amend first sentence in paragraph: 'Population growth associated with residential development brings with it the threat of additional visitor pressure on European sites such as the New Forest <u>SAC</u> / SPA / Ramsar and Solent <u>European</u> maritime sites.'
Appendix 2 2.19	204	Update on progress of programme	Add sentence to end of paragraph: <u>'Phase 4, to agree a programme of mitigation and funding, is currently underway'</u>
Appendix 4 Housing allocations	209	Update to reflect developer proposals	Amend number for 24-32 Canute Road and 157-159 Albert Road South: 25 <u>53</u>
Appendix 4 Major sites	209	Update to reflect number of units given prior approval and now under construction (change from mix of units including cluster flats of up to 7 bedrooms to all studio flats)	Amend number for Richmond House: 40 <u>212</u>
Policies Map, throughout	All	Update to reflect new name of development site	Change from 'Town Depot' to 'Chapel Riverside' (see minor modifications for throughout the main document)

2. Main modifications (affecting the soundness of the plan, changing the approach and major changes) – in plan order

Section/Para/ Policy	Page	Reason for change	Proposed change
	(First printed page)	In response to comments by Business South	<p>Replace all the text in box entitled 'How do you get involved with:</p> <p>'Delivering the Plan</p> <p>This document is the plan for development in the city centre. It shows how Southampton will change in the next 15 years and beyond. It sets out policies to ensure that new growth is high quality and links into the existing city centre. It includes guidance for different parts of the city centre, key development sites and on different topics. It sets out an exciting vision for how the city centre will evolve.</p> <p>This Plan needs your help to be delivered.</p> <p>The Plan has been prepared by the Council in partnership with a wide variety of people: local communities; the business community; the Solent LEP; developers, investors and landowners; Government agencies and infrastructure providers.</p> <p>The Council will play a major role in delivering this Plan and cannot deliver it on its own. The Council looks forward to continuing to work with all groups to deliver the Plan and the vision for the city centre.'</p>
1.5	3	In response to comments by ABP	<p>Add additional sentence after 'a pedestrian friendly route through the spine of the city centre and the transformation of Guildhall Square';</p> <p><u>'The Port of Southampton has also seen substantial growth during this period.'</u></p>
1.6	3	In response to comments by ABP	<p>Add additional paragraph after 1.6:</p> <p><u>'A further challenge is to manage the growth of the city centre alongside the growth of and appropriate access to the nationally significant Port of Southampton.'</u></p>

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2.3	6	In response to comments by Solent LEP and ABP	Amend ' A great place for business ' to add in reference to marine sectors (extra text underlined): 'The city centre has strong potential to support growth in retail, leisure, financial / business service, <u>marine</u> and green economy sectors' Add sentence to end of 'A great place for business': ' <u>The Port will also support economic prosperity.</u> '
2.3	6	In response to comments by Business South	Amend ' A great place to visit ' to add in reference to maintaining and enhancing the centre's regional role (changes underlined and struck through): '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 <u>maintain and enhance the centre's regional role and</u> mean that the centre it is used during the day and evening by residents, visitors and workers of all ages and cultures.'
2.3	8	In response to comments by ABP	Amend ' Easy to get about ' to add in reference to appropriate access to final sentence: '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 <u>and appropriate</u> access to new and existing businesses such as the international Port, and the retail and leisure/ entertainment sectors.'
3.3	9	In response to comments by LaSalle	Add text in first sentence (extra text underlined): 'There will be a significant increase in office floorspace with major new office development focussed at the Station Quarter and Royal Pier Waterfront, <u>and in the longer term at the Western Gateway.</u> '

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3.14	11	In response to comment from ABP	Change Royal Pier Waterfront bullet point and reference from 'marinas' to 'water basin with large ships': '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 <u>a water basin with moorings for large ships</u> and provide opportunities to view the cruise liners and activity on the water.'
4.11	19	In response to comments by LaSalle	Add in the following text to the first sentence (extra text underlined): 'In addition, the following site specific approaches will be taken <u>in considering whether to vary the 50% proportion.</u> '
4.11	19	In response to comments by LaSalle	Redraft bullet point on Western Gateway as follows (changes underlined and struck through): Western Gateway City Industrial Estate Park / West Quay Industrial Estate – given the existing use values, flexibility is likely to be needed in order to promote major redevelopment (provided this is demonstrated by a viability assessment). However, comprehensive redevelopment is only likely to occur in the longer term. <u>The scale of office development will be influenced by progress in the short to medium term in enhancing the city centre as an office location, and on other key sites (eg Station Quarter / Royal Pier).</u> In the meantime these sites the Western Gateway sites serve an important role as industrial areas, <u>and maintained as such provide important reserve sites for longer term office growth.</u> which <u>This lessens</u> the regeneration benefits of securing comprehensive redevelopment in the short to medium term. This <u>All these factors</u> will be taken into account in determining whether or not there is a case for being more flexible <u>in the future.</u>
AP 2	21	In response to comments by Henderson Global Investors and Berwick Hill Properties	Add extra paragraph at end of the policy: ' <u>Outside the prime and intermediate areas a loss of offices will be supported provided that where appropriate a mix of uses are secured to meet employment or community needs</u> '

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4.17	22	In response to comments by Henderson Global Investors and Berwick Hill Properties	Amend text in second and third sentences: 'However if appropriate, the opportunity should be taken to provide a mixed use <u>rather than solely residential</u> scheme. This could include shops, small scale business units, residential or community uses, depending on the need and location.'
4.22	24	In response to comments by ABP	Redraft paragraph as follows (new text underlined): 'The Port of Southampton is an internationally <u>significant deep water port and transport hub which operates 24 hours a day</u> . It handles a range of important freight, <u>is the U.K.'s premier cruise passenger facility, and is</u> of major economic importance to the U.K, South Hampshire and the city. The Port expects major growth <u>and development to 2026 and beyond</u> , as set out in its master plan. In the short term <u>this is</u> expected to take place within the existing <u>operational</u> Port. It is therefore important that good <u>land and marine access</u> to the Port is maintained, and that its operations are not inappropriately constrained. The first priority should be for access by sea or rail where <u>practical and viable</u> , although there is also a need for major vehicular movements to and from the Port.'
4.23	24	In response to comments by ABP	Redraft paragraph as follows (new text underlined): 'Policy CS 9 of the Core Strategy <u>facilitates the growth of the Port by safeguarding it, as defined on the Policies Map</u> , for port related development (with some flexibility for visitor destinations associated with cruise liner terminals in the city centre), <u>and by supporting appropriate transport improvements having regard to the needs of the city centre.</u>

Section/Para/ Policy	Page	Reason for change	Proposed change
AP 4	24	In response to comments by ABP	<p>Redraft paragraph as follows (new text underlined):</p> <p>'The Council will support the growth and overall competitiveness of the Port of Southampton; and the growth and enhancement of the city centre. <u>When designing the types of proposal specified below and where there is a need to balance these aims; the Council will have regard to the national significance of the Port, the local and regional significance of the city centre, and the relative strength of positive and negative effects on the Port and city centre.</u></p> <p><u>The Council will apply this approach when considering the impacts of the design of the following types of proposal:</u></p> <ul style="list-style-type: none"> • <u>The remodelling of roads and the transport / access arrangements for new development on the strategic and secondary road access to the Port; and</u> • <u>The layout and design of development at Royal Pier, Western Gateway, Ocean Village, and the design of other nearby sites as relevant, on operations within the Port boundary;</u> <p><u>The Council will permit such proposals if:</u></p> <ul style="list-style-type: none"> • <u>There are unlikely to be any such negative impacts on the current or future Port, accounting for ways in which the Port and its transport arrangements can operate to avoid any impact; or</u> • <u>They have beneficial effects to the city centre which outweigh the negative impact on the Port or its access; and the proposal within that site or road cannot be designed to achieve this benefit with less impact on the Port.'</u>

