

Local Development Framework City Centre Action Plan

Preferred Approach Stage -
Alternative Options Considered &
Rejected

January 2012



Local Development Framework City Centre Action Plan (CCAP)

Alternative Options Considered & Rejected

This background document accompanies the Preferred Approach Paper and outlines the other options considered and rejected following the Issues and Options stage public consultation, informal consultation for the CCAP and masterplan since this time and findings from the SA/SEA and HRA studies. This document is not on deposit for consultation and is background evidence. The document is written in the same plan order as the Preferred Approach Paper.

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Southampton City Council City Centre Action Plan - Alternative Options Considered & Rejected

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Explaining the Format of the Document

This Background Document accompanies the Preferred Approach Paper and outlines the other options considered and rejected following the Issues and Options stage public consultation, informal consultation for the CCAP and masterplan since this time and findings from the SA/SEA and HRA analysis of the draft Preferred Approach plan.

The document is written in the same plan order as the Preferred Approach Paper. This is a similar format to the Issues and Options paper which proposed a vision for the city centre before setting out options for individual topics and then key development sites.

The paper is written in the following format: -

1. Firstly there is information about the Adopted Core Strategy and the emerging masterplan - two documents which strongly affect the CCAP;
2. Secondly explanations are given for amendments to the spatial vision and key objectives (Issues and Options Chapter 2);
3. The city centre boundary and its quarters are then considered;
4. This paper then continues to look at each of the Preferred Approach Themes, Spatial Framework, key sites or areas (those taken forward from Issues and Options Chapters 3 & 4) in the following broad format;
 - a. **Context or Overall Context**
Outlines the main underlying themes related to the section providing an overview.
 - b. **Preferred Option**
The preferred option(s) are summarised here. These may relate to a specific option or a collection of options under one major theme.
 - c. **Alternative Options not incorporated**
The alternative options are listed here. The detail or 'Discussion' (f) is based on these options and a summary is contained in appendix 2 of this report.
 - d. **Issues and Options Paper - Response to comments**
This section summarises the key findings from the consultation on the Issues and Options paper and how this has influenced the section.
 - e. **Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment inputs (HRA)**
This section outlines any detail from the SA/SEA of the Issues and Options and also any relevant implications from the HRA. It links with appendix 1; the SA/SEA summary table illustrating how the process has inputted into the Preferred Options. It also relates the options to the Sustainability Appraisal objectives.
 - f. **Discussion**
Detailed explanation of the preferred option(s) justification against the comments received and other factors.
5. The Preferred Approach for the Implementation, Delivery and Monitoring Sections are then set out and justified;
6. Finally summary tables are provided of: -
 - SA/SEA & HRA findings of the Initial Assessment (Appendix 1)
 - Alternative Options (Appendix 2)

1 Impact of the Adopted Core Strategy

- 1.1 The Core Strategy was the first document in Southampton's Local Development Framework (LDF) – a suite of plans which will, over time, replace the Local Plan Review (2006). The Core Strategy was adopted in January 2010 following a public examination. It sets a vision and objectives for Southampton and updates policies on the general principles and scale of development. It also identifies one strategic site, the Major Development Quarter, as a location for city centre growth.
- 1.2 The City Centre Action Plan (CCAP) provides more detail on how the approach to the city centre and the general approach to development set out in the Core Strategy will be delivered. This includes site allocations and policies for the development of key sites. Further development control policies and policies for sites outside the city centre will be in another Development Plan Document to follow the CCAP. The preferred approach for the CCAP must conform to the Core Strategy (NB. Core Strategy text is shown in blue in this document).

Spatial Vision for 2026

- 1.3 The Core Strategy incorporated the existing City of Southampton Strategy's vision (from September 2007) which states that:

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

- 1.4 This vision was used to create a spatial vision for the city with three components:
- A growing regional centre within a prosperous South Hampshire
 - Strong and distinctive neighbourhoods – a good place to live
 - An environmentally sustainable city

Spatial Objectives

- 1.3 Greater detail about how the Core Strategy's spatial vision will be delivered is contained in its 20 objectives:

	A Growing Regional Centre within a Prosperous South Hampshire
S1	Support the South Hampshire sub-regional strategy to sustain and

	enhance Southampton as a regional city, a focus for growth and investment and home to an inspirational waterfront and thriving International Port.
S2	Promote a dynamic, competitive economy offering a wide range of secure and sustainable jobs, protecting employment land where appropriate. The growing economy will be supported by well qualified, skilled residents.
S3	Create a vibrant, high quality regional city centre that is the focus for major retail; tourism; leisure; cultural and office investment and connects with the waterfront.
S4	Support the varied operations of the Port of Southampton as a facility of global significance and as an international gateway in which role it makes a vital contribution to the national, regional and local economy.
S5	Ensure that all development is supported by appropriate and inclusive infrastructure provision.
S6	Ensure that the city's spatial strategy is implemented via cross boundary partnerships with other adjoining Local Authorities and other members of the Partnership for Urban South Hampshire (PUSH).
	Strong and Distinctive Neighbourhoods - A good place to live
S7	Create excellence in design quality. Public spaces should take priority over car-dominated roads. Well-designed and contemporary public and private realms will be safe, accessible and create a sense of place and a rich built environment in which communities can flourish.
S8	Conserve and enhance the city's historic environment ensuring that designated sites are safeguarded. Historic conservation opportunities in new development will be maximised and local awareness of heritage issues raised.
S9	Create excellent sustainable neighbourhoods and neighbourhood centres characterised by strong community infrastructure and high quality homes.
S10	Deliver a mix of housing with a range of affordable house types.
S11	Tackle deprivation and improve health and well being by creating neighbourhoods that are balanced with diverse mixed communities and reducing the gap in inequality between neighbourhoods.
S12	Create accessible high quality parks and open spaces that contribute towards the city's network of open spaces and promote participation in sport and active recreation.
S13	Ensure that the city reflects the varied culture and heritage of all sections of the community. The city should be a high quality destination for visitors.
S14	Maintain an adequate gap between Southampton and adjacent urban areas and enhance the gateways to the city.

S15	Create a high quality physical environment and public realm within the city, supporting the Southampton Partnership vision for a better city for people to live, work and play.
	An Environmentally Sustainable City
S16	Ensure that Southampton addresses the challenge of climate change.
S17	To support the uptake of renewable energy and Combined Heat and Power (CHP) in the city to reduce the development's predicted CO ₂ emissions.
S18	Ensure that all development reduces the need to travel and is supported by a superior alternative transport system, attracting people to walk, cycle or use the bus or train. Manage car trips and deliver appropriate mitigation measures. Ensure that road space is managed fairly, improve air quality, control congestion and improve the street scene.
S19	Conserve and enhance the city's biodiversity, ensuring that designated sites and protected species are safeguarded. Nature conservation opportunities in existing open spaces and in new development will be maximised and local awareness of biodiversity issues raised.
S20	Adopts an 'avoid, reduce and mitigate' approach to flooding to achieve an appropriate degree of safety, so adapting positively to sea level rise.

Policies CS 1 and CS 2

- 1.4 The general approach to development in the city centre and in the Major Development Quarter is set out in Core Strategy policies CS 1 and 2:

Policy CS 1 – City Centre Approach

Southampton city centre, as defined on the Proposals Map, will be the focus for major development to enhance the city's regional status. A City Centre Action Plan will be prepared to identify sites and policies to promote and co-ordinate high quality development. A distinctive sense of place will be created, drawing on and linking to the city's heritage, parks and waterfront. Development will include:

1. A major development quarter in the west of the city centre (see Policy CS 2) and a wide range of other development sites;
2. Approximately 130,000 square metres (gross) of comparison retail floorspace (see Table 1 and Policy CS 2);
3. At least 322,000 square metres (gross) of office floorspace
4. Further leisure / cultural / hotel development, for example: restaurants, bars, cinema, events arena, cultural quarter and events to attract visitors.
5. Approximately 5,450 dwellings.

