

3

3. THE CURRENT URBAN FORM**3.1 TOWNSCAPE STRUCTURE****3.1.1 Context**

Southampton has a population of 216,031 within the city boundary (Office for National Statistics MYE 1998) and a workforce of some 98,000 employees. It draws from a wider population of 4.4 million within a 80 kilometre (50 mile), 1 hour travel time catchment. Key employment sectors include marine activities, financial, business and retail services. Southampton University, the Chilworth Research Centre and Southampton Oceanographic Centre are a key focus for research and development activities (Roger Tym & Partners 1998).

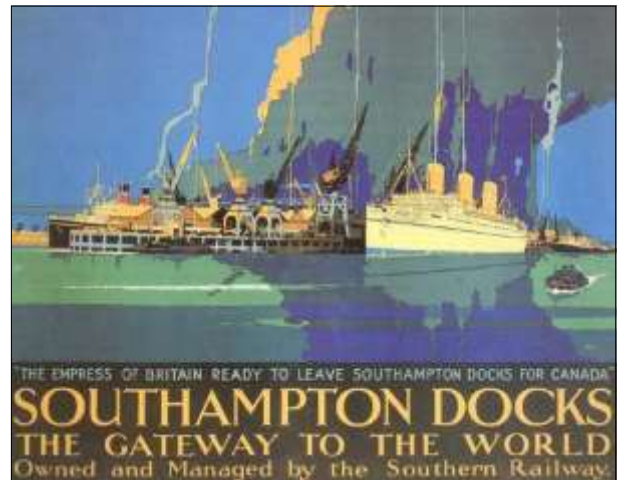


The underlying topographic structure of Southampton's peninsula

The city is well served by a surrounding motorway network with the study area being accessed from the

west by the M27 and M271 and from the north by the M3 and the M27. From the east, vehicular access from across the River Itchen is via the A3025 Toll Bridge that provides a direct link into the heart of the city centre.

Set at the confluence of the Test and Itchen rivers, the city's underlying topography is in the form of a broad peninsula that leads southwards to the Solent. The most significant level changes occur on the western side of this landform adjacent to the Civic Centre. This provides both generous views westwards across the docks along with the steepest route for pedestrians walking from the Central Station up to the city centre.



Southampton's historic role as an International Gateway to the World

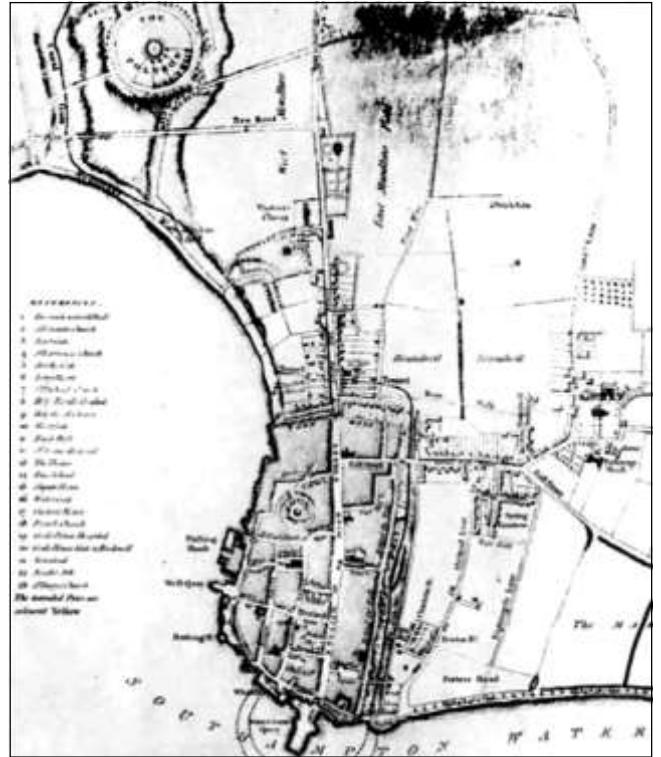
The peninsula's sheltered position and surrounding prolonged high tide has ensured Southampton's role as the main port on Britain's south coast for many centuries. The waterfront has traditionally provided the most spectacular point of arrival to the city for both local ferry traffic and international cruise liners.

Furthermore, the port has developed a national reputation as gateway to the world for both international trade and passenger traffic and the associated scale and mass of the shipping and dockside architecture has made probably the most significant contribution to the underlying character and image of the city.

HISTORIC PLANS MARKING THE GROWTH OF SOUTHAMPTON



1611 - Speed's Map



1791



1846 - Royal Engineer's Map



1870 - Ordnance Survey Map

3.1.2 Historic Development

Analysis of the historic maps portraying the development of the city shows the focus of early growth to be at the converging point of the main valleys of the Hampshire basin. The pattern of subsequent growth initially moved

northwards, then to the east with the creation of the eastern docks and then to the west with the reclamation of estuary land for further dock expansion.

The John Speed map of 1611 (which is not an accurate map) shows a network of streets on a (general)

NorthSouth East-West axis. It also shows suburban occupation spreading northwards from the Bargate and westwards towards St. Mary's Church. The details are not to be relied on. John Speed never visited the town, and the original map was produced as an addendum to the map of the Isle of Wight. The western and southern boundaries of the town are defined by the waterfront.