Section/Para/ Policy	Page	Reason for change	Proposed change
4.25	25	In response to comments by ABP	<p>Amend paragraph as follows (new text underlined):</p> <p>'The growth of the Port and the city centre need to be managed. For example changes to the <u>strategic or secondary</u> roads serving the Port to enhance the city centre's <u>pedestrian / cycle</u> environment, <u>the transport / access arrangements for new developments linked to these roads</u>, or new residential development close to the Port, might <u>adversely</u> affect the Port's operations. Where there is a balance to be struck between the needs of the Port and the city centre, this will involve a qualitative judgement between different types of effect. The strength of positive benefit to an objective for the locally / regionally important city centre will need to be greater, and sufficiently so to outweigh the strength of negative effect to the nationally important Port. Careful assessment of the likely effects on the Port <u>and city centre, and of potential solutions</u>, will be important, to ensure the growth and enhancement of the city centre is <u>both are</u> not unnecessarily restricted. <u>Solutions in relation to the Port or city centre, in terms of alternative designs or operating / access arrangements will need to be practical, viable and appropriate.</u>'</p>
4.26	25	In response to comments by ABP	<p>Amend paragraph as follows (changes underlined and struck through):</p> <p>'The transport access to the Port and the city centre share the same approach routes (road and rail). The strategic road route to the Port, as recognised by the Department for Transport, is via the M271 and A35 (Western Approach). A secondary road route is via the A33 (The Avenue). <u>These routes are identified on Map 13.</u> By focussing major development in the city centre more people will be able <u>are likely</u> to travel by public transport, reducing pressure on the wider strategic road access to the Port. The transport section of this Plan promotes this shift away from using the car and anticipates little increase in car trips (See the section entitled "Easy to get about").'</p>
4.27	25	In response to comments by ABP	<p>Amend paragraph as follows (changes underlined and struck through):</p> <p>'The road access to the Eastern Docks (<u>Dock Gate 4</u>) and part of the Western Docks (Dock Gate 8) passes through the city centre. The strategic road route (from the M271/A35) runs along West Quay Road and Town Quay / Platform Road. It also forms an important link between the two <u>Eastern and Western Docks</u>. Funding has now been secured to comprehensively upgrade the section along Town Quay and Platform Road. The secondary road route (from the A33) runs along Six Dials / Kingsway / Threefield Lane / Terminus Terrace and helps to serve the Eastern Docks.'</p>

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4.28	25	In response to comments by ABP	<p>Amend paragraph as follows (changes underlined and struck through):</p> <p>'Within the city centre, all these routes to and from the Port form part of the inner ring road. Policies AP 18 and AP 19 and the City Centre Master Plan have identified the need to transform <u>the aim of transforming</u> these into a series of civilised City Streets, with a much higher quality environment for pedestrians and cyclists. These changes are important to encourage a modal shift away from car use on the strategic road network into the city and to improve connectivity within the city centre. However any redesign of changes to these streets also need to recognise <u>take account of</u> their traffic movement function, <u>as important routes</u> serving both the Port and the city centre. In addition, policy AP 18 aims to maintain or improve access along the strategic road route to the Port (West Quay Road – Town Quay Road - Platform Road).'</p>

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4.29	25 / 26	In response to comments by Business South	<p>Amend paragraph as follows (changes underlined and struck through) – text related to the Port now in additional paragraph:</p> <p>‘Development within the Western Gateway, and Royal Pier Waterfront, <u>Ocean Village and other nearby sites as appropriate</u> will be planned so that an appropriate level of amenity is created for residential occupiers within the context of a city centre environment, which will naturally experience higher noise levels than a suburban environment. This will ensure the Port’s overall competitiveness is not <u>significantly inappropriately</u> constrained (e.g. due to noise or light pollution legislation). This will take account of the Port’s permitted development rights, current and realistic possible future port activities in the areas concerned, and the 24 hour nature of the Port. The benefits of promoting residential development in the city centre, of city centre living for the residential occupiers, and of securing viable development on these important sites will be taken into account.’ <u>For sites adjacent to the Port, it will be important to consider from the outset the overall layout of the development, including the distance <u>and positioning</u> of residential properties from various parts of the Port and whether it is possible and appropriate to screen residential buildings from the Port (by other buildings or measures). <u>For sites which are adjacent or otherwise nearby, it will also be important to incorporate detailed design solutions as part of buildings (eg secondary glazing). Consideration will also be given to whether the Port could operate in a different way. Permission may be granted with conditions to prevent any future conversion to residential use through permitted development rights.’</u></u></p> <p>Delete final two sentences: Detailed design solutions will also play an important role. The benefits of promoting residential development in the city centre, of city centre living for the residential occupiers, and of securing viable development on these important sites will be taken into account.</p>
4.31	26	In response to comments by ABP??	<p>Amend text (changes underlined and struck through) to first sentence:</p> <p>‘The majority of the eastern <u>and docks and those parts of the western docks (including most of those parts</u> within the city centre) are in the outer part of an explosives safeguarding area (as indicated on the Policies Map).</p>
Map 4	29	In response to comments by Hammerson	Amend Map 4 to add in extra Area of Search to include WestQuay multi storey car park (to the south of West Quay retail park and existing Primary Shopping Area)

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4.40	30	In response to comments by Business South	Add in extra text (underlined) to first sentence: 'The aim is for Southampton to maintain <u>and enhance</u> its role as a regional shopping destination and to develop complementary leisure, cultural and arts attractions and hotel accommodation.'
4.41	30	In response to comments by Aviva	Add extra sentence to end of paragraph (extra text underlined): 'The GVA Retail Study (2011) broadly supported this target however due to continuing low levels of expenditure growth since 2006 the target is reduced to 100,000 sq m in the Core Strategy Partial Review. <u>Taking into account completions 2006 - 2012, the outstanding target for comparison retail floorspace is 61,000 sq m (see paragraph 3.15). This target is subject to ongoing monitoring.</u> '
4.50	33	In response to comments by Hammerson	Amend text (changes underlined and struck through): '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, Town Depot <u>Chapel Riverside and Ocean Village</u> . Small scale retail uses <u>up to 750 sq m</u> are also appropriate to support development at Western Gateway and <u>other sites (see individual site policies)</u> . 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 (and not forming part of its extension) <u>(with exception of comparison retail within the Area of Search which does not require an impact assessment).</u> '
AP 6	32	In response to comments by Business South	Add in extra text (underlined): 'In order to maintain <u>and enhance</u> Southampton's role as a regional shopping destination, there is a need for more comparison retail floorspace in the city centre.'
AP 7	35	In response to comments by SCAPPS	Amend policy text in second paragraph (underlined and crossed out): 'Proposals for major convenience retail development outside the PSA should <u>will</u> be located in accordance with the 'sequential approach' (with the next preference being within the area of search for PSA expansion with good links to the PSA), and not have a significant adverse impact on the PSA.'

Section/Para/ Policy	Page	Reason for change	Proposed change
Map 6	38	In response to comments by Henderson & Berwick Hill Properties	Amend Map 6 Night time economy to extend the evening zone covering Royal Pier Waterfront south east to include 5-7 Town Quay
4.68	39	In response to comments by LaSalle	Add extra sentences to the end of paragraph: <u>'The Leisure World late night hub is located within the Western Gateway quarter which is allocated for mixed use development and expected to come forward in the medium / long term. If proposals come forward for the redevelopment of part or all the quarter which involve the loss of the late night hub, the council will assess whether their merits outweigh the benefits of the hub or alternatively if the uses can be relocated or reprovided elsewhere or are no longer needed.'</u>
AP 12	52	In response to comments by SCAPPS	Amend bullet numbered 5: ' Seeking <u>Ensuring</u> the provision of new open spaces as set out in policy AP 13'
AP 13	54	In response to comments by SCAPPS	Amend text in third bullet point: 'Development will be expected to provide 'intensive green roof' open space where practical. If this is accessible to all occupiers it will count towards the standard in criterion 2.'
Map 10	63	In response to comment from ABP	Amend flood defence search zone to move it outside Port land
4.138	64	In response to comments by ABP	Amend second sentence: 'The defence should also be capable of maintaining <u>maintain</u> access to activities on its seaward side, including the Port.'
'Water infrastructure' section	66	In response to comments by the Environment Agency	Amend title of section: ' Water infrastructure '
4.143	66	In response to comments by Southern Water	Add sentence to end of paragraph: <u>'If this demonstrates that existing capacity is insufficient, the development must upgrade that capacity or connect off-site at the nearest point of adequate capacity.'</u>