Specific initiatives include:

- the public realm improvement of the QE2 Mile linking the city centre to the waterfront

- enhanced public transport facilities including at the central railway station
- the creation of a cultural quarter in Northern Above Bar.

Developer contributions may be sought to mitigate the impacts of development on, and improve links to, surrounding residential communities and to support the provision of infrastructure in accordance with Policy CS 25.

Policy CS 2 – Major Development Quarter

The major development quarter (as shown on the Proposals Map) is a strategic site in the western part of the city centre with the potential for major commercial intensification. It broadly includes the area west of Portland Terrace, the West Quay Mall and Western Esplanade; north of the port, and south of the railway line (though including Central Station). The area includes part of the existing primary shopping area. Development will be facilitated in the major development quarter if it will enhance the city centre's regional commercial status and is able to form part of a comprehensive high density mixed use scheme across the whole quarter.

The mix of uses across the major development quarter as a whole will include retail (subject to the tests below) and offices. It will include leisure, hotel, cultural or tourist uses. It can also include some residential uses (although such uses should not dominate) and associated community uses subject to satisfactory resolution of flood risk issues.

Retail development will be directed to the city centre's existing primary shopping area (PSA) first in line with the PPS6 sequential approach. Retail development outside the primary shopping area but within the major development quarter will be facilitated through the City Centre Action Plan where it can be demonstrated that:

1. It is part of a coherent expansion of the primary shopping area, linked to the existing primary shopping area by good / clear pedestrian links and lined where possible by "shop" windows; and
2. There is a need for the development which is unlikely to be met within the existing primary shopping area. This test will be judged by looking at additional needs from 2005, through to both five years ahead (from the determination of a planning application), and through to 2026.

The City Centre Action Plan will provide further guidance on the phasing, layout and extent of expansion, in-order to meet all of the objectives above.

Subject to ongoing monitoring, the need for retail expansion of the primary shopping area in the major development quarter is unlikely to occur before 2016 at the earliest. Development adjacent to the primary shopping area within the major development quarter may include a mix of uses but will not be permitted if it is likely to prejudice the provision of the required retail development in that location.

Implications

- 1.5 Much of the new development agreed in the Core Strategy will be located in the city centre. Its vision describes the aspiration for growth, sustainable and high quality development and for a higher international profile for the city. This will shape the specific vision for the city centre and the whole of the CCAP.

- 1.6 Although CS 1 and 2 are city centre specific policies which do not apply outside the city centre, many of the Core Strategy's general policies also affect the city centre. These include policies on housing, office and employment uses, transport, climate change, open space and infrastructure.
- 1.7 The Core Strategy also includes development targets for Southampton and an indication on the amount expected in the city centre. Where this level of growth can be accommodated, the CCAP will allocate sites to meet these targets. As a result of work on office development in the city centre, the Core Strategy Partial Review is published at the same time as the CCAP. This reduces the office targets to reflect the amount of development which can be delivered before the end of the plan period in light of the current state of the economy (it is not a reflection of the sites available).
- 1.8 In addition to the allocation of sites for particular uses such as housing and offices, the CCAP will include policies for key sites. These will demonstrate how they meet the Core Strategy aspirations for growth and sustainable, high quality development. They will also set out the key aspects for each site which may include appropriate uses, infrastructure requirements and the protection of heritage assets, open spaces and strategic views. The masterplan (see section 2) will provide an illustration what the key sites could look like when developed.
- 1.9 The Core Strategy provides a strategic framework for planning in Southampton. In accordance with regulation 13 (6)(a) of the Town and Country Planning (Local Development) (England) Regulations 2004, where a Core Strategy has been adopted, the policies in a further Development Plan Document must be in conformity with Core Strategy policies. The CCAP is a more detailed document and will help deliver core strategy objectives and implement policies.
- 1.10 Whilst the Core Strategy sets out the approach to development, there are different options that could be pursued both for sites and detailed policies. The merits of these options are discussed in this document.

2 Impact of the City Centre masterplan

Introduction

- 2.1 The CCAP is being supported by a number of studies. These include the City Centre masterplan produced by consultants led by David Lock Associates. This is a major piece of work which illustrates how the growth envisaged in the CCAP may be delivered. In addition to providing further urban design guidance, it includes viability testing and technical transport work.
- 2.2 The master plan and CCAP will share a common vision and will both seek to deliver growth, a high quality environment with improved public spaces and routes and appropriate uses for major sites. They have different roles however. The masterplan is an aspirational document which looks to 2026 and beyond. It illustrates potential development schemes and suggests an urban design framework for the centre. As a statutory plan, the CCAP will establish planning policy and the criteria for development.
- 2.3 The two documents are designed to be read together to provide policies to guide future development in the city centre and show what this could look like.

Quarters

- 2.4 The masterplan identifies a number of quarters in the city centre, building on the work of the City Centre Characterisation Appraisal (2009). These cover the whole of the centre and are as follows:
 1. Station
 2. Western Gateway
 3. Royal Pier Waterfront
 4. Heart of the City
 5. Itchen Riverfront
 6. Old Town
 7. Cultural
 8. University
 9. Holyrood / Queens Park
 10. Ocean Village
 11. St Marys
 12. Bedford Place
 13. Central Parks
- 2.5 The master plan sets out an indicative block layout, potential uses, design guidance and identifies key connections, public realm improvements and major projects.
- 2.6 The CCAP divides the centre into the same thirteen quarters to provide guidelines at a variety of levels; city centre wide by topic; by quarter; and by site. As Southampton city centre covers a large area and includes both residential and commercial areas, this approach reflects the differences within the city centre.
- 2.7 There are key sites for development identified within most quarters. The quarters where major change is expected are: Station, Royal Pier, Western

Gateway, the Heart of the City (including the extension of the primary shopping area) and the Cultural Quarter (with the Northern Above Bar redevelopment). A key site, Town Depot, is expected to come forward in the Itchen Riverside Quarter, with the remainder of the quarter likely to be redeveloped beyond the plan period.

- 2.8 Other quarters will experience minor (if any) change and the guidance will seek to protect the existing uses and character of the area. In three quarters; Bedford Place, St Marys and the Central Parks, there are no key sites and any development is likely to be infill and small scale (with no development expected in the Central Parks).
- 2.9 Whilst the CCAP is structured by quarters, the policies for some of the key sites are set out in sections on adjacent quarters. This is because the sites either cross boundaries e.g. the Fruit and Vegetable Market / Brunswick Square or naturally fit with other sites in the adjacent quarter i.e. the policy for Hanover Buildings is included as part of the Bargate sites policy in the Old Town quarter.
- 2.10 The master plan illustrates the potential for key sites in the city centre. It identifies seven Very Important Projects (VIPs) which are the focus for the master plan. These projects range from developments where preferred developers have been appointed and have either submitted a planning application (Cultural Quarter) or are working up schemes (Royal Pier and Town Depot) to longer term projects involving land assembly and detailed masterplanning (i.e. Western Gateway and Itchen Riverside). For longer term projects, the CCAP will seek to deliver specific outcomes from the masterplan i.e. linking key destinations with pedestrian and cycle friendly routes, whilst allowing developers some flexibility about how these are achieved.