The frontage of the West Town walls, now the Western Esplanade

Occupation continued to be centred mainly within the town walls, supported by outlying villages (e.g. Hill, Shirley, Redbridge) until the 18th century, when Southampton became a popular Spa Resort. This led to further northward expansion (with the partial construction of the Polygon), and the construction of resort-based facilities such as the Long Rooms on Western Esplanade, and the bathing areas on the waterfront.

The 1846 Royal Engineers Map shows the construction of the new railway terminal (begun in 1840), and the gradual expansion of the Eastern Docks (begun in 1838). However, it is still possible to see that the pattern of the medieval core has remained largely unchanged. The streets and tenement boundaries still reflect the layout of the Medieval Town, although the population had increased from around 1000 to some 6,000+ people.

It is from this period that the town begins its period of rapid expansion to the east and north, with the construction of large-scale housing developments in St. Mary's, Newtown, Nicholstown and Northam. During this

period plots of land were bought up by speculative developers and developed to cater for the growing population of immigrants who found work in the expanding port.



Comprehensive rail infrastructure and the berthing of cruise ships close to the centre of the city represent the original character of the eastern docks.

This brief overview, using only partial evidence from selected maps, shows that the building pattern of the central area remained largely unchanged until the mid-19th century, when Southampton enjoyed a period of massive growth and change. The basic urban form established in the medieval period remained visible up to the beginning of the 20th century, when changes began to take place in the northwestern corner (the former site of the Castle). These changes were brought about by the need to combat extreme overcrowding and poor sanitary conditions which led inevitably to disease among the population. However, the major changes to the town took place after the Second World War, during which severe damage was inflicted on the town and some 2000 people lost their lives. It was directly as a result of the post-war re-building that the urban form of the town changed, with the former medieval street and tenement patterns being lost over large areas. These changes have continued as a result of the economic base of the city (Southampton was made a city in 1964) changing, with the importance of the liner trade diminishing and the changes in the way in which goods were brought into the city.

EXISTING GREEN SPACES



EXISTING



CURRENT OPPORTUNITIES FOR CHANGE



COMBIN



3.1.3 Scale and Urban Components

The Urban Design Strategy boundary covers approximately 300 hectares of the central area. It includes the city's central retail core, civic, administrative, and cultural areas, the Old Town, parks and waterfront areas along with western and eastern districts adjacent to the commercial docks. As noted from the historic development, this area contains a diversity of urban grain and form that relate to both the historic and current activities and roles of the city.



The strong character and geometric plan of the Central Parks from Brunswick House

Within the area, the Central Parks comprise the largest area of contiguous open space, as shown on the Existing Green Spaces diagram, covering some 21 hectares of Grade II listed parkland.

The Existing Urban Grain diagram illustrates the variety of spatial form at ground level across the city centre. The tightest 'grain' is found within the historic core of the city, known as the Old Town. Within the Town Walls that date largely from the 14th century, the townscape is comprised of a network of narrow streets linked to the wider High Street and, with the exception of a few high rise buildings, has a maximum height of 2 - 3 storeys.

The remaining part of the central core of the city has buildings of a larger scale and provides a focus for the



Tight grain of the Old Town from Castle House

main retail activities of Southampton. This area was badly damaged during the Second World War and substantially redeveloped in the 1950's and 60's with a more open network of streets of buildings between 2 and 5 storeys.