Section/Para/ Policy	Page	Reason for change	Proposed change
4.144	66	In response to comments by the Environment Agency	Delete final sentence and replace it with amended text (underlined): 'Where relevant, development should have regard to the Water Framework Directive, and SuDS may help achieve this. In line with the Water Framework Directive, development must not lead to a deterioration in, and where possible contribute to 'good status' for, water quality. This will be relevant for the design of SuDs and waterfront sites. It is anticipated that statutory requirements will shortly be introduced with respect to SuDs, with the Council becoming the approval body.'
4.151	67	For clarity about areas involved (in response to comments by Natural England)	Add in extra text (underlined): 'Recreational disturbance on designated sites <u>in the Solent and New Forest</u> from an increase in population – an adverse effect is unlikely provided existing open space in the city is enhanced, and on site management measures for the designated sites are put in place.'
New paragraph after 4.155	67	In response to comments by Natural England	New paragraph to follow 4.155: <u>'To ensure no likely significant impact on European sites in the Solent and New Forest, the Council will ensure there is a clear process in place that will deliver the mitigation measures required to manage the level of visitor trips arising from new residential development in the city centre as it comes forward. The range of potential measures are set out in Appendix 2. For the Solent they can be as set out in the Solent Disturbance and Mitigation Project. For the New Forest they will also take account of the role of the New Forest National Park Authority, and the funding available for the New Forest Recreational Management Strategy (2010 – 2030). The level and type of mitigation will be set out by PUSH or the Council in a forthcoming document, taking account of Natural England's advice. As an alternative, development can demonstrate through its own habitat regulations assessment that a different level of mitigation measures is appropriate, and can provide its own package of mitigation measures. The measures taken as a whole will ensure the City Centre Action Plan has no likely significant effect on these European sites, and the efficacy of these measures will be monitored.'</u>
4.157	68	In response to comments by Business South	Amend text (changes underlined and struck through) to second sentence: 'A high standard of <u>locally distinctive</u> design will help shape a the city <u>as a unique and memorable place</u> which attracts people in to do business, live and visit.'

Section/Para/ Policy	Page	Reason for change	Proposed change
AP 16	68	In response to comments by SCAPPS and Business South	Amend first sentence: Development in the city centre should <u>will</u> deliver the highest standards of <u>sustainable development and design</u> in accordance with Core Strategy policy CS 13 <u>and CS 20</u> . It should <u>will</u> also:
AP 16	69	In response to comments by Business South and SCAPPS	Amend second bullet point 'relate well to the predominant scale and mass of existing buildings in the street, <u>and be of an adaptable form to respond to future uses</u> . Individual buildings on gateway and corner sites should <u>will</u> be designed to reflect their position and importance in the hierarchy of <u>the city centre's streets and spaces</u> .'
AP 16	69	In response to comments by Business South	Amend fourth bullet point: '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 <u>permeability and contribute to extending the city centre's 'green grid'</u> (see Policy AP12 and AP19)'
AP 16	69	In response to comments by Business South and SCAPPS	Amend fifth bullet point: ' seek to strengthen the unique distinctiveness of the city's heritage, through use of proportions, plot widths, contemporary interpretations of architectural <u>and landscape</u> styles and features, materials and colours that reflect the individual local characteristics of the urban quarters that make up the city centre'
AP 16	69	In response to comments by SCAPPS, English Heritage and Hammerson	Amend text on strategic views (7 th bullet point): – 'River Test from the Town Walls and from the bottom of Bugle Street and or, if possible, French Street (see paragraph 4.162) – Mayflower Park from the Town Walls (south of from <u>The Arcades and Cuckoo Lane area</u>)'
4.160	69	In response to comments by Business South	Amend text in first sentence: 'All proposals should demonstrate how they comply with the <u>sustainable development and design</u> principles in the Core Strategy policy CS 13 <u>and CS 20</u> and with supplementary guidance and any architectural <u>and landscape design</u> guidelines'

Section/Para/ Policy	Page	Reason for change	Proposed change
4.161	69	In response to comments by Business South	Amend third sentence: 'Where new streets <u>and spaces</u> are proposed these should enhance the legibility of the city centre by opening up new views of existing and new landmark structures, tall buildings, open spaces and the waterfront, and improve connections between urban quarters.'
4.162	70	In response to comments by Hammerson	Amend final sentence: 'High quality development may however be considered if the strategic view is <u>one of a number of similar views or</u> part of an open vista which is largely retained or where allocated sites cannot practically be developed without compromising the wider benefits of the development of allocated sites are considered to outweigh the harm to or loss of a strategic view.'
Map 11	71	In response to comments by Hammerson	Amend map to extend arrow showing view from Arundel Tower to water, remove overlapping arrow that extends further
AP 17	72	In response to comments by SCAPPS	Amend first paragraph: '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 <u>will</u> 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 should <u>will</u> be legible with an obvious pedestrian entrance and have a human scale to their base. Applications for tall buildings should <u>will</u> be supported by a visual impact assessment that includes day and night time views.'
AP 17	72	In response to comments by SCAPPS	Amend second bullet point: ' To provide an edge to <u>As individually designed buildings to provide variety adjoining</u> the Central Parks to increase the sense of enclosure and respond to the scale of the parks'
AP 17	72	In response to comments by Hammerson	Amend third bullet point: ' <u>As landmarks buildings along the waterfront and in the Western Gateway and on other appropriate sites subject to meeting the design principles for specific quarters to define a destination and mark new public spaces</u> '

Section/Para/ Policy	Page	Reason for change	Proposed change
AP 17	72	In response to comments by Hammerson	<p>Delete all policy text after third bullet point:</p> <ul style="list-style-type: none"> • on other appropriate sites subject to meeting the design principles for specific quarters <p>Individual landmark buildings and structures will be permitted:</p> <ul style="list-style-type: none"> • 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)
4.169	73	In response to comments by English Heritage	<p>Delete text in first sentence:</p> <p>'Buildings in the Old Town should respect the storey heights of neighbouring historic buildings and generally be less than five storeys in height in accordance with the Old Town Development Strategy (2004)'</p>
4.171	73	In response to comments by Business South	<p>Split paragraph in two and amend as follows:</p> <p><u>'All tall buildings should set exemplary standards in design; to achieve this a local design review, should be undertaken at pre-application stage to provide independent impartial advice to improve design quality. They must be designed with an appreciation and understanding of their context, both the skyline, including other tall buildings, and the streetscape. This is particularly important in the design of tall buildings around the Central Parks. Tall buildings up to 5 storeys only are permitted on St Mary's Place. Tall buildings will not be permitted on St Marys Street and Northam Road (see policy AP37).'</u></p> <p>New paragraph starting: '<u>They Tall buildings</u> will be refused where they would have an unacceptable impact in terms of overshadowing or would be overbearing on their surroundings.</p>
Map 12	74	In response to comments by SCAPPS	<p>Amend designation showing the edge of Central Parks – delete purple line by Kingsland and from New Road to South Front and add in line by Mayflower Halls.</p>

Section/Para/ Policy	Page	Reason for change	Proposed change
4.174	76	In response to comments by ABP	Add text to end of paragraph: <u>'The city centre also benefits from a dual carriageway route into the city centre from the M271 / M27, which also provides strategic access to the Port (see Map 13).'</u>
AP 18	76	In response to comments by the Solent LEP and Aviva	Amend bullet point 8: <u>'Manage Maintain a level of road access and off street car parking provision appropriate to encourage maintain an efficient transport network which achieves a significant switch to non car transport modes, creates high quality pedestrian / cycle routes and spaces, supports viable and attract new development, and promotes a relocation of commuter / visitor parking to the edge of the city centre.'</u>
AP 18	77	In response to comments by ABP	Add in extra bullet point, 9: <u>'Where relevant the Council will consider the benefits of the above measures to the city centre alongside the impact on access to the Port according to policy AP4'</u>
4.188	80	In response to comments by the City of Southampton Society	Add in new sentence before the final sentence: <u>'Car clubs and car sharing will be encouraged. Electric car charging points will be supported and encouraged using the guidance found in the Council's Parking Standards SPD.'</u>
New paragraph after 4.188	80	In response to comments by ABP	Add in new paragraph after 4.188 and before Map 13: <u>'Port freight – It is important to maintain appropriate access from the nationally important Port to the rest of the U.K by all modes, including by road in line with policy AP4. The rail and strategic and secondary road routes to the Port pass through the city centre (see Map 13). The first priority will be for access by rail and coastal shipping, where practical and viable.'</u>

Section/Para/ Policy	Page	Reason for change	Proposed change
AP 19	82	In response to comments by Business South	Amend first paragraph: Streets 'The Council will promote <u>an enhanced network of streets and spaces, including new or enhanced high quality strategic links (as shown on Map 14) that will link key destinations, new, existing and reconfigured spaces,</u> including those set out in the 'City Streets' programme. These will be pedestrian and cycle friendly, cater for people with reduced mobility, and create direct and clearly defined routes. Streets <u>The strategic links are:</u> [as before]
AP 19	82	In response to comments by ABP	Add extra sentence to final paragraph of ' Streets ': 'These strategic links will include high quality public realm; and where appropriate and practical will form part of the Green Grid. The Green Mile has particular potential to form an important part of the Green <u>gGrid. Where relevant, the detailed design of these strategic links will have regard to the benefits for the city centre and impact on the Port and meet policy AP4.'</u>
AP 19	83	In response to comments by LaSalle	Delete word: 'New developments along these strategic links will integrate with and facilitate their creation and provide active building frontages.'
4.190	83	In response to comments by ABP	Add extra sentence after first sentence: 'Where relevant, changes to the road network will be in accordance with policy AP 4 (<u>with regard to the nationally important Port</u>), recognising that the strategic links and improved connections will provide major benefits to the <u>locally / regionally important</u> city centre.'