3 City Centre Action Plan: Vision and outcomes

Vision

- 3.1 The vision proposed in the Issues and Options plan covered the whole city centre. It included a number of proposals including a mix of uses in the centre, high quality design and increased sustainability.
- 3.2 During the consultations, comments were received in support of the vision. However a number of comments noted that it was generic and suggested specific local proposals to be included, focused on both visitors and residents. The CCAP must reflect the diversity of Southampton city centre and therefore the vision was amended to make it more Southampton specific and cover future developments and major areas of change that will happen by 2026. The proposed vision is;

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

Outcomes

- 3.3 The CCAP Issues and Options paper identified three headline issues and a number of sub issues arising from the vision:
 1. Capitalise on and enhance the distinctiveness of the city centre;
 - a. Reconnect the waterfront with the urban centre
 - b. Reconnect with our historic identity
 - c. Continue to enhance the city's architecture and design
 - d. Capitalise on the city's great parks
 - e. Reconnect the city centre and its central communities
 2. Continue to strengthen the city's retail, office, leisure, cultural and residential offer
 3. Continue to enhance the environmental sustainability of the city centre
 - a. Need a significant shift in access to city centre from private car to public transport, walking, cycling
 - b. Energy / building design / ecology / flood risk

- 3.4 Comments received on this approach emphasised the importance of addressing flood risk and nature conservation and the development of the waterfront area. Although there was support for the initial approach, there were concerns raised about how it would be delivered and the aspirations identified. These covered the number of the major sites referred to and the deliverability of some of these sites within the plan period.
- 3.5 Both the vision and its component parts are rewritten in the Preferred Approach Core Strategy. In order to clearly state the outcomes, they are divided into six components. These are for Southampton to be:
- A great place for business
 - A great place to visit
 - A great place to live
 - A greener centre
 - Attractive and distinctive
 - Easy to get about
- 3.6 The master plan illustrates a possible urban design framework and further frameworks for business, retail, leisure and residential locations, access and car parking, streets and spaces and sustainability. These have been used to inform the CCAP themes.

A great place for business

- 3.7 The CCAP provides a positive framework for businesses to grow. This is in recognition of the need to promote South Hampshire's economic growth in a sustainable location; achieve a mix of uses throughout the city centre (to bring activity and natural surveillance into areas); and to locate specific uses such as retail uses or office uses together to create shopping areas and business districts.
- 3.8 The CCAP achieves this balance by promoting mixed use on most sites and also safeguarding specific sites for offices and industry. Policies for key sites set out the mix of uses appropriate. For a number of the key developments, these policies require significant office development.

A great place to visit

- 3.9 This section deals specifically with retail policy and the night time economy. The existing shopping area will be supported. The Core Strategy established the need to plan for the long term expansion of the primary shopping area westwards into the Major Development Quarter. The CCAP contains further information about this expansion. The night time economy policy from the Local Plan Review is also updated.

A great place to live

- 3.10 The city centre will be the location for a significant amount of housing. In order to deliver a great place to live, Southampton city centre will need sufficient housing sites and supporting infrastructure. In addition to identifying new housing sites, the plan must also help create a vibrant and attractive city centre where people will chose to live.

A greener centre

- 3.11 A greener city centre will adapt to climate change, address flood risk and provide high quality open spaces. The CCAP supports renewable energy and seeks to protect existing, and deliver new, open space. By tackling flood risk at this stage (before it is a major issue across the southern part of the city centre), a strategic defence can be planned, implemented as part of new developments, and funding secured to deliver it fully in the future.

Attractive and distinctive

- 3.12 Part of the vision for Southampton city centre is for high quality development which is coherent. Therefore the CCAP includes policies setting out design principles and directing tall buildings to appropriate areas of the centre. In addition to this section, design principles are set out for each of the quarters.

Easy to get about

- 3.13 To accommodate significant growth without leading to serious congestion, there must be a shift in transport modes in the centre with an increase in active travel (walking and cycling) and the use of public transport. To facilitate this shift, the city centre must be easy to get around with improved, attractive routes, high quality public transport interchanges and services and appropriate car parking provision.

4 City Centre Action Plan: By theme

General Policies

- 4.1 Options considered and rejected in relation to the different topics are outlined below.

A great place for business

Overall Context

- 4.2 There are two topics within this theme:

- A Office location and the quantum required in developments
- B Safeguarding of industrial sites

Each is dealt with separately.

A. Offices

Preferred Option

- Require a substantial element of new office development in the MDQ business district (Station Quarter and Western Gateway) and at East Park Terrace (subject to the needs of the university)
- Safeguard existing prime office areas, promote mixed use regeneration (retaining a substantial proportion of office floorspace) in intermediate office areas

Alternative Options not incorporated

- a. Plan for significantly less growth than above.
- b. Plan for significantly more growth than above.
- c. Remove safeguarding for existing offices

Issues and Options Paper- Response to comments

- 4.3 The Issues and Options paper asked whether major commercial growth should be planned for in the city centre. In terms of the overall objective for major growth, the Issues and Options paper set out (in paragraphs 5.2.10 – 5.2.12) the issues to consider, whilst reiterating that the South East Plan identifies the city as a principal regional centre for major growth. In terms of office and leisure floorspace (paragraphs 5.2.18 – 5.2.23) it sets out the issues behind major growth.
- 4.4 The overwhelming response from respondees was to support major growth, with some landowner / developer interests broadly agreeing to the suggested quantum of office floorspace.

B. Industrial sites

Preferred Option

- Safeguard a limited number of sites for light industrial, storage and distribution uses (enabling some other existing industrial sites to be redeveloped)

Alternative Options not incorporated

- d. Safeguard more industrial areas than above.
- e. Safeguard fewer industrial areas than above.

Issues and Options Paper- Response to comments

- 4.5 The Issues and Options paper did not specifically address industrial safeguarding.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

Whilst having a positive impact on social and economic objectives, commercial growth can put pressure on environmental objectives. There is therefore a balance to be struck which the rejected alternative options do not cater for.

The Sustainability appraisal report (January 2012) did not identify any negative impacts and noted positive impacts on employment, the economy and the reuse of buildings.

Appendix 1 Outlines the findings of the Initial Assessment

Discussion

- 4.6 At the same time as the CCAP is out for consultation, there is a consultation on the Core Strategy Partial Review. This seeks to reduce the office targets set in the Core Strategy to reflect the recession and ongoing economic uncertainty. There is still physical capacity for the original Core Strategy office floorspace however it is highly unlikely that there will be demand for this amount of office floorspace by 2026.
- 4.7 The approach to commercial development seeks to safeguard important areas of both offices and industry where necessary. However it plans for future growth when economic conditions improve and directs new development to particular areas, such as the Station Quarter and Western Gateway. The policies also indicate the industrial estates and sites which provide strategic opportunities for regeneration may therefore be redeveloped.
- 4.8 This approach was supported in the Issues and Options consultation. The approach is also supported by the results of by the SA/SEA assessment as it protects existing, and delivers new, jobs to the city centre. These policies are part of a wider approach to attract businesses to develop in and relocate to the city centre.

A great place to visit

Overall Context

- 4.9 There are two topics within this theme:

- A Retail – safeguarding and expanding shopping areas
- B Night time economy

Each is dealt with separately.

A. Retail

Preferred Options

- Support A1 retail uses in primary retail frontages. A2 and food and drink uses would be supported if they have no negative impacts and would not result in three or more adjoining units in non-A1 use.
- Support retail and food and drink uses and those offering a direct service to the public in secondary retail frontages providing they include an active frontage.
- Focus retail development in the existing Primary Shopping Area first, support an expansion of this area only if it meets criteria about economic recovery and need
- Support for small scale convenience retailing and for main superstores in the city centre (west and east).

Alternative Options not incorporated

- a. Promote expansion of the Primary Shopping Area from the start of the plan period
- b. Major changes to the Primary Shopping Area boundary
- c. No guidance on convenience retailing

Issues and Options Paper- Response to comments

4.10 During the Issues and Options consultation, differing opinions were given on the expansion westwards. There was some support due to the limited potential in the existing Primary Shopping Area and it was recognised that some development was already under construction there i.e. IKEA. However a number of concerns were raised including about Southampton's and the sub region's capacity to sustain more shops and the potential for more vacant units in the main shopping area.

4.11 The need for expansion to be phased and based on an assessment of need and subject to regular review was stated. New development must also be integrated with Above Bar, West Quay and Royal Pier.

4.12 Comments were received about specific sites arguing that the Watermark West Quay development should be differentiated from the rest of the MDQ (as it can be delivered earlier) and that East Street Shopping Centre was an appropriate location for a large food store. The importance of convenience retailing to serve people living and working in the city centre was highlighted including the need for smaller stores and for local centres.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

The Sustainability appraisal report (January 2012) did not identify any negative impacts and noted positive impacts on improving access, the reuse of buildings and providing employment in particular.