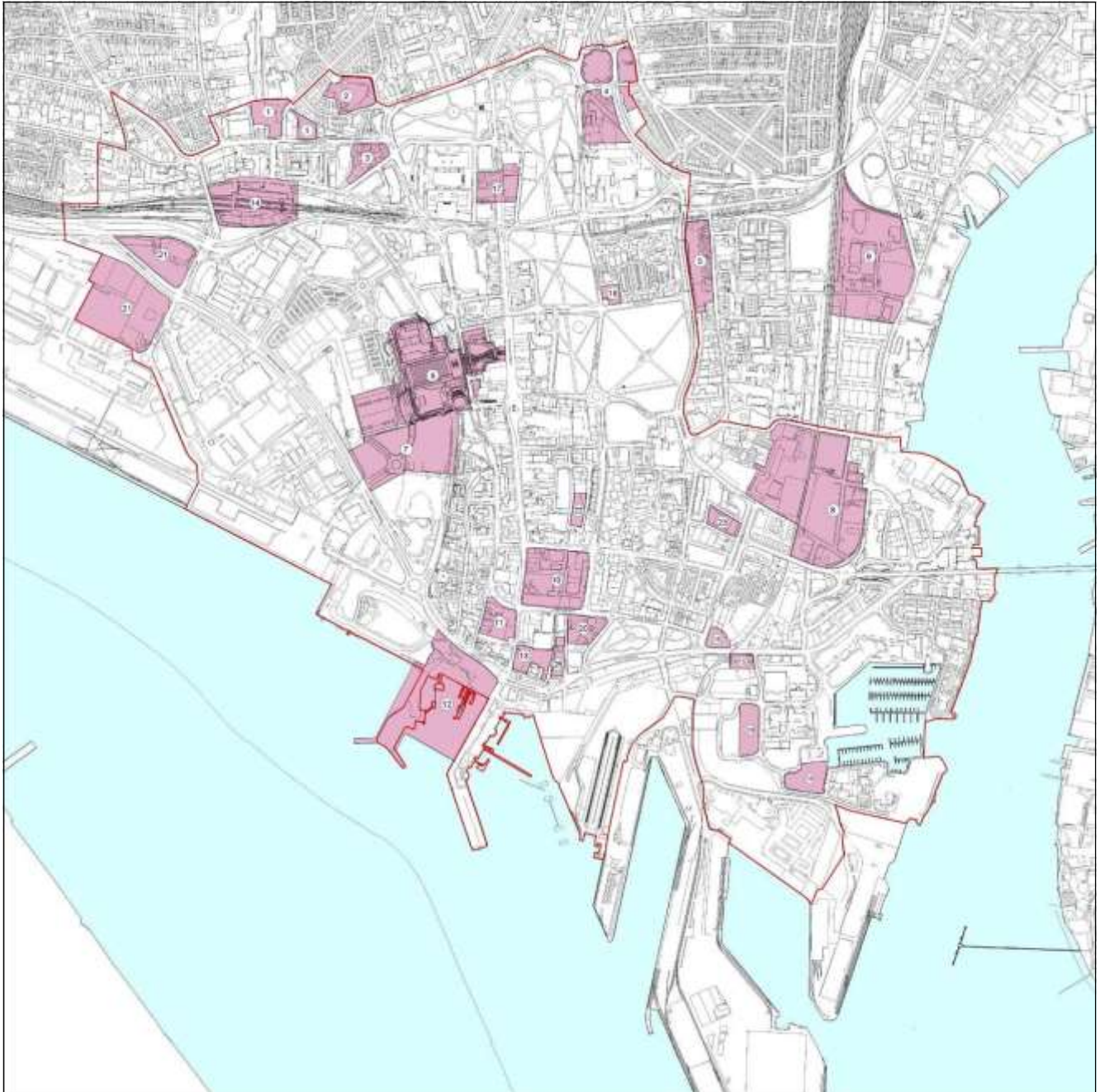
The western and eastern 'peripheral' areas are the most recent areas of the city centre and have the coarsest urban grain. They include buildings of a larger scale for a range of uses, rising in height up to 10 storeys.



Loose grain and large massing of the western area of the city from Norwich House

This demonstrates that within the central area there is not only a diversity of two dimensional grain, but also three dimensional form which is further reinforced by the variety of designs and materials. There is no predominant Southampton scale characteristic.

CURRENT OPPORTUNITIES FOR CHANGE SITES WITHIN THE CITY CENTRE *



Based on the Ordnance Survey's 1997 map with the permission of the Controller of Her Majesty's Stationery & Printing. reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Southampton City Council 04/2006 1997



LEGEND

1 Commercial Road	7 West Quay Phase 3	13 Winkle Street	19 Marine science Park	25 Lower Canal Walk
2 Polygon Hotel	8 Andersons Road	14 Central station	20 Customs House	
3 Mayflower Plaza	9 Stadium	15 Dock House	21 Norman Offer	
4 Charlotte Place	10 Fruit and Veg market	16 South Western House	22 Back of the walls NCP	
5 Bellway Scheme	11 St Johns School	17 Tyrell & Green C&A / Guildhall Square	23 Duke St / Richmond St	
6 West Quay	12 Royal Pier Waterfront	18 Henty Ford	24 Ocean Way	

* As at January 1999

3.1.4 Current Opportunities for Change sites

The Current Opportunities For Change Sites drawing indicates a number of strategic opportunities for the city, (identified in the local plan) particularly focusing on the potential to reinforce the structure of the urban form at key locations. When integrated with the current pattern of development and open space, the Combined Urban Elements diagram, shown on the previous page, highlights significant projects that can contribute to the realisation of a much stronger urban form for the city. For instance, some of the potential development sites can make a contribution to the creation of gateways and thresholds into the city centre whilst others can contribute to a greater linkage between pedestrian streets and public spaces.

The key opportunity sites are well placed around the city core. From the north Charlotte Place can reinforce both a sense of arrival and contribute to linking the Central Parks and city centre with the neighbouring district of St. Mary's.

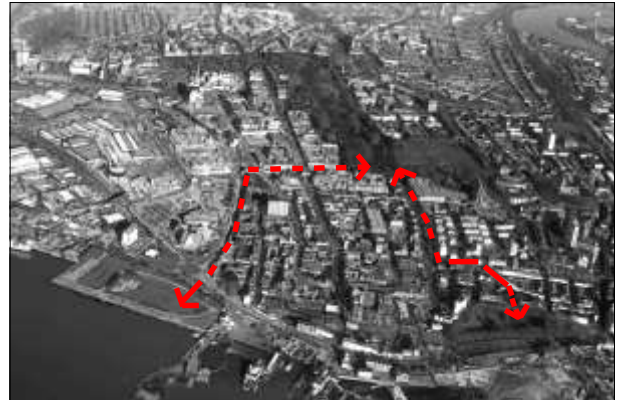


*Development work on West Quay Phase 2 (Shopping Centre)
March 1999*

Significant redevelopment is currently taking place on the western edge of the central retail core of the city with West Quay Phase 2. From the south, the Royal Pier, Town Quay and Mayflower Park site offers an unprecedented opportunity to mark the gateway to the city from the sea and strengthen links along the waterfront. From the east, the Anderson's Road site can provide an opportunity to link the eastern area of the city with the waterfront and reinforce the eastern threshold into the city core.