Section/Para/ Policy	Page	Reason for change	Proposed change
4.192	83	In response to comments by Hammerson	Amend first sentence: ' <u>Provided the general alignment between key destinations is achieved, the precise routes of links iv. And v., within the MDZ, which involve the creation of new street layouts within the MDZ, will be determined further through specific development scheme plans. Link i. from the Central Station to the northern end of the main shopping area will include enhancements from both the northern station entrance along Blechynden Terrace / Kingsbridge Lane; and the southern station entrance along Western Esplanade.</u> '
5.2	91	In response to comments by Hammerson	Amend text in second sentence: 'It has been renamed <u>to avoid any confusion</u> because it <u>the zone</u> covers a number of the 13 quarters.'
5.4	91	In response to comments by ABP	Amend text: 'The MDZ can also include new residential communities provided flood risk is <u>and the Port are appropriately managed addressed (policies AP4 and AP15).</u> '
AP 20	92	In response to comments by ABP	Amend first sentence: 'Development within the MDZ as a whole, and within each phase of the MDZ, will follow a comprehensive planned approach which ensures that each phase integrates with surrounding phases of the MDZ and the wider city-centre <u>area</u> as follows:'
AP 20	93	In response to comments by ABP	Amend fourth paragraph: 'The remodelling of Western Esplanade, West Quay Road, Civic Centre Road and any other road within the MDZ which is in accordance with policy AP 18 (Transport) <u>and policy AP4 (Port)</u> will be supported where this enhances pedestrian and cycle movements and aids the successful development of the MDZ. For West Quay Road, policy AP 4 (the Port) will also apply. '
AP 21	94	In response to comments by ABP	Add new paragraph after second paragraph: ' <u>Development will be designed to avoid negative impacts on the Port unless outweighed by positive benefits to the city centre, in accordance with policy AP4.</u> '

Section/Para/ Policy	Page	Reason for change	Proposed change
5.14	95	In response to comments by ABP	Add extra sentence to end of paragraph: <u>'Development should be designed in accordance with AP4 (Port) where relevant: in the Western Gateway and close to West Quay Road.'</u>
5.18	96	In response to comments by ABP	Add final sentence to end of paragraph: <u>'To the south lies the Port and West Quay Road, part of the strategic access to the Port.'</u>
Design Guidance after 5.22	98	To reflect importance of archaeology	Add in extra bullet point after third bullet point: <u>'The quarter is within two Local Areas of Archaeological Potential; LAAP 7 'Bannister's Park' and LAAP 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).'</u>
Design Guidance after 5.22	98	In response to comments by ABP	Add in extra bullet point after fourth bullet point (to form final bullet point in Design Guidance): <u>'Development close to West Quay Road and key connections will be designed to avoid negative impacts on the Port unless outweighed by positive benefits to the city centre, as set out in policy AP4.'</u>
AP 22	98	In order to include all retail policies	Amend text: 'Office, residential, hotel, leisure, appropriate food / drink and retail uses which are ancillary to the Central Station itself or meet policies CS 3, AP 5 or, AP 6 <u>or AP 7</u> , will be promoted.'
AP 22	99	In response to comments by SCAPPS	Amend fifth paragraph: 'The public open space at Blechynden Terrace can <u>only</u> be redeveloped as part of a comprehensive scheme on the northern side of the Central Station which provides a greater overall amount of <u>enhanced</u> public open space, and including <u>so far as</u> where practicable <u>the same amount of</u> a green space or link.'

Section/Para/ Policy	Page	Reason for change	Proposed change
5.25	99	In response to comments by the Green Party	Add extra sentence before final sentence: <u>'Safe and secure cycle parking will be provided. If the coach station wishes to relocate towards the Central Station, to better integrate with local bus services, this will be supported.'</u>
5.30	101	In response to comments by ABP	Amend text in first three sentences: 'The Western Gateway sits entirely on land reclaimed during the 1920s to form the Eastern Docks. It forms the south western part of the MDZ. It lies to the south of West Quay Road, a busy dual carriageway which provides direct <u>strategic</u> access into the city centre and eastern docks <u>Port</u> from the motorway network.
5.35	102	In response to comments by ABP	Amend first and third sentence: 'The area will be redeveloped to <u>A redevelopment of the area will</u> create a high quality mixed use district with excellent connections to the Central Station, Heart of the City, and waterfront at Royal Pier Waterfront.' 'The City Cruise terminal may become a new waterfront destination, should the Port wish and be able to facilitate this <u>(although there are no plans to do so at present).'</u>
Design Guidance after 5.35	102	To reflect importance of archaeology	Add in extra bullet point after third bullet point: <u>'The quarter is within Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).'</u>
Design Guidance after 5.35		In response to comments by ABP	Replace fifth paragraph with: Opportunities for connections into, and views to, Berth 101 and the City Cruise terminal should be considered and where appropriate conserved <u>'Development and key connections will be designed to avoid negative impacts on the Port unless outweighed by positive benefits to the city centre, as set out in policy AP4'</u>

Section/Para/ Policy	Page	Reason for change	Proposed change
AP 23	103	In response to comments by LaSalle and ABP	Amend fifth paragraph and numbered bullets: ‘Residential and hotel development will be promoted adjacent to West Quay Road if <u>they are designed to</u> : 1. The development is <u>be</u> safe in terms of flood risk (in line with policy AP 15); and 2. A <u>avoid negative impacts on the Port unless outweighed by positive benefits to the city centre, as set out in policy AP4; creating an appropriate level of amenity is created for the residential/hotel occupants, including in relation to Port operations in line with AP 4. The layout will ensure the main aspect of residential uses are screened from or do not face the Port.</u> This is more likely to be achieved as a comprehensive redevelopment of all or a significant part of the Quarter.’
5.41	105	In response to comments by LaSalle??	Delete paragraph: ‘ West Quay Road is expected to remain a dual carriageway, but a selective or comprehensive narrowing of carriageways may be appropriate. ’
5.40	105	In response to comments by ABP	Add in text to final sentence: ‘The local viewing public spaces should be within the Western Gateway and set back from the Port boundary, to enable wider views of the ships, minimise <u>safety</u> / security concerns and ensure the space remains relevant to the development should the cruise line terminal relocate.’
Map 20	107	in response to comment by Henderson Global Investors and Berwick Hill Properties and ABP	Amend map to include Town Quay itself and 5-7 Town Quay within quarter boundary (up to the operational port) but not in the site boundary. Amend site boundary to follow development site boundary (with small buffer)
5.45	107	In response to comments by ABP	Add in extra text to second sentence: ‘West Quay Road / Town Quay runs along the northern edge of the quarter. It is a busy road <u>and part of the strategic access to the Port</u> carrying traffic to and from the eastern and western docks and cruise liner terminals as well as being used as a cross-city route.’

Section/Para/ Policy	Page	Reason for change	Proposed change
Design Guidance after 5.47	109	To reflect importance of archaeology	Add in extra bullet point after third bullet point: <u>'The quarter is within Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).'</u>
Design Guidance after 5.47	109	In response to comments by ABP	Add in new paragraph after fourth paragraph ('Flood defences...'): <u>'Development and key connections will be designed to avoid negative impacts on the Port unless outweighed by positive benefits to the city centre, as set out in policy AP4.'</u>
Key Connections after 5.47	109	In response to comment by ABP	Amend third bullet point: <u>'Maintaining the road connection between the Eastern and Western docks <u>appropriate road access for the Port</u></u>
AP 24	109	In response to comments by ABP	Amend text in first paragraph, final sentence: <u>'The redevelopment will include public open space at Mayflower Park and consider opportunities for a further marina-water basin and moorings.'</u>
AP 24	110	In response to comments by ABP	Add in extra bullet point: (x) <u>'Avoids negative impacts on the Port unless outweighed by positive benefits to the city centre, as set out in policy AP4.'</u>
5.50	110	In response to comments by the Environment Agency	Add text in fifth sentence: 'Reclamation should be considered to extend Mayflower Park and may be used elsewhere to deliver development land, subject to meeting nature <u>and marine environment</u> conservation requirements, and navigational consideration.'