Appendix 1 Outlines the findings of the Initial Assessment

Discussion

- 4.13 The retail policies have been informed by the Southampton and Eastleigh Retail Study (2011). This reported that Southampton city centre is performing well in relation to a number of indicators looking at comparison retailing although there is scope for further improvements and there are a relatively high number of vacant units outside of West Quay. A significant opportunity was also identified for Southampton to enhance and broaden its overall shopping offer.
- 4.14 The retail study highlighted Southampton's more limited convenience shopping function. A small quantitative need was calculated however the study recognises that this is an underestimate as the methodology does not capture many of the top up shopping visits to city centre stores. There is also a need identified for qualitative improvements and potential to draw back trade from people in the city centre who currently travel to do their food shopping.
- 4.15 The preferred approach continues the Local Plan Review approach of designating a primary shopping area (PSA) consisting of primary retail frontages and secondary retail frontages. These frontages are safeguarded to protect the retail character of these areas. This has delivered a range of shops without destroying the character of these areas. In order to clarify the approach, the primary and secondary retail frontage policies are combined into one policy.
- 4.16 The preferred approach sets criteria for the expansion of the PSA. The issues about the expansion were debated at the Core Strategy examination. The adopted Core Strategy supports retail expansion to maintain the city centre's regional status and this expansion should be phased and managed to protect the PSA.
- 4.17 The retail study estimated a significant increase in floorspace to 2026 as a result of population and expenditure growth (from an estimated £1.3m in 2011 to £2.1m by 2026). However the study also reports the impact of recession and the fragile nature of the economy at present. The CCAP policy responds to this by stating that expansion into the MDQ not current in the PSA is not needed until after 2016 at the earliest.
- 4.18 The support for superstores reflects the quantitative and qualitative needs identified in the city centre. The policy states that these should be in the east and west of the centre to serve everyone in the city centre. There is a proposal for a new superstore at East Street Shopping Centre which is supported by this emerging policy. The policy would also support improvements to Asda which could involve quality improvements to their existing store or its relocation nearby as part of the redevelopment in this part of the MDQ.

B. Night time economy

Preferred Options

- Encourage late night uses and closing times in two designated night time hubs
- Existing Bargate hub is redesignated as a zone, part of Royal Pier is newly designated as a hub
- Outside hubs, early evening uses will be supported. Later opening hours are set for the evening zones to reflect the concentration of night time uses already in these zones. Applications in the Cultural Quarter will be judged on their own merits.
- New evening zones are designated in Ocean Village and Bargate (replacing the Hub). The Cultural Quarter zone is extended further south along Above Bar

Alternative Options not incorporated

- d. Replace zones and hubs designations with a criteria based policy
- e. Retain existing zones and hubs
- f. Implement a broad range of measures to deliver culture, leisure and tourism facilities and attractions

Issues and Options Paper- Response to comments

- 4.19 There was support for delivering a mix of uses and developing Southampton's role as a regional destination. There was also support for the Cultural Quarter, whilst ensuring that there is a mix of uses elsewhere in the centre. Comments on the night time economy stated the need for variety and for measures to reduce cumulative negative impacts.
- 4.20 Mixed views were expressed about the location and promotion of a casino. Opportunities were highlighted for an arena (a sports, convention and exhibition centre) and leisure facilities at the waterfront. The need for play facilities in St Marys and an ice rink was raised. The opportunity to utilise the city's heritage and its parks was also stated.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

The Sustainability appraisal report (January 2012) did not identify any negative impacts but noted the uncertain impacts on health (due to noise disruption), employment and crime associated with late night uses and the consumption of alcohol.

Appendix 1 Outlines the findings of the Initial Assessment

Discussion

- 4.21 As well as addressing problems caused by anti social behaviour, the successful management of the night time economy can help to retain and attract people into the city centre and to fill the gap between daytime activities and night time attractions. The existing policy (Local Plan Review policy CLT 14) divided the centre into areas where late night uses and opening hours were encouraged (Night Time Hubs) and areas where new provision would be restricted due to

the proximity of residential areas (Night Time Zones). Although the approach of designating hubs and zones was supported, parts of the policy had not been successful and the policy could be clearer.

- 4.22 The approach to the Night Time Economy has evolved throughout the preparation of the Preferred Approach following discussions between Planning and Licensing and with Members. To better distinguish between areas, the two designations were renamed as Late Night Hubs and Evening Zones. In addition the locations and boundaries of the hubs and zones were reconsidered. This was a reflection of the nature of development proposed in these areas, whether the existing hubs were attractive to new late night uses and Licensing restrictions (as part of their Cumulative Impact Policy). As a result, the Bargate Hub was redesignated as an evening zone, a new hub was designated on part of Royal Pier and boundaries for other zones were revised. Ocean Village was also designated as a hub.

A great place to live

Overall Context

- 4.23 There are two topics within this theme:

- A Housing delivery – identifying housing sites
- B Education sites

A. Housing delivery

Preferred Option

- Identification of sites for 5,450 homes to include housing-led and mixed use sites
- New housing to be delivered as part of mixed use developments, specific housing-led schemes and through the conversion or redevelopment of other sites as appropriate

Alternative Options not incorporated

- a. Plan for significantly less growth than above.
- b. Plan for significantly more growth than above.

Issues and Options Paper- Response to comments

- 4.24 There was support for more housing to help address shortages, high quality design and a mix of uses and housing types (including larger units / family housing, affordable housing and student accommodation).
- 4.25 Issues raised to be addressed included the number and quality of houses of multiple occupation (HMOs), flood risk and traffic generation, the provision of open space and demographic changes leading to an ageing population.

**Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) /
Habitats Regulation Assessment Input (HRA)**

The Sustainability appraisal report (January 2012) identified positive impacts on a range of criteria including health, social and economic criteria. A negative impact was identified on flood risk due to the increased number of people homes which are of a more vulnerable use.

Appendix 1 Outlines the findings of the Initial Assessment

Discussion

4.26 The Core Strategy sets out the housing figures for Southampton provided a breakdown across the city. The amount allocated for the city centre, based on the results of the Strategic Housing Land Availability Assessment (SHLAA) was 5,450. As this target is in an adopted plan, it has been decided to continue with the same housing target as set out in the Core Strategy.

4.27 The issue of HMOs is now being dealt with in a Supplementary Planning Document.

B. Education sites

Preferred Option

- Safeguard key education sites in the city centre

Alternative Options not incorporated

- c. Remove safeguarding from education sites

Issues and Options Paper- Response to comments

4.28 The Issues and Options paper included specific sections on City College and Southampton Solent University. No responses were received on City College. The University welcomed recognition of its role in the city centre and suggested revised wording to facilitate new development on their site.

**Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) /
Habitats Regulation Assessment Input (HRA)**

The Sustainability appraisal report (January 2012) identified the positive impact of this policy on educational achievement and skills.

Appendix 1 Outlines the findings of the Initial Assessment

Discussion

- 4.29 The approach to education sites is carried forward from the Local Plan Review. The education providers all intend to continue using on these sites and therefore it is important to continue to safeguard them.
- 4.30 The proposals for educational uses adjacent to the Solent University main campus are discussed later in site allocation for on East Park Terrace.

A greener city centre

Overall Context

4.31 There are three topics within this theme:

- A Open space and green infrastructure
- B Renewable energy (requirements for any new energy plant)
- C Managing flood risk

Each is dealt with separately.

A. Open space and green infrastructure

Preferred Option

- Protection for existing open spaces (both existing and newly designated). The reconfiguration of identified open spaces at Mayflower Park, Blechynden Terrace and Platform Road / Queens Terrace is supported as part of wider development schemes.
- Creation of a Green Grid of strategic links and open spaces
- Provision of new open spaces
- Development to provide public amenity open space on site as far as possible
- Development will be expected to provide green roof open space where practical and contribute to green infrastructure and public realm.