Highway and environmental improvements along the Western Approach may also provide a stronger arrival

sequence into the western edge of the city centre and provide greater visual and physical cohesion to this area.



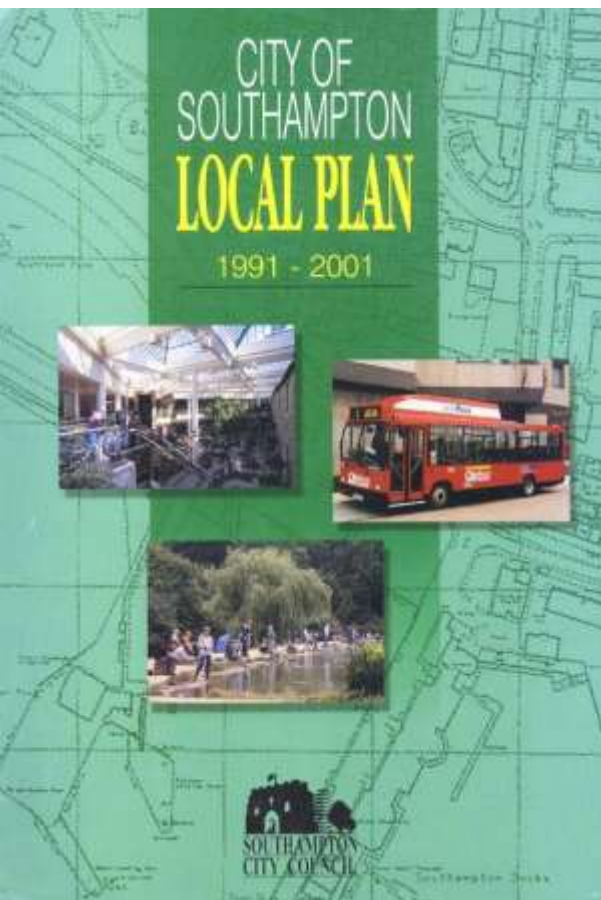
Poor connectivity between existing green spaces within the city centre

The public realm network of the city would clearly benefit from opportunities to improve key locations, spaces and links. As seen, the existing configuration of open space is concentrated on the eastern side of the city's core with the Central Parks and there is limited connection through to Mayflower Park on the waterfront. This current imbalance and limited linkage should be addressed with the key opportunities to refurbish Guildhall Square and the environs of the Civic Centre, connect with the initial TPP refurbishment works and the proposals for the Above Bar Precinct along the central north-south spine. In addition new prominent urban spaces, supporting a greater diversity of activities, should be created around the Bargate, the Town Walls, across to West Quay Phase 3 and along the Western Esplanade providing the opportunity to link through to Mayflower Park.

Development opportunities within the Old Town to reinforce the central spine of the city and contribute to reconnecting the waterfront include the Fruit and Vegetable Market, the St. John's School site and the Winkle Street development. These projects could provide further public spaces that would significantly enhance both the visual and physical structure of the southern section of the High Street and provide clear links through to the Town Quay and waterfront. It is clear therefore that there are a number of opportunities around the city centre to introduce, improve and link a network of public spaces over time. Some are directly linked to development, others are more 'stand alone' possibilities.

3.2 POLICY ANALYSIS

3.2.1



National Planning Guidance

The Town & Country Planning Act (1990) requires Local Authorities to include in their development plan policies in respect of:

- a) the conservation of the national beauty and amenity of the land; and

The plan deals primarily with the broad 're-structuring' of the centre, required in order to enable it to compete with out-of-town shopping developments and make it a viable and distinct place. This involves major new shopping development (West Quay), promoting diverse activity and encouraging residential development whilst protecting the city's heritage and townscape. The overall structuring principles are illustrated, including roads, development areas, green spaces and waterside.

The plan deals with land-use and recognises that further guidance is required on design in order to enable Southampton to achieve its potential as the regional centre.

Detailed consideration to the built environment is given in

- b) the improvement of the physical environment.

Government advice on the importance of design in the planning system can be found in PPG's, circulars and other advisory documents, e.g., "By Design, Urban Design in the Planning System: Towards Better Practice". The newly published Urban White Paper acknowledges the importance of design in making cities places where people wish to live.

Annex 1 of PPG1 sets out the primary urban design considerations that Planning Authorities should address. In particular, the guidance refers to the role of Supplementary Planning Guidance (SPG) as a vehicle for urban design briefing of development. It also stresses the need for improving the illustrative material submitted alongside planning applications in order to allow urban design issues to be fully addressed.

The role which this urban design strategy is intended to play is that of SPG to help both planners and applicants consider how their proposals fit into a wider spatial framework.