Section/Para/ Policy	Page	Reason for change	Proposed change
5.57	113	In response to comments by ABP	Add sentence to end of the paragraph: <u>'To the south lies West Quay Road, part of the strategic access to the Port.'</u>
Design Guidance after 5.59	114	To reflect importance of archaeology	Add in new bullet point after fifth bullet point ('Materials should be...'): <u>'The quarter is within Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).'</u>
Design Guidance after 5.59	114	In response to comments by ABP	Add in new bullet point after seventh bullet point ('Development should respect listed buildings ...'): <u>'Development and key connections close to West Quay Road will be designed to avoid negative impacts on the Port unless outweighed by positive benefits to the city centre, as set out in policy AP4.'</u>
Key connections after 5.59	114	In response to comments by ABP	Amend final bullet point: The road connection between the Eastern and Western docks will be maintained <u>Maintaining appropriate road access for the Port</u>
AP 26	116	In response to comments by SCAPPS	Add sentence to end of bullet point c.: <u>'The setting of the grade II* listed park will be respected and enhanced.'</u>
Design guidance after 5.75	121	To reflect importance of archaeology	Amend fifth bullet point ('New development will need to ...'): New development will need to recognise the importance of the below-ground archaeology in the area <u>The quarter is within the Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area, which includes Saxon and Medieval cemeteries and associated occupation, in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).'</u>

Section/Para/ Policy	Page	Reason for change	Proposed change
Design guidance after 5.75	121	In response to comments by the Green Party	Add in extra text to second bullet point, first sentence: 'A vibrant waterfront should be created with continuous and attractive public access, active commercial frontages and terraces, <u>open spaces</u> , roof gardens and balconies facing on to the waterfront'
Design guidance after 5.75	121	In response to comments by the Green Party	Add in new bullet point after fifth bullet (New development will need to ...) ' <u>Development will protect biodiversity in line with policy CS 22</u> '
Key connections after 5.75	122	In response to comments by Alec Samuels	Amend final bullet point: 'From Ocean Village, via an attractive new <u>continuous</u> waterside walkway and cycle way <u>to the football stadium</u> ; and from the Oxford Street area towards <u>Chapel Riverside Town Depot</u> '
AP 27	122	In response to comments by SCAPPS and English Heritage	Amend second paragraph, final sentence: 'Development should <u>will</u> respect the site's archaeology and <u>respect and enhance built</u> heritage in line with policy CS 14.'
AP 27	122	In response to comments by Hammerson	Amend third paragraph: 'The development will include a mix of uses, which can include all or some of the following: leisure; food and drink uses; residential; office; hotel; marine employment; education / skills; ancillary or appropriate retail <u>ancillary to development or which meet policies CS 3, AP 5, or AP 6 or AP 7</u> .'
5.77	122	In response to comments by English Heritage	Add text to final sentence of paragraph: 'The design should respect <u>and enhance</u> the setting of the American Wharf and Cross House listed buildings, and where feasible reflect the wider maritime history of the area.'
5.91	126	In response to comments by ABP	Add in extra bullet point to end of list: <ul style="list-style-type: none"> • <u>To the south lies Town Quay Road, part of the strategic access to the Port</u>

Section/Para/ Policy	Page	Reason for change	Proposed change
Design Guidance after 5.94	127	To reflect importance of archaeology	Add in extra bullet point after first bullet point: <u>'The quarter is within the Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).'</u>
Design Guidance after 5.94	127	In response to comments by ABP	Add in new bullet point after tenth bullet point (Views of the Town Walls...): <u>'Development access and key connections will be designed to avoid negative impacts on the strategic route to the Port unless outweighed by positive benefits to the city centre, as set out in policy AP4.'</u>
AP 29	131	In response to comments by SCAPPS	Add in extra numbered bullet to end of policy: 1. <u>'Development respects and enhances the setting of the grade II* listed park.'</u>
AP 30	132	In response to comments by SCAPPS	Amend text in second paragraph, second and third sentences: 'Development should <u>will</u> be small scale, have no negative impact on the Town Walls or their setting; and retain views looking into and out from this part of the Old Town. If development cannot be achieved which meets these criteria, Castle Way car park should <u>will</u> provide new public open space.
AP 31	133	In response to comments by SCAPPS	Amend text in first paragraph, third sentence: 'Development at ground floor level should <u>will</u> provide active frontages with residential and offices confined to the upper floors.'
Design Guidance after 5.121	136	To reflect importance of archaeology	Add extra bullet point after first paragraph: <u>'The quarter is within two Local Areas of Archaeological Potential; LAAP 7 'Bannister's Park' and LAAP 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).'</u>

Section/Para/ Policy	Page	Reason for change	Proposed change
5.125	139	In response to comments by ABP	Add in text to final sentence: '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 (<u>all part of the secondary access to the Port</u>) and to the south running through the Quarter is New Road, all of which have a major impact on pedestrian connectivity.'
Design Guidance after 5.128	140	To reflect importance of archaeology	Add in extra bullet point after fourth bullet point (Accessibility and connectivity...): <u>'The quarter is within the Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).'</u>
Design Guidance after 5.128	141	In response to comments by ABP	Add in extra bullet point to end of section: <u>'Development access and key connections will be designed to avoid negative impacts on the secondary access to the Port unless outweighed by positive benefits to the city centre, as set out in policy AP4.'</u>
AP 33	141	In response to comments by SCAPPS	Amend policy text in fourth paragraph, first sentence: 'Development will be designed to <u>respect and</u> enhance the setting of the <u>grade II* listed</u> parks and improve the connectivity with the surrounding area making it more accessible to pedestrians and cyclists and providing a more attractive public realm.'

Section/Para/ Policy	Page	Reason for change	Proposed change
5.141	146	In response to comments by Martins Rubber, the 1865 club and ABP	Amend list of uses (new text underlined): <ul style="list-style-type: none"> • Residential – including Holyrood Estate, town houses and flats above shops (Oxford Street area) • Restaurants, cafes and <u>bars and clubs</u> • Low rise light <u>and general</u> industrial and warehouses. • High rise blocks containing offices and student accommodation around Dukes Keep • College Street car park • Small scale shops on Queensway. • <u>The strategic and secondary access roads to the Port, which lies to the south.</u>
Design Guidance after 5.142	147	To reflect importance of archaeology	Add in extra bullet point after second bullet point (Development should respect the character and setting of buildings...): <u>'The quarter is within the Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).'</u> '
Design Guidance after 5.142	147	In response to comments by ABP	Add in new bullet point at end of section: <u>'Development access and key connections will be designed to avoid negative impacts on the strategic and secondary access routes to the Port unless outweighed by positive benefits to the city centre, as set out in policy AP4'</u>

Section/Para/ Policy	Page	Reason for change	Proposed change
AP 35	147	In response to comments by Hammerson and SCAPPS	Amend text in first paragraph: 'Land around Duke Street, Richmond Street and College Street is allocated for mixed use development. Acceptable uses include residential, student accommodation, offices, media/creative industries/workshops, food and drink, ancillary small scale retail, hotel uses. Development should <u>will</u> .'
Map 27	149	In response to comments by MDL	Amend map to exclude Port land. Change development site to only cover Promontory site i.e. to exclude Cineworld (where there are no plans for redevelopment) and Admirals Quay site (under construction) and label as Promontory Quay
Design Guidance after 5.152	150	To reflect importance of archaeology	Add in extra bullet point after second bullet point (Development should respect the setting...): <u>'The quarter is within the Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).'</u>
Design Guidance after 5.152	150	In response to comments by ABP	Add in new bullet point to end of section: <u>'Development and key connections will be designed to avoid negative impacts on the Port unless outweighed by positive benefits to the city centre, as set out in policy AP4.'</u>
AP 36	151	In response to comments by MDL	Amend text in first paragraph: 'Development <u>in this quarter</u> will be supported which enhances Ocean Village as a high quality waterfront destination by promoting a mix of uses for employment, residential and leisure development which can include all or some of the following uses: offices; food and drink; leisure; hotel; water based recreation; residential; <u>appropriate retail ancillary shopping to development or which meets policies CS 3, AP 5, AP 6 or AP 7 shopping.</u> '
AP 36	152	In response to comments by ABP	Add in bullet point h). <u>'h) is designed to avoid negative impacts on the Port unless outweighed by positive benefits to the city centre, as set out in policy AP4.'</u>