Alternative Options not incorporated

- a. Set out exact locations for new open spaces
- b. Apply higher open space standards to new development

Issues and Options Paper - Response to comments

4.32 The importance of open space was recognised. It could reduce pressure on sensitive estuarine areas, create green corridors for wildlife and is an important part of place making. The need for open spaces was stated as part of the WestQuay 3 (Watermark WestQuay) and Mayflower Plaza developments.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

The Sustainability appraisal report (January 2012) identified positive impacts across a range of criteria including health, social, environmental and economic criteria.

Appendix 1 Outlines the findings of the Initial Assessment

Discussion

4.33 The Sustainability Appraisal and the consultation responses highlight the many positive impacts of open space in the city centre. However, as a result of the positive vision to promote sustainable high density city centre development, there is a fundamental issue of land availability and cost that restricts the amount of open space that may be delivered within city centre sites and the opportunities for new open spaces. Nevertheless the policy takes a strong approach to safeguarding existing open space and still identifies significant opportunities for new open space.

4.34 The policy extends the list of existing open spaces to include public spaces and churchyards. There is also a requirement for new spaces within identified development sites. The policy however gives developers flexibility to plan schemes incorporating open spaces without specifying exactly where spaces must be provided. The policy also applies more flexibility about open space standards for new development (than set out in the Local Plan Review) as a recognition of the difficulties in meeting standards in the city centre.

B. Renewable energy

Preferred Option

- Sets out criteria to deliver new energy plants appropriate to their location, with no adverse impact on the environment and which fit in with proposed development

Alternative Options not incorporated

- c. Identify locations for new energy plants
- d. Identify an expanded energy network

Issues and Options Paper- Response to comments

4.35 There was strong support for renewable energy schemes and the extension of the CHP network. However issues were raised about the compatibility of some schemes with nature conservation habitats and the possible impacts of tidal and wind energy.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

The Sustainability appraisal report (January 2012) identified a mix of positive and uncertain impacts (depending on the scale and type of energy plant). Unknown impacts include criteria on flooding, air pollution, biodiversity and water.

Appendix 1 Outlines the findings of the Initial Assessment

Discussion

- 4.36 It was decided to include a criteria based policy for renewable energy in the CCAP. This builds on the strong sustainability policy in the Core Strategy, policy 20 but includes flexibility to incorporate measures into new development and develop a more extensive network.
- 4.37 The alternatives were to identify specific locations for new energy plants or for the expansion of the network. Although the city council has aspirations for an expanded network, it is not possible at the current time to set out a definitive network.

C. Flood risk

Preferred Option

- Strategic contributions sought towards a flood defence
- An area of search is identified for flood defences, which should generally be provided within new developments
- Development in a flood risk zone should include a flood risk assessment, should provide safe access and egress and locate more vulnerable uses in areas of least risk where possible, and achieve an appropriate degree of safety over the lifetime of the development

Alternative Options not incorporated

- a. Not to identify a route for strategic flood defence
- b. To provide more or less flexibility in terms of the flood resilience measures required with new development

Issues and Options Paper- Response to comments

- 4.38 Differing views were expressed with regard to flood risk. The assumption that development can be located in areas of flood risk subject to mitigation (prior to the completion of a Strategic Flood Risk Assessment - SFRA) was questioned; however an opposing view was stated that flood risk should be viewed in the context of mitigation. There was concern that flood risk was not covered well in the Issues and Options paper and a query about the alternatives to locating residential development in the city centre.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

The Sustainability appraisal report (January 2012) identified largely positive impacts across a range of criteria.

Appendix 1 Outlines the findings of the Initial Assessment

Discussion

- 4.39 The Core Strategy established the need in broad terms to focus development in the city centre, including within the flood risk zones. This promotes development in a highly sustainable location, economic and physical regeneration, and social inclusion.
- 4.40 Substantial additional assessment has now been undertaken. The SFRA2 has been completed; a draft Flood and Coastal Erosion Risk Management Strategy published for consultation; and Southampton City Council and the Environment Agency have agreed an approach for introducing flood resilience measures into new development.
- 4.41 Securing a strategic coastal flood defence over the longer term will help promote new development in, and protect existing areas of the city centre. Therefore it is of key importance to the evolution of the wider city and South Hampshire. The preferred approach strikes a balance with regard to individual developments: setting out minimum safety standards; and additional measures if these are practical to provide.

An attractive and distinctive place

Overall Context

4.42 There is one topic within this theme:

- A Design and tall buildings

A. Design and tall buildings

Preferred Option

- Criteria set for delivering high quality design in the city centre to include meeting design principles for each quarter, protecting strategic views and respecting the character, heritage and setting of areas
- Design and access statement required to demonstrate design is of high quality
- To set out requirements for tall buildings and locations where they will be permitted (to include other appropriate sites subject to meeting design principles for the quarters)

Alternative Options not incorporated

- a. Rely on the Core Strategy design policy
- b. Provide more detailed design policies
- c. To not include specific locations for tall buildings and assess all proposals on a case by case basis

- d. To only allow tall buildings within specific locations with no flexibility on other sites

Issues and Options Paper- Response to comments

- 4.43 There was support for the principles of design set out and the importance of creating a sense of place, a strong visual identity and integrating heritage assets and public realm and open space. The need for urban design to be based on both an urban design analysis and commercial appraisal of the site was stated. It was argued that, whilst general principles are necessary, developments should be considered on their individual merits.
- 4.44 Questions were raised about specific locations for tall buildings and the appropriate design particular at Royal Pier and Town Quay with concerns raised about the explosive safeguard zone and the vista of the city from Southampton Water.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

The Sustainability appraisal report (January 2012) identified only positive impacts for the general design policy including the provision of high quality housing, efficiency of use of land and environmental criteria. The assessment identified negative impacts from the tall building policy on flood risk and biodiversity.

Appendix 1 Outlines the findings of the Initial Assessment

Discussion

- 4.45 Core Strategy policy CS 13 sets out the fundamentals of design for the city. Although this is a detailed policy and is currently supported by Supplementary Planning Documents, high quality design is fundamental to successfully delivering growth. The CCAP will therefore include two policies to cover key aspects of design and tall buildings specifically. The SPDs will continue to provide useful information which is too detailed for inclusion in the CCAP.
- 4.46 Tall buildings are a key issue to be addressed in the CCAP. The city centre has a number of tall buildings located along streets such as Cumberland Place, Bernard Street and Briton Street; in clusters by the station and Marsh Lane gyratory; and individual buildings such as Albion Towers and Castle House. The policy identifies appropriate sites for future tall buildings, reflecting the existing areas which should be consolidated and the opportunity for tall buildings to mark significant gateways and iconic buildings. Some flexibility is provided to enable proposals for high quality tall buildings, designed in accordance with the design principles for their quarters which add to the streetscape to be considered.

Easy to get about

Overall Context

4.47 There is one topic within this theme:

A Transport and movement

A. Transport and movement

Preferred Option

- Supports the enhancement of streets for pedestrian and cyclists including enhanced crossing points, routes and urban spaces with specific locations identified (Western Esplanade, East-West Spine, inner ring road)
- Support improvements in the public transport (bus, coach, rail and ferry) network and facilities including the provision of bus 'super stops' and improvements to Central Station
- Identifies strategic links with a mix of improvements to existing routes and new routes to be delivered alongside new development
- A managed approach to car parking provision – balancing the needs of developers with the need to encourage a shift to public transport.

Alternative Options not incorporated

- a. More limited transport interventions
- b. Larger scale transport interventions including new pedestrian priority and highway schemes

Issues and Options Paper- Response to comments

4.48 The responses on the Issues and Options paper recognised the importance of transport policies and the danger of development significantly increasing the number of cars in the city centre. The approach of seeking to reduce the need to travel and reliance on the private car with improvements to bus and rail and pedestrian routes was supported. Responses also highlighted the need for streetscene improvements with better signage, footpaths and the provision of travel information.