3.2.2 The City Of Southampton Local Plan

The existing policy context for design in Southampton lies in the adopted Local Plan. The plan was prepared prior to the re-emergence of urban design as a major element of planning policy in the early to mid-1990's and therefore reflects the limited powers and urban design culture which Local Authorities had at this time. Nevertheless the Plan, which is in the process of being reviewed, makes positive suggestions and many of its concepts and structuring principles remain relevant.

Chapter 5 of the Local Plan on Quality of the Built Environment. The chapter is primarily concerned with conserving the historic buildings and areas in the city. Where guidance is given for development, this is largely in terms of limiting its impact on the built heritage – conserving areas of distinct or special character.

Policies specifically for the Central Area are provided at ENV7, seeking to conserve areas of historic and architectural interest. Other sections deal with sustainability issues, such as development in flood risk areas, energy conservation and sources, noise and air pollution.

In essence the plan forms a conventional sectoral approach to guiding future development. It is the gap in

spatial and three-dimensional form which this urban design strategy seeks to fill.

3.2.3 Supplementary Guidance and Design Briefs

Southampton City Council has rarely used Supplementary Planning Guidance or design briefs, normally preferring to work with developers and their designers on schemes in a reactive dialogue, rather than strongly proactive way. The historic approach has placed much greater emphasis on the developer and designers interpreting policies on a site by site basis rather than seeking to fit within a strong urban design framework. Not only does this achieve less cohesive environments with a clear identity, it also necessitates developers committing greater resources up-front when there is still a risk of refusal. In itself this can make for an adversarial process, with applicants reluctant to adapt proposals in response to planning authorities comments.

Comparison may be drawn with the City of Birmingham, where a City Centre Design Strategy was prepared as an overarching framework to address its poor image and weak sense of place. This in turn guides design policies in the Unitary Development Plan (UDP), together with layers of supplementary planning guidance (SPG) in the form of 'quarter strategies', site briefs and topic specific advice,

such as public realm guidelines. The UDP acts as an umbrella and co-ordinating framework for SPG and design briefs. SPG and specific briefs relate policies to local considerations and provide the opportunity to elaborate on requirements more fully. This mechanism has achieved considerable success in transforming the nature of central Birmingham over the last decade.

In Southampton, the City Centre Design Strategy as SPG can begin to address the absence of strategic design guidance. Later sections of this report indicate how the strategy needs be supported by other tools to ensure satisfactory implementation.

3.2.4 Conclusions

- the current Local Plan pre-dates the wider urban design scope of PPG1 but much remains relevant
- in reviewing the Local Plan it is important to ensure that appropriate urban design policies are formulated to provide underpinning support to the Urban Design Strategy
- there is a need for further, more detailed guidance in the form of SPG, that is to be based on the Urban Design Strategy, and within detailed Design Briefs, together with marketing and promotion to secure quality sustained environments over the longer term.

TOWNSCAPE AND VISUAL STRUCTURE



- Historic Wall
- Visual Corridor
- Historic / Landmark Building
- Prominent Building
- Key View Point

3



1

The Town Walls provide clear views westwards towards the waterfront and enclose the tight urban grain of the Old Town.



2

The Leisure World building represents a typical form of prominent and unattractive 'Shed' architecture common on the western side of the city.



3

The Bargate is considered as the key historic landmark structure, or icon, for Southampton and is used as an identifying architectural feature for the city.



4

3.3 TOWNSCAPE ANALYSIS

3.3.1 Townscape and Visual Structure

Significant views within the city and out towards the waterfront are to be found in the south and west relating primarily to the topographical nature of the landform. The highest locations, adjacent to the Civic Centre, afford views to the west as does the higher ground inside the Town Walls which provide good views towards the western waterfront. Key views out from the central area of the city follow the north south grain towards and away from the Bargate; and from the Old Town along Bugle and French Streets. The Central Parks have a number of statues that provide focal points at the end of tree lined avenues and the striking Cenotaph by Lutyens, provides a distinctive landmark at the northern end of the city.

As a general rule the scale and mass of the developments within the city have increased over time and demonstrated by the difference between the finer texture of the prewar Old Town buildings and the contrastingly larger grain and mass of buildings found within the western area of the city. These are typified by the Pirelli buildings, Leisure World and the West Quay Shopping

There are significant buildings within the city which provide an historic or 'landmark point' of reference. These contrast with other buildings and frontages which have a more detrimental effect on the identity of the townscape. Most landmark buildings tend to be from historic periods of development and include a number of buildings within the Old Town and the town walls themselves. Key buildings include the Bargate, the late medieval Tudor House Museum, St. Michael's Church (the only existent medieval parish church in use in central Southampton), and the remains of Holyrood Church.

Further groups of significant architectural buildings are found along Oxford Street, Canute Road and associated with the eastern docks. As a result of significant damage to the city during World War Two there are only a limited number of such landmark buildings to the north of the city.

The Portland stone faced 'free-classical' style of the Civic Centre, designed by L E Berry-Webber and completed in 1939, provides a strong point of reference for the northern section of the city and the prominent clock tower provides a clear point of orientation from many locations around the city. tower provides arguably the most significant landmark

within Southampton.