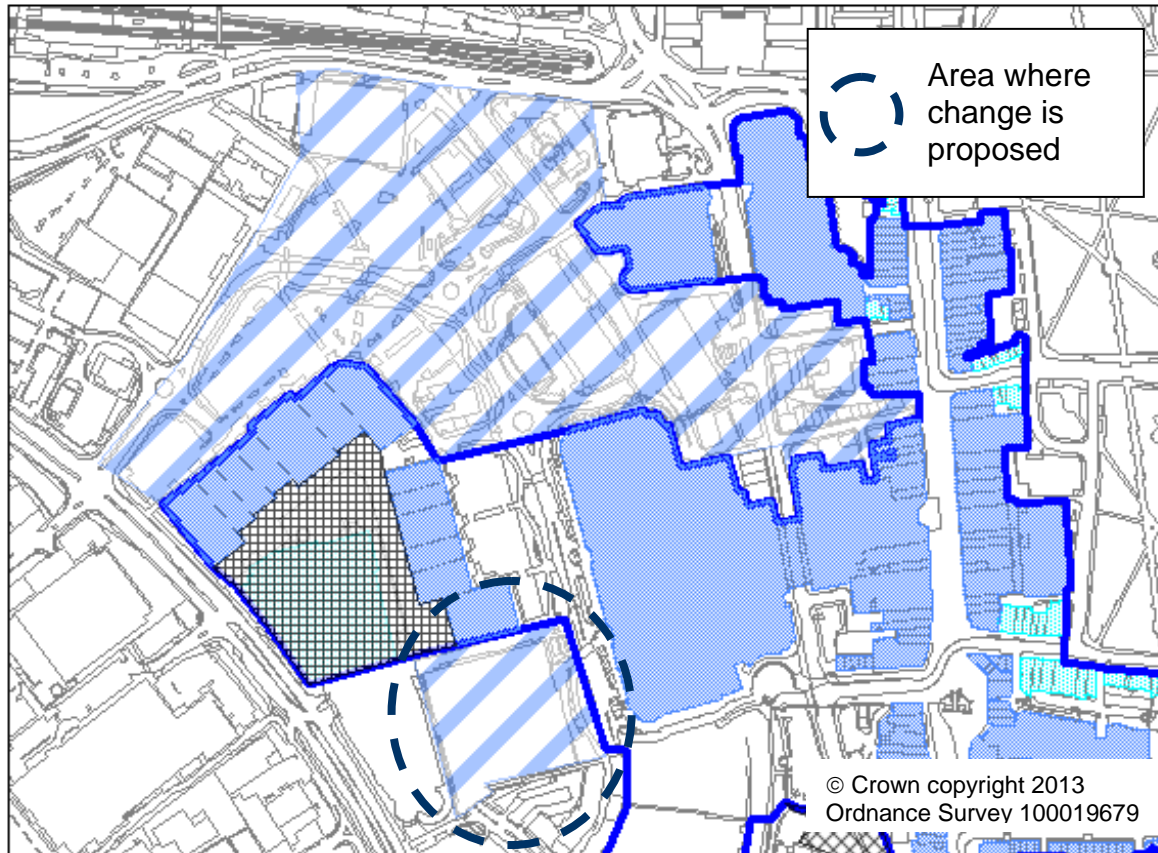
Section/Para/ Policy	Page	Reason for change	Proposed change
5.157	152	In response to comments by MDL	Add sentence to end of paragraph: <u>'Any loss of offices should be in accordance with Policy AP 2.'</u>
5.160	154	In response to comments by ABP	Add in text to final sentence: 'The quarter is separated from the city centre core by Kingsway, a busy dual carriageway (<u>part of the secondary access to the Port</u>), from Newtown & Nicholstown by the Six Dials road junction and from the riverfront by the railway line to the docks.'
Design Guidance after 5.164	155	In response to comments by CgMS	Amend first bullet point: 'Development on St Mary Street and Northam Road should be fine grain, predominantly two to four storeys (or equivalent) in height, <u>except of up to 5 storeys on St Mary's Place</u> , and with consistent building lines.'
Design Guidance after 5.164	155	To reflect importance of archaeology	Add in extra bullet point after second bullet point: <u>'The quarter is within the Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).'</u>
Design Guidance after 5.164	156	Update to reflect dismantling of gas holders; and in response to ABP	Delete final bullet point and add in new bullet point at end of section: <u>The Health and Safety Executive must be consulted on relevant developments within 300 metres of the Transco PLC Southampton Holder Station on Britannia Road</u> <u>'Development access and key connections will be designed to avoid negative impacts on the secondary access route to the Port unless outweighed by positive benefits to the city centre, as set out in policy AP4'</u>
AP 37	157	In response to comments by SCAPPS	Amend text in bullet point (vii): 'Development should respect and enhance the setting of the <u>grade II* listed parks</u> '

Section/Para/ Policy	Page	Reason for change	Proposed change
Design Guidance after 5.174	161	To reflect importance of archaeology	Add in extra bullet point after first bullet point: <u>'The quarter is within two Local Areas of Archaeological Potential; LAAP 7 'Bannister's Park' and LAAP 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).'</u>
6.6	165	In response to comments by Hammerson	Add extra text to end of the paragraph: <u>'In terms of determining planning applications the Master Plan has the status of background evidence which may be a material consideration where it is consistent with the Action Plan. The floorspace figures in the master plan are based solely on a broad brush consideration of physical capacity / design and are indicative only.'</u>
Appendix 5 Existing spaces	210	In response to comments by the City of Southampton Society	Add text: Watts (West) Park <u>and Enkom Corner</u>
Policies Map, throughout	All	Correction	Amend city centre boundary (see minor modifications on main document, map 15)
Policies Map, list of maps, maps 2 - 5	5, 7-10	For consistency with main document paragraph 4.32	Amend description of topic maps to: 'Employment, transport, <u>explosive safeguarding zone</u> and minerals and waste (maps 2 - 5)'
Policies Map, maps 2 - 5	7-10	For consistency with main document paragraph 4.32	Add in Explosive Safeguarding zone designation to Employment, transport, <u>explosive safeguarding zone</u> and minerals and waste maps. Zone shown in Appendix 1
Policies Map, map 6 - 9	11 – 14	In response to comment from ABP	Amend flood defence search zone to move it outside Port land (see main modification on main document, map 10)
Policies Map, map 18, 20	23, 25	In response to comment from Hammerson	Add in additional Area of Search on West Quay multi-storey car park to the Retail and Night Time Economy map (see main modification on main document, map 4). Shown in Appendix 1

Section/Para/ Policy	Page	Reason for change	Proposed change
Policies Map, map 20, 21	25, 26	In response to comment from Henderson Global Investors and Berwick Hill Properties	Extend Royal Pier Waterfront evening zone to include 5- 7 Town Quay road to the Retail and Night Time Economy map (see main modification on main document, map 6)
Policies Map, map 28 (policy AP 24)	32	In response to comments by ABP, Henderson Global Investors and Berwick Hill Properties	Amend site boundary for Mayflower Park and Royal Pier to follow development site boundary and amend quarter boundary (see main modifications on main document, map 20). Shown in Appendix 1
Policies Map, map 30 (policy AP 26)	33	Consistency with policy AP 26 and para 5.66	Extend development site North of West Quay Road to include all retail sheds (Decathlon unit and block from SCS to JD Sports).
Policies Map, map 40 (policy AP 36)	38	In response to comments by MDL	Amend development site at Ocean Village to only cover Promontory site (see main modifications on main document, Map 27)