4.49 Specific transport schemes were suggested including a bus service to and from Northam, railway station at Ocean Village, light rapid transit and trams systems. Reservations were raised about the provision of a transport interchange at Castle Way / Portland Terrace. Different views were presented on car parking with arguments for either maintaining or reducing the provision. A request was made to include reference to park and ride as way to alleviate city centre traffic problems.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

The Sustainability appraisal report (January 2012) identified largely positive impacts for environmental, economic, health and social criteria.

Appendix 1 Outlines the findings of the Initial Assessment

Discussion

- 4.50 Focussing development in the city centre encourages accessibility by means other than by the car. Development provides the opportunity for improvements to the transport network and is a catalyst for the specific schemes in the policy. In addition to delivering transport schemes for new development, the CCAP policy seeks to improve public transport facilities, and remodel parts of the highway network to improve the public realm for pedestrians and cyclists whilst maintaining appropriate vehicular access.
- 4.51 Strategic links are included in both the transport and Green Grid policies to connect key the Central Station, key destinations, the waterfront and green spaces. It is recognised that providing new links, improving existing routes and connecting these together in a network will improve the accessibility of the city centre for pedestrians and cyclists and also provides the opportunity to develop a green grid.
- 4.52 The approach to car parking provision recognises its importance for attracting development to the city centre (and hence to a location accessible by public transport), whilst also seeking to manage car parking to promote public transport use and good urban design. Given the reduction in office targets, park and ride facilities on the edge of the city are now unlikely to be needed until the longer term, although this needs further assessment.

5 City Centre Action Plan: Quarters and key sites

- 5.1 Options considered and rejected in relation to the structure of the city centre are outlined below.

Quarters

Context

- 5.2 In order to reflect the diversity within the city centre, the CCAP splits the centre into different quarters, each with their own character, mix of uses and prospects for change. The policies for key sites are contained within these thirteen quarters. The exception is a few sites that either cross quarter boundaries or are grouped with other sites in adjacent quarters.

Preferred Option

- To use the quarters set out in the master plan as a structure for the key sites policies

Alternative Options not incorporated

- a. To use the character areas as set out in the City Centre Urban Design Strategy (CCUDS) 2001
- b. To use the revised character areas as set out in the Issues and Options paper

Issues and Options Paper - Response to comments

- 5.3 Detailed comments were given about the boundaries of the proposed development quarters. There were also comments about the nature of proposed development in the different quarters. In addition, questions were raised about how green infrastructure fits within these frameworks and how Port Operational Land should be shown.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

The Sustainability appraisal report (January 2012) did not assess how the city centre was split into quarters.

Discussion

- 5.4 The Issues and Options paper included two options for development quarters. These were to follow the character areas in CCUDS (extended to cover the expanded city centre) or an amended version, particularly changing the quarters around the waterfront and riverside areas and St Marys.
- 5.5 One of the roles of the Master Plan is to update guidance in CCUDS. The master plan consultants worked with Planning Policy to identify and refine the quarters, taking into account detailed work from the City Centre

Characterisation Study which looked at heritage and design and identified 43 character areas.

- 5.6 Some of the principles from the amended version in the Issues and Options Paper were taken forward; the extension of the retail core quarter to the south east, splitting the waterfront up and extending the eastern quarter to include the recent Chapel development. The Characterisation Study highlighted the diversity of the city centre and the need for more quarters than used in CCUDS. Therefore the quarters were divided further to create new waterfront quarters at Ocean Village, Royal Pier and the Itchen Riverfront, to separate the University from the Central Parks and to extend the retail core to include retail uses within the major development quarter. The quarters were then renamed. The same revised quarters were used in the master plan and CCAP.

Key sites

Context

- 5.7 The city centre includes a number of key sites. These include the Very Important Projects (VIPs) identified in the master plan and other key sites. These sites are allocated for development up to 2026 and show how the Core Strategy targets for the city centre will be addressed. Further guidance is provided on the appropriate mix of uses and nature of development on these sites and specific requirements such as safeguarding land for infrastructure.
- 5.8 The following are identified as key sites in the CCAP:
1. Major Development Quarter (the overall approach)
 2. Station Quarter (land within the MDQ)
 3. Western Gateway (in the MDQ)
 4. Mayflower Park, Royal Pier and Town Quay
 5. East Street Centre and Queens Buildings
 6. North of West Quay Road (land within the MDQ)
 7. Town Depot
 8. Fruit & Vegetable Market and Brunswick Place
 9. Bargate sites (East of Castle Way, Bargate Shopping Centre and Hanover Buildings)
 10. Albion Place and Castle Way car parks
 11. Lower High Street
 12. 144-164 High Street
 13. Northern Above Bar
 14. Mayflower Plaza
 15. East Park Terrace
 16. St Mary's Road
 17. Dukes Street, Richmond Street and College Street
 18. Ocean Village
 19. St Mary's Street and Old Northam Road

1. Major Development Quarter (Overall approach and other issues)

Preferred Option

- Requires a comprehensive approach to development in the Major Development Quarter
- Deliver high quality pedestrian links, highway and public transport improvements
- Requires high quality design, the protection and establishment of strategic views and for development to address flood risk

Alternative Options not incorporated

- a. To be more prescriptive on the nature and form of development
- b. Not to include general Major Development Quarter policies

Issues and Options Paper - Response to comments

- 5.9 The Issues and Options paper split this section up and asked questions about the location of uses; key routes; public spaces; visual links and community uses before looking at the specific sites.
- 5.10 There were limited responses on the general MDQ sections. Those received supported setting out general principles for development in the MDQ whilst providing some flexibility about how these are implemented. The need for clarity about the uses in the Major Development Quarter was stated, in particular for retail uses. Detailed comments were made about the explosive safeguarding zone affecting part of the quarter and the difficulties of active frontages around multi storey car parking.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

The Sustainability appraisal report (January 2012) identified only positive impacts across a range of criteria.

Discussion

- 5.11 This policy establishes the overall approach to development within the Major Development Quarter. The approach taken is a reflection of other policies in the CCAP. The options considered therefore concern the level of detail in the policies.
- 5.12 The decision is to include general principles for development (i.e. the strategic framework of strategic links and civic spaces and the range of acceptable uses) but leave flexibility for developers in how these principles are delivered (i.e. the precise route of links and mix of uses). This is consistent with the comments received in the consultation.

2. Station Quarter

Preferred Option

- Promote a high quality distinctive gateway and arrival point including an enhanced transport interchange at Central Station and a realigned / remodelled Western Esplanade
- Mixed use development promoted including a substantial proportion of office development
- Create new civic square at the northern and southern entrances to the station
- Screen electricity sub station south of Western Esplanade

Alternative Options not incorporated

- c. Development to be office led
- d. Development to be residential led

Issues and Options Paper - Response to comments

5.13 There was limited response on Central Station. Comments received supported development which regenerated the area and was financially viable. It was suggested that a mix of uses was more likely to succeed.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified a mix of positive and uncertain impacts. These included uncertain impacts on flooding, creating vibrant communities and climate change.

Discussion

5.14 This site is dominated by the redevelopment of Central Station and is a key site within the Major Development Quarter (MDQ). Policy MSA 2 in the Local Plan Review allocated this site for comprehensive redevelopment including a transport interchange and major office and/or hotel development.

5.15 The policy provides more flexibility on the uses appropriate to the site whilst setting out principles for development. For example the policy seeks a substantial proportion of office development but provides flexibility around this to promote a mix of uses. This provides the largest scope for a viable development on site. The redevelopment Central Station is important for the transport strategy in the CCAP by providing an attractive alternative to accessing the city centre by the private car. The realignment and remodelling of Western Esplanade increases the size of the development site and provides the opportunity for a new civic square at the main entrance to the station, and enhanced links. Strategic links will guide people out of the station towards the heart of the city, the Old Town and the waterfront.