PEDESTRIAN CIRCULATION & PUBLIC REALM



-  Urban Design Strategy Boundary
-  Key Pedestrian Routes
-  Key Public Realm Areas
-  Pedestrian / Vehicular Conflict

3.3.2 Pedestrian Circulation & Public Realm

Key pedestrian routes are concentrated within the central core of the city and generally aligned with the north south grain of the city. The Above Bar and High Street routes provide the main North South spine to the city which is connected by a series of smaller west-east links with both the Central Parks and the adjacent city streets. Key west-east links include:

- the defined pedestrian route between the Central Station and the Civic Centre and across Guildhall Square and into the Town Parks;
- the connection from the Western Esplanade along Bargate Street, Hannover Buildings and through to Houndwell Park, East Street and Bernard Street that links through to St. Michael's Square and pedestrian friendly streets within the Old Town.

The key traffic impacts occur where the north-south pedestrian routes conflict with the east-west vehicular routes at crossings and where pedestrians and vehicles are forced to share limited narrow areas of street surface. One of the most pronounced areas of pedestrian vehicular conflict occurs along the southern link road adjacent to the Town Walls, beside Queen's Park and along Canute Road towards Ocean Village.

There are limited pedestrian routes available for diagonal movement across the city. From the Central Station through to the West Quay developments there is a partially complete pedestrian route of reasonable quality that is severed in front of the Main Station by the Western Esplanade and Civic Centre Road. Further sections of a cross city route exist within the Holy Rood Estate and along Oxford Street. However they fail to connect satisfactorily with Ocean Village and the Town Depot area adjacent to the River Itchen.

Therefore although there is a partially developed pedestrian network across the city centre it is not as well developed in extent or quality to match the standards expected of a contemporary European city.



1 At the heart of the north south spine lies the pedestrianised Above Bar Precinct.



2 An important pedestrian link connects the Central Station with the Civic Centre and includes sections of 'Pedestrian Only' public realm.









3 New pedestrian routes through West Quay relate poorly to the scale of the surrounding architecture.



Ocean Village offers leisure and retail activities, as well as one of the few public access points to the waterfront.

MOVEMENT AND TRANSPORT



-  Urban Design Strategy Boundary
-  Primary Vehicular Transport Routes
-  Secondary Vehicular Transport Routes
-  Key Public Transport Hub
-  Vehicle Dominated Townscape
-  Significant Vehicular Impact on Surroundings

3.3.3 Movement & Transport

The existing key vehicular gateways and circulation routes through the city present a pattern that is often confused by the spatial combination of buildings.

- Approaches to the city from the west via Mountbatten Way and West Quay Road present a poor sense of arrival with key junctions near the Central Station and Western Esplanade being surrounded by the loose forms of contemporary retail and leisure boxes and medium height hotel buildings. Space leaks out of this area to reinforce its lack of definition.
- From the north and east, the junctions adjacent to the Central Parks at Charlotte Place, Six Dials and by the Itchen Bridge all have a poor sense of identity, being dominated by road infrastructure.
- To the south the main link road comprising Town Quay, Platform Road and Canute Road brings a strong visual connection to the historic architecture associated with the Town Walls and Old Town, yet acts functionally as a barrier between this area and the waterfront.

The central core of the city is crossed west-east by a number of busy vehicular routes which impact on the north south structure of the surrounding townscape and pedestrian realm. Specifically, the key link from the Civic Centre along to New Road affects the linkage between East and Palmerston Parks and Above Bar Street. Within the centre of the city further vehicular impact occurs at Pound Tree Road and Hannover Buildings and the Bargate.



1 The Western Approach and West Quay Road have limited visual and pedestrian value.



2 The Western Esplanade and Civic Centre Road offer a visually poor gateway into the city.



3 Heavy traffic along Town Quay, Platform Road and Canute Road can have a detrimental impact on adjacent open spaces including Queen's Park.



Cross city traffic conflict with the north south pedestrian routes at key locations.

BUS AND CYCLE ROUTES



Based on the Ordnance Survey's 1997 map with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Southampton City Council. 2006. 71627