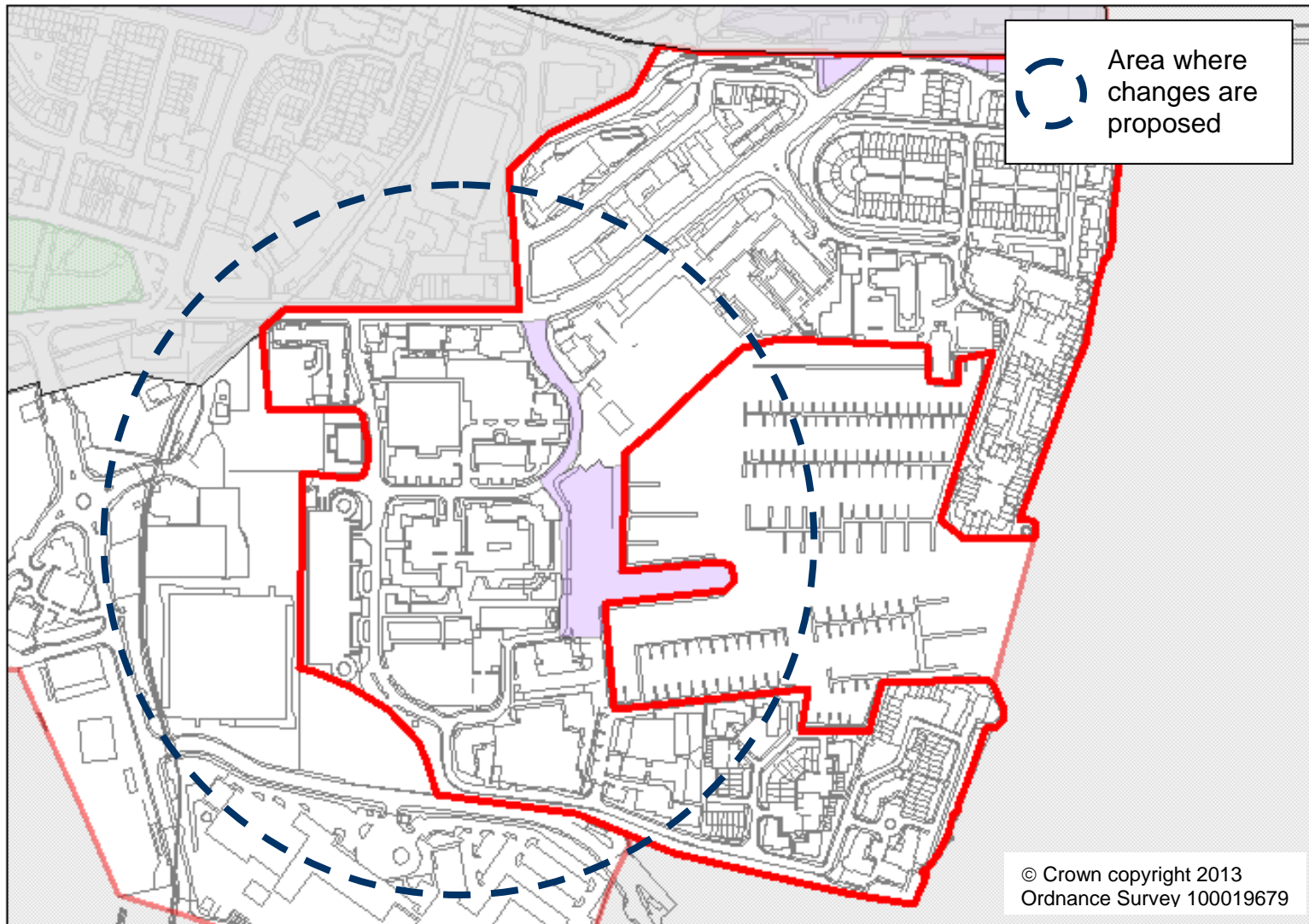
Appendix - Significant Policies Map changes proposed

1. Extension of the Area of Search to include new area south of West Quay Retail Park (see main modifications for map 4 in the CCAP document and maps 18 & 20 in the Policies Map):



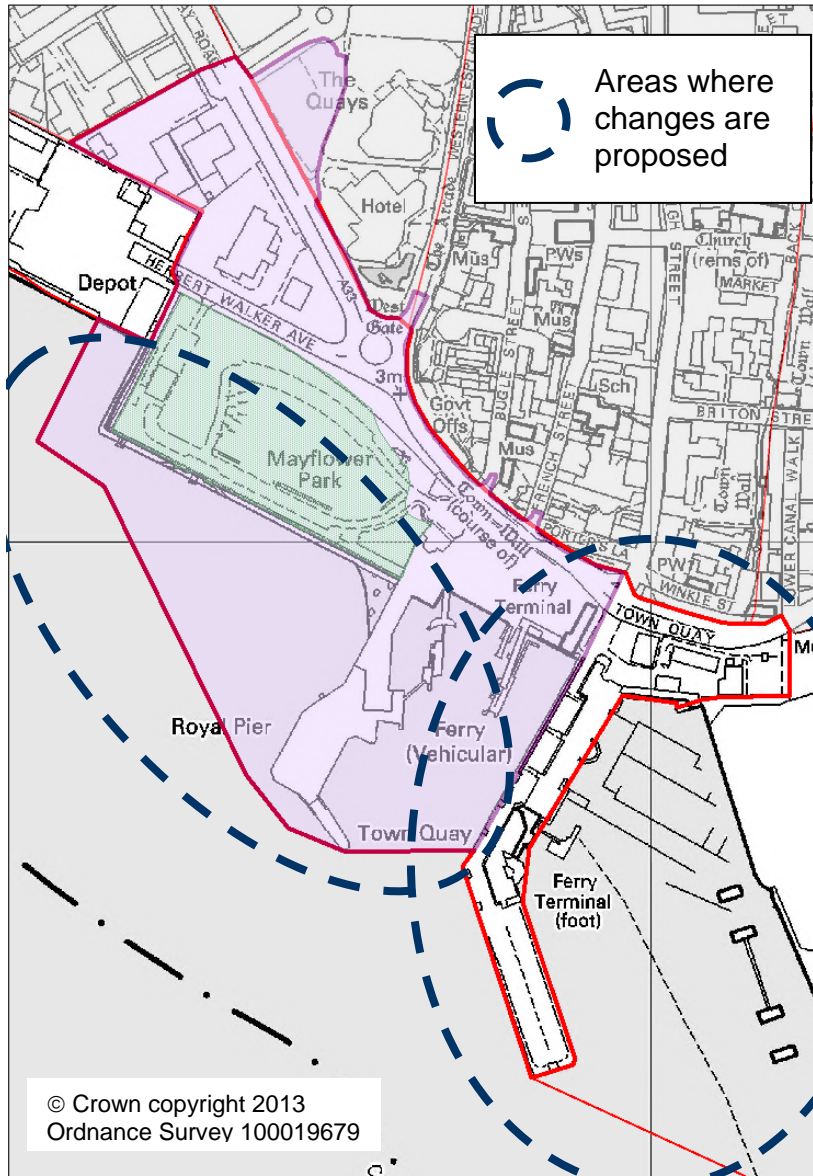
(Excerpt of revised map 18, Policies Map showing selected retail designations)

2. Amendments to Ocean Village quarter boundary and development site (see main modifications for map 15 in the CCAP document):