3. Western Gateway

Preferred Option

- Creating a high quality and distinctive gateway to the city centre and waterfront
- Office development supported with the requirement for a substantial proportion within any redevelopment of the City Industrial Estate and / or West Quay Road industrial area
- Residential and hotel development promoted adjacent to West Quay Road
- Redevelopment to deliver links through the quarter, a new civic square / new pocket parks and views of berthed cruise liners and the River Test

Alternative Options not incorporated

- a. Not include a policy on Western Gateway
- b. Restrict the size of the site

Issues and Options Paper - Response to comments

- 5.16 The Issues and Options paper included options for the extent of the site (whether to include Leisure World) and the appropriate uses.
- 5.17 A limited number of comments were received on Western Gateway. The redevelopment of the industrial areas was supported although it was suggested that further uses may be appropriate including the relocation of the Asda store or the retail warehouses from West Quay Retail Park.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified largely positive impacts with an uncertain impact on the provision of housing.

Discussion

- 5.18 The Western Gateway can create a key gateway to the city centre, accommodate major development needs, and enhance links to the waterfront. The redevelopment of the Western Gateway may occur in phases, with some development in the medium term and further development in the longer term. Therefore it is important to include a policy, and for it to cover the whole area, to ensure a comprehensive approach over successive phases. This promotes long term development opportunities and flexibility should the economic recovery be stronger than expected.

4. Royal Pier Waterfront

Preferred Option

- Mixed use development with a list of acceptable uses including culture and leisure, food and drink, employment, open space and residential uses
- Development to create a high quality international waterfront destination with improved open space, waterfront and pedestrian and cycle links.
- Development to respect and consider the Old Town, listed buildings, strategic views and to reduce severance of Town Quay and West Quay Road and integrate ferry services on site or nearby

Alternative Options not incorporated

- a. Amend the boundary of the site to exclude Town Quay
- b. Promote different uses on site

Issues and Options Paper - Response to comments

- 5.19 The Issues and Options paper included a number of options for the redevelopment of the wider Royal Pier site and the appropriate uses. A large number of comments were received.
- 5.20 It was suggested that the site should be developed for an increased amount of office floorspace to deliver jobs or should have the maximum amount of leisure and cultural uses to deliver a destination. The site should be a permanent site for the Boat Show with improved facilities, improved links across Town Quay and to the Oceanography Centre, access maintained to the waterfront and Mayflower Park preserved. Tall buildings would be appropriate. It was noted that the Hythe ferry should not be relocated further away from the city and must be integrated with pedestrian and cycle networks,
- 5.21 Concerns were expressed about the environmental impact of residential development and the resulting increased recreational pressure. There were additional ecological and flood risk issues raised as was the issue of explosive safeguarding.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified a mix of unknown and positive impacts. Uncertain impacts included flooding, health and environmental criteria.

Discussion

- 5.22 The policy on Mayflower Park, Royal Pier and Town Quay has been drafted whilst a developer is progressing this scheme and therefore reflects the aspirations and likely mix of uses on site. The criteria for the site reflect the requirements presented to the developer.

5.23 The decision was taken to expand the site beyond the boundary of the current proposal and include Town Quay. This part of the site is currently in need of redevelopment and, although this will not necessarily be part of the wider redevelopment proposals, it should be subject to the same criteria to deliver high quality development.

5. East Street Centre and Queens Buildings

Preferred Option

- Retail led mixed use development supported
- Development must provide active frontages, improved links and be in accordance with retail policy

Alternative Options not incorporated

- a. Remove from the primary shopping area and permit different uses on site at ground floor level

Issues and Options Paper - Response to comments

5.24 No specific comments were raised about proposals for this site. However it was stated that St Mary's should link with the city via East Street and the centre should be a gateway and link into the city centre. It was also suggested that the parking at East Street Shopping Centre should be retained.

5.25 There was support the identification of East Street Shopping Centre as a potential location for a large foodstore and the comprehensive redevelopment of Debenhams and the East Street Shopping Centre. The inclusion of East Street in the Primary Shopping Area was supported.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified a mix of unknown and positive impacts. Uncertain impacts included flooding, reuse of land and the protection of green spaces.

Discussion

5.26 The East Street Shopping Centre is largely vacant and is in need of redevelopment. Although it is a failing shopping centre, there is a proposal for a supermarket redevelopment here which supports the continuing retail designation of this site.

- 5.27 There are no plans for Debenhams to move from their Queens Buildings site. However, if this was to happen, the policy sets criteria for a high quality development that respects the adjacent parks.

6. North of West Quay Road

Preferred Option

- Retail-led mixed use development in accordance with the retail policy with active frontages on main routes and improved links.

Alternative Options not incorporated

- a. No specific policy
- b. Allow wider mix of uses

Issues and Options Paper - Response to comments

- 5.28 The responses on the Issues and Options paper suggested alternative uses for different parts of this site. These include a multi purpose sports and leisure venue, conference centre, casino, open space,
- 5.29 The importance of design and respecting the character of the area, in particular the waterfront and views of the water, the Town Walls and nearby Old Town (and its residents) was stated. Development should improve links and consider transport issues. It was suggested that buildings should not be demolished until development is due to start.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified largely positive impacts with an uncertain impact on the provision of housing.

Discussion

- 5.30 This area currently consists primarily of the West Quay retail warehouse park, and is expected to come forward for redevelopment in the longer term. It is important to include a policy to promote long term development opportunities and flexibility should the economic recovery be stronger than expected. A policy ensures a coherent and comprehensive approach with adjoining MDQ quarters which are likely to come forward sooner. As set out in the Core Strategy the area provides the opportunity for retail expansion at the appropriate time to ensure the city centre maintains its regional status. Development should therefore be retail led, although the policy promotes a mix of uses consistent with this.

7. Town Depot

Preferred Option

- Promote a mixed use waterside redevelopment

Alternative Options not incorporated

- b. Not to include a policy
- c. More detail on the mix of uses

Issues and Options Paper - Response to comments

5.31 Suggestions for this site included residential development and leisure uses. It was however noted that there is the potential for significant archaeology and that the coastline area and its species and habitats are sensitive to disturbance.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified a mix of uncertain and positive impacts. Uncertain impacts included flooding, accessibility, biodiversity and protecting the historic environment.

Discussion

5.32 The Council has recently cleared the Town Depot site. It is a key waterfront site with strong potential to open up access to the waterside. The Council is working with a developer on a potential scheme, supporting the Council's aspiration for a leisure development, including an indoor ski slope. It is therefore important to include a policy. The underlying aim is to secure a high quality waterfront development, and the policy promotes appropriate flexibility on the mix of uses to help achieve this.

8. Fruit & Vegetable Market

Preferred Option

- Promote a residential led mixed-use scheme that results in improvements to the public realm, includes appropriate open spaces and achieves the re-identification of the line of the medieval wall through the design of the buildings and public realm.

Alternative Options not incorporated

- a. Solely residential scheme.
- b. Solely employment generating scheme.

Issues and Options Paper - Response to comments

5.33 No comments were received on the Fruit and Vegetable Market site. One comment was received on the Brunswick Square site stating that it should incorporate CHP facilities.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified largely positive impacts with an uncertain impact on climate change.

Discussion

5.34 The Fruit and Vegetable site area has been combined with the Brunswick Square site to offer a more sensible site allocation.

5.35 The site includes a large number of vacant buildings and is in need of redevelopment. It is a key site situated along the line of the town walls. Redevelopment provides the opportunity to regenerate the area and better connect it with the shopping area and the waterfront as well as enhancing surrounding heritage assets.

9. Bargate sites (East of Castle Way, Bargate Shopping Centre and Hanover Buildings)

Preferred Option

- Retail led mixed use redevelopment
- Development to respect the Town Walls and the Bargate
- Development to include improved links, active frontages and uses in accordance with the retail policy

Alternative Options not incorporated

- c. Promoting different uses on these sites
- d. Not including a policy on these sites

Issues and Options Paper - Response to comments

5.36 No comments were received on these sites.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified only positive impacts including accessibility, economic criteria and protecting the historic environment.