-  Proposed Bus Route
-  Proposed Cycle Route

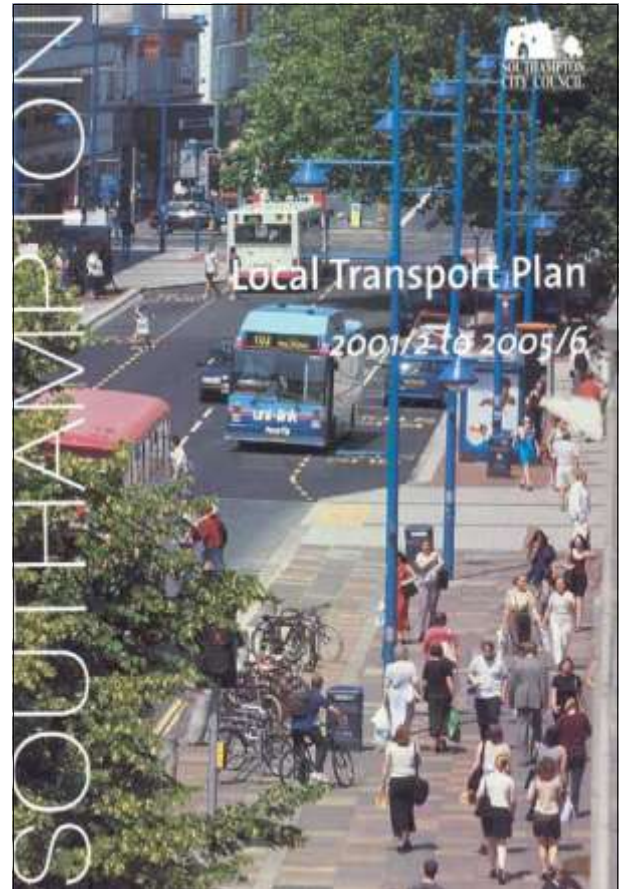
3.4 TRANSPORTATION POLICY

Southampton's Local Transport Plan (LTP) for 2001/2 to 2005/6 serves two purposes - first as a comprehensive statement of the City Council's strategy, policies and plans for transport and second as a bid to Government for resources.

With the present pace of change and development in the City Centre likely to continue for the foreseeable future, we face a series of important transport challenges. How can we maintain accessibility, contain congestion and its consequent delay and pollution consequences, promote safety and social cohesion, while accepting increased levels of people and activity within the City Centre?

We believe the answer lies with a policy-led balanced transport strategy.









To achieve this strategy requires consistent and sustained investment in Southampton's transport system. Five main areas for investment have been identified. First, the backlog of maintenance requirements for the City Centre infrastructure must be addressed. We must preserve and secure our existing investments in highways, bridges and street lighting. Second, the City wishes to extend its long-term commitment to integrated transport policies by making significant improvements to its pedestrian, cycling and public transport networks, including interchange enhancements in the City Centre. Third, we wish to build on existing experience and capability by taking better advantage of the ROMANSE traffic control and travel information system and the opportunities created by the SMARTcities project. Fourth, the City needs to ensure adequate access arrangements to the keynote development sites in the City of regional significance including Central Station and the Waterfront. Finally, we seek to make the City Centre a fundamentally better place to live, through neighbourhood improvements in road safety and traffic management that will encourage more people to choose to live in the City Centre.



STRENGTHS OPPORTUNITIES AND CONSTRAINTS



STRENGTHS

	Parks
	Waterfront Relationship
	North / South Urban Grain
	City Walls and Landmarks CONSTRAINTS
	Missing Links
	Parks Linkage with the City
	West / East Waterfront Road
	Lack of Arrival Experience

3.5 SUMMARY OF ISSUES

The results of the area appraisal, review studies and policy were drawn together in a series of key issues to be addressed in the strategy. These are set out below, firstly as contextual issues, followed by strengths weaknesses and constraints.

Key Issues

- The city is undergoing increasing change.
- There is pressure for development with consequent impact on important public sites.
- Southampton needs to retain its position as a major focus of the regional economy
- There is increasing competition for investment from other cities and non-urban areas.
- The city must maintain the ability to offer a high quality of life to its residents.
- The city centre lacks and therefore needs to develop a sense of place.
- There needs to be a coherent identity and image for the city centre.
- All development and the Urban Design Strategy should be based on sustainable principles.

The analysis of the existing city centre is presented so that the strengths can be built on, the constraints overcome and the opportunities pursued.

Strengths

Southampton has existing strengths that can form the backbone of the future strategy.

- The north-south spine from Above Bar to the Royal Pier which can act as an axis for future activity, pedestrian movement and investment.
- The medieval Town Walls present an important dimension of the city's identity. They need to be protected, and their setting enhanced. Where they have been lost their memory could be reintroduced.
- Some good buildings exist, notably the Civic Centre, elements from the Victorian dock expansion period and adhoc remnants of the medieval town.
- The Central Parks contribute positively to the light, airy and open character of the central area.
- The maritime context is strong although the current city centre is now somewhat distant from the water – with little publicly accessible.
- Views of the water, the Old Town and of the Docks are special and should be maintained.
- West Quay is considered to be a strength, bringing new visitors to the city and providing an economic motor for the heart of the city.

Constraints

The constraints are those aspects that are holding back the attainment of design quality and a good urban environment. They are a mixture of major structural issues and day to day management issues. The latter that can more easily be rectified, with the former requiring more time.

- The arrival by car and by sea is unsatisfactory and the view of the city centre unstructured and weak.
- The separation of the city from the water caused by port related activity and/or security concerns removes a major environmental, investment and tourism opportunity.
- Uncontrolled traffic penetration of the Bargate and surrounding areas is intrusive.

- The High Street is fragmented and the link to the waterfront is incomplete.
- Ocean Village is weak, and fails to have an overall urban design structure and identity.
- Messy urban landscape - there needs to be a coordinated approach to create elegant and discrete street furniture and strong public spaces
- The city centre is difficult to understand and navigate. There is a lack of landmarks, few clear routes connecting places and neighbourhoods without any positive identity.
- Lumpy, isolated buildings, floating in space. Change of use has left redundant and obsolete office buildings whilst some new development has no context. Need

Opportunities

- Re-instate the Town Walls - Learning from

Three key opportunity areas have been defined in the city centre:

- the historic core, contemporary interpretation of the historic
- the waterfront and alignment. Its current role within the city as an monument could be enriched

to concentrate development into a recognisable "down town".