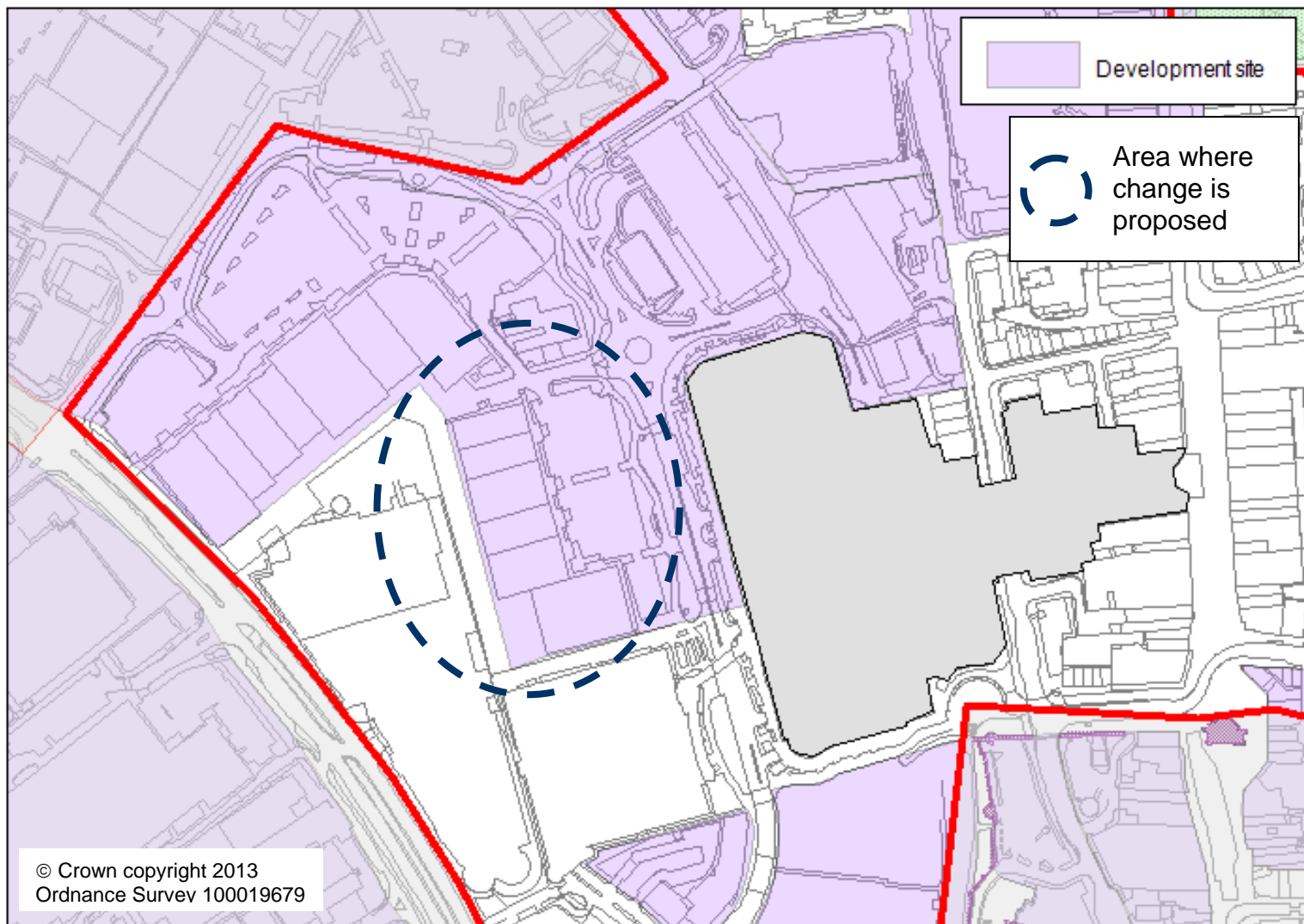


(Revised map 27, CCAP main document)

3. Amendments to Royal Pier Waterfront boundary and development site (see main modifications for map 25 in the CCAP document and map 20 in the Policies Map):

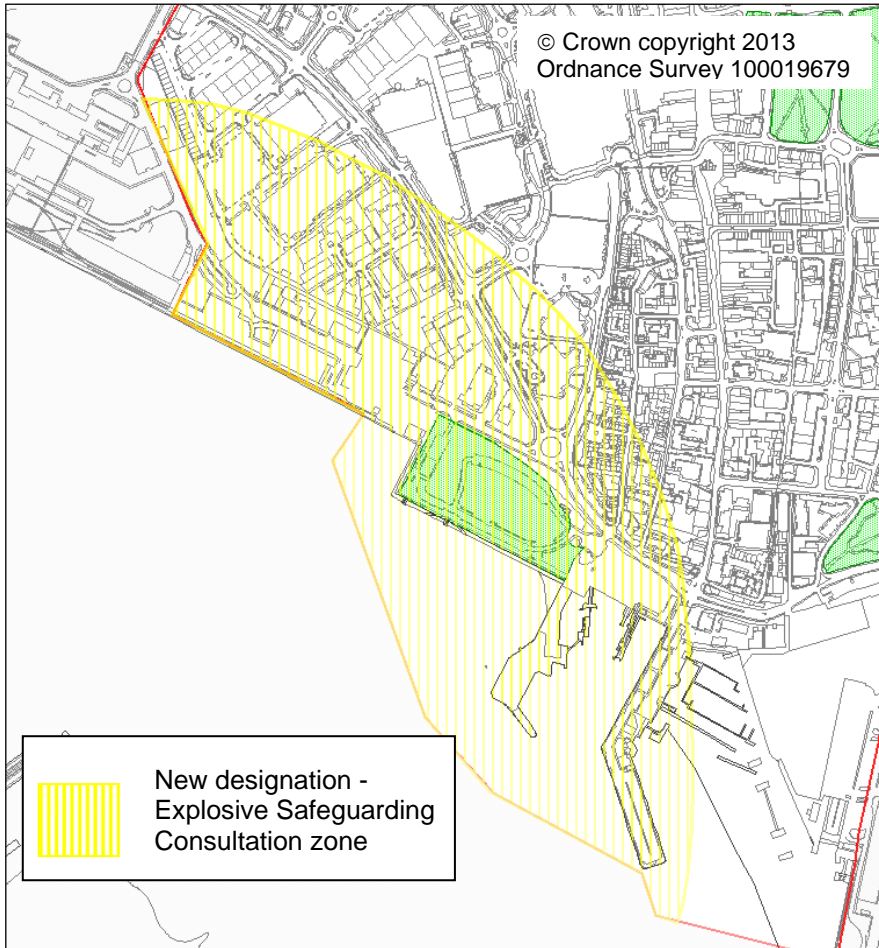


4. Expand Harbour Parade development site to include all retail units in West Quay Retail (see main modifications for map 30 in the Policies Map):

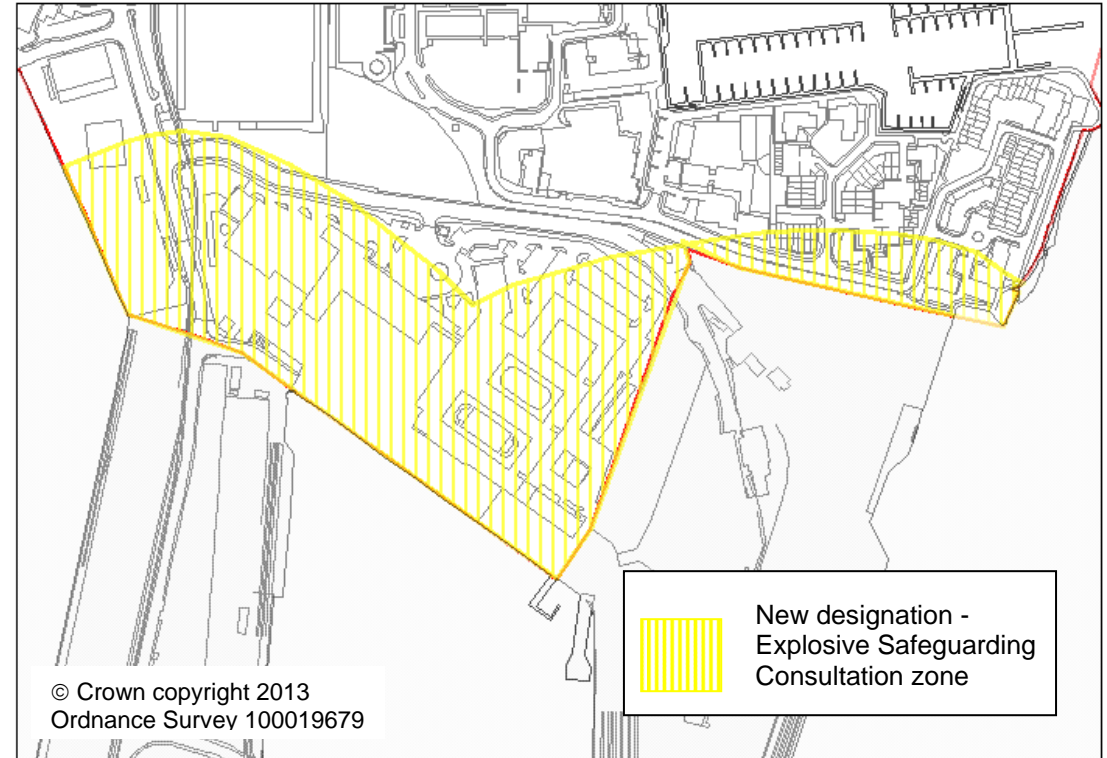


5. Add in Explosive Safeguarding zone (exact boundaries to be confirmed on Adoption) (see main modifications for maps 2 - 5 in the Policies Map):

Around Marchwood Sea Mounting Centre:



Around Eastern Docks:



6. Amend Western Gateway quarter boundary (see minor modifications for maps 15 -17 & 19 in the CCAP document and map 27 in the Policies Map):