- Lack of recent design quality - there are some good Victorian buildings, but very few mid-late 20th century buildings of any quality.
- Parks are a missed townscape opportunity which fail to add value to their surroundings because most buildings disregard the parks. Future development could include active ground floor uses in buildings and improved park access.
- The tin sheds on West Quay lack identity, structure or a coherent public realm yet they are a key image of Southampton for many.

Old Town Opportunities

Chester and York the walls could enclose and define 'another-place'. Specifically the walls each side of the Bargate could be re-built through a

- the retail and civic centre historic icon or and expanded by reinforcing its original

purpose as a dramatic threshold and gateway, with an appropriate public use.

	General City Wide Issues	Northern	Central Parks	Central	Old Town	Western	Waterfront	Eastern	Central Station Environs	Civic Centre / Guildhall Square	Charlotte Place	Above Bar / Bargate	West Quay Phase 3	Royal Pier / Town Quay	Above Bar / Bargate	
		Character Areas							Landmark Projects							
Strengths																
North South Spine	■			■	■		■					■		■	■	
Town Walls	■				■								■	■	■	
Good buildings in Civic Centre & Docks		■					■			■						
Maritime Context	■				■	■	■							■		
City Parks			■							■	■					
Views of Water/Docks		■			■	■	■	■	■				■	■		
West Quay				■					■			■	■		■	
Constraints																
Arrival by car/sea		■	■		■	■	■		■						■	
Separation of sea & city	■				■		■				■			■		
Traffic	■			■	■				■			■			■	
High Street Fragmented				■	■							■			■	
Messy urban landscape		■		■	■			■	■	■						
Difficult to understand	■								■							
Lumpy isolated buildings						■		■	■							
Lack of recent design quality	■				■		■		■							
Failure to address parks		■	■	■						■	■					
Sheds on West Quay						■			■				■			
Opportunities																
Reinforce alignment of Town Walls				■	■											
Build within walls					■											
Contrast development across walls				■	■								■	■		
Public focus on waterfront	■						■							■		
Waterfront views	■				■	■	■	■						■		
Link Parks and development			■	■						■	■					

- Build within the walls to reinforce its character. Modern development has eroded the character of the old town. High buildings with a mass that is out of proportion with its surrounding context are inappropriate; the old town character derives from 'joined-up' buildings with each successive building paying respect to the past. Detailed guidelines are needed to achieve a clearer definition and identity of the historic architectural form and grain.
- Contrast development beyond the walls. Outside the walls needs to be different from within the walls. There are great opportunities outside the

walls to create new buildings and spaces of real quality and character which differ in scale and identity, yet are sensitive to the setting of the wall and Old Town.

Waterfront Opportunities

- Develop public focus on the waterfront - The end of the High Street on the waterfront needs to become a focal space as the natural junction of town and water. Development should reinforce the overall setting, and keep the views intact by sensitive in-filling and creating a public space.

- Link the waterfront through views, routes and spaces - The waterfront needs to be properly linked with the city centre. The visual connections exist, but the routes are poor and the spaces ill defined. These need to be set out as clear legible routes. Open spaces – whether hard or soft – should be integrated into a necklace of spaces along the waterfront.
- Create drama and scale at the waterfront - The scale of the waterfront can allow the height and scale of buildings to be increased whilst key views and sight-line corridors are protected from adjacent areas of the city. Ocean liners emerge like large floating buildings on the water, bringing great drama on a temporary basis. A new ocean liner terminal could be developed closer to the city centre as a stronger public focus for the waterfront.

City Centre Opportunities

- Create good edges to the water and parks Development needs to be joined up around the parks and to the water-edges. The example of London’s parks, like Regents Park, or Central Park in New York indicate that the juxtaposition of buildings and spaces can be dramatic and add value and identity to both locations.
- Linking the parks and development - There is an opportunity to link through the Tyrell & Green building, connecting the parks and the civic quarter around the Guildhall. A transparent space within the buildings would allow views of the park to penetrate the centre.
- Maintain the scale from West Quay to Pirelli A new spatial structure needs to be created to extend the city structure and create well defined city blocks. Whilst preserving views towards the water the Western Approach should be marked by a stronger sense of architectural enclosure and unity.
- Link the station to the city centre - The railway station needs to be more effectively linked to both the civic and retail core of the city. The existing route through to West Quay Phase 3 should be reinforced with greater clarity through better definition of the pedestrian routes and structural tree planting. In addition the potential to create a high level route that connects with the existing parking and the new perimeter walk around the West Quay shopping centre could be explored.

The Urban Design Strategy attempts to incorporate these opportunities within the design guidance for the character areas and landmark projects developed in the following sections of the strategy. Some specific proposals can only be implemented when further sites become available.

The relationship between the Strengths, Constraints and Opportunities and the Strategy proposals is set out in the matrix opposite. This cross references specific areas of the analysis and initiatives with both the character area guidelines and the keynote projects.

CITY CENTRE URBAN DESIGN FRAMEWORK