Discussion

5.37 The Bargate Shopping Centre is largely vacant and in need of redevelopment. It is a key site along the Town Walls and faces the Bargate itself. The East of Castle Way site is in the corner of Bargate Street and Castle Way and will link new development at Watermark West Quay with the Old Town.

5.38 Retail development of these sites would be covered as part of the retail policy earlier in the plan. However, these sites were included as a reflection of their importance, the opportunities for redevelopment and their settings adjacent to the Town Walls and Bargate.

10. Albion Place and Castle Way car parks

Preferred Option

- Albion Place to be developed as public open space
- Small scale, lightweight development would be permitted on Castle Way provided it had no negative impact on the Town Walls and their settings and views to the Old Town are retained.
- If development cannot achieve these objectives, Castle Way is to be developed as public open space

Alternative Options not incorporated

- a. Only permit the redevelopment of these sites for open space
- b. Not include a specific policy for these sites

Issues and Options Paper - Response to comments

5.39 Only one comment was received on this site which stated the importance of sensitive development and suggested a mix of café, restaurants, secondary retail shops as well as open space.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified largely positive impacts.

Discussion

5.40 These sites are currently in use as car parks next to the Town Walls. Due to difficulties in developing them, the policy only permits limited development on Castle Way car park. If this cannot be developed in accordance with the policy, both car parks will be redeveloped as open space. The inclusion of this policy clarifies the council's aims for these prominent sites.

11. Lower High Street

Preferred Option

Promote a heritage-led enabling development which brings back into use the historic vaults and medieval structures, with acceptable uses including an appropriate visitor attraction and incorporating a substantial element of open space in the layout; and maintains an appropriate degree of safety in respect of flood risk.

Alternative Options not incorporated

- a. Solely residential scheme.
- b. Lose the on-site provision of open space.

Issues and Options Paper - Response to comments

5.41 No comments were received on this site.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified only positive impacts including reducing flood risk, improving accessibility and improving engagement in culture.

Discussion

5.42 This site has the potential for a mixed use development that produces heritage based regeneration opportunities. It is anticipated that the site can help bring the lower end of the High Street into use active again, whilst enhancing the historic building setting. The retention of open space is an important element for this locality.

5.43 The site has previously been the subject of a planning application that was a residential led scheme. The council has provided flexibility within the draft policy to enable development which affords a commercial aspect whilst at the same time preserving some of the open space and heritage elements. Any loss of open space in the city centre is particularly acute owing to the very limited opportunities there are to replace the open space provision elsewhere. If redevelopment of the site does not take place then the protected open space will ensure that the area is retained for public amenity.

12. 144-164 High Street

Preferred Option

- Retain as existing with retail on ground floor. (Option 3 revised) - retail-led development with wide mix of uses acceptable above ground floor

Alternative Options not incorporated

- c. Redevelop the site as a whole for a mix of uses incorporating residential, commercial, creative industries and with a range of cultural and leisure uses on the ground floors. (Option 1)
- d. Redevelop to create individual development sites, incorporating a larger range of uses and architectural styles than above. (Option 2)

Issues and Options Paper - Response to comments

5.44 No comments were received on this site.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified largely positive impacts including the provision of housing, employment and cultural facilities.

Discussion

- 5.45 The Council (landowner) intends the ground units fronting the high street to continue to be leased to businesses under the retail uses permitted in option 3 throughout the plan period, especially as the building façade of the block has recently been restored. Therefore, the block will be retained as existing, and continues its allocation as secondary frontage under CCAP policy 4.
- 5.46 The delivery of a redevelopment of block will be facilitated between the private landowners in the western part of the block and the Council who own the buildings fronting the High Street. If redevelopment of the site does come forward during the plan period then it will be expected to be comprehensive retail led mixed use development, and will allow for a wider mix of uses including tourism in accordance with the aspirations of policy CS 1.

13. Northern Above Bar

Preferred Option

- A mix of uses which promote the area as cultural area incorporating educational, leisure, hotel, residential and office units. The area will also be enhanced by the development of a major Arts Complex which provides space for the creative sector. An enhanced connection from Guildhall Square through to East Park will allow better pedestrian links which capitalises on the relationship between the historic park and the civic quarter.

Alternative Options not incorporated

- e. Restricting ground floor uses to shop / retail use only.
- f. Be more prescriptive to ensure a mix of office and residential uses.

Issues and Options Paper - Response to comments

- 5.47 Responses received suggested alternatives to the mixed use development proposed in the Issues and Options Paper. A major new office development with active frontages was proposed to be occupied by the council as an extension of Guildhall Square and the Civic Centre. An alternative suggestion was to use the site for university and educational uses.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified only positive impacts including the provision of housing and cultural facilities, improving education achievements and economic criteria.

Discussion

- 5.48 Since the Issues and Options paper this area has undergone significant improvements. The developments foreseen in the paper have now been implemented or have secured funding and full planning permission. The remaining elements of the area are to be secured by CCAP Policy 31 to develop its cultural and leisure profile and assets. The key will be to promote a mix of uses and cultural spaces.
- 5.49 The quarter is already made up of high quality cultural elements such as the City Art Gallery, Mayflower Theatre, and the Guildhall. The approach set out above will provide flexibility for the leisure sector to complement the retail offer in the city centre. It will also connect well to the new SeaCity Museum and Mayflower Theatre area.

14. Mayflower Plaza

Preferred Option

- A flexible mixed use policy that provides active frontages along main roads and respects the setting of the site.

Alternative Options not incorporated

- g. Office led scheme mixed use scheme.

Issues and Options Paper - Response to comments

5.50 Comments were received on the development appropriate on this site; a landmark building including a plaza and square with public space, cafes and retail space. Development should be complementary to the height of the Mayflower Theatre, include active frontages and be designed to link with the theatre and Civic Centre. Office and residential uses were supported on the site along with a range of supporting uses.

5.51 Concerns were raised that this site had been vacant for a long time.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified largely positive impacts with an uncertain impact on biodiversity.

Discussion

5.52 Mayflower Plaza is an important site in the centre of the city that has been vacant for a significant period of time. It is located on the edge of the central parks and adjacent to the Mayflower theatre.

5.53 In order to help to enable development a relatively flexible policy approach has been proposed. With the site's edge of park location there is potential to provide a tall building that respects the character and setting of nearby heritage assets.

15. East Park Terrace

Preferred Option

- Development for educational uses and related facilities enabling the expansion of Southampton Solent University. If all or part of the site is not needed for this purpose, then offices, residential, hotel and or community uses would be acceptable as part of a mixed use development.

Alternative Options not incorporated

- h. Retaining the LPR allocation
- i. Allocating solely for the expansion of Southampton Solent University.

Issues and Options Paper - Response to comments

5.54 The Issues and Options paper included both the East Park Terrace and St Marys Road sites within an expanded East Park Terrace site.

5.55 Reference was made to the Local Plan and Development Brief for this site which remains valid. This site could deliver a high quality gateway development

with the opportunity to improve links across the dual carriageway; however development should also integrate with St Mary's community and be respectful in scale.

- 5.56 Issues with access were highlighted and there was a suggestion that residential development should be limited because of these access issues. Suitable uses suggested for the site included community uses, the growth of Solent University, a hotel and office mixed use development, residential and student hall development, bars and cafes. Existing community and sports facilities should be retained and enhanced.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified only positive impacts.

Discussion

- 5.57 The site is adjacent to Southampton Solent University's main campus and therefore offers them an important opportunity for expansion. The policy seeks to support any ambitions of the University to expand/upgrade its educational (and related) facilities. In order to offer a reasonable degree of flexibility if part or all of the site is not required for the University the policy identifies further uses that would be acceptable on this site.
- 5.58 Given the sites prominent location on the edge of the park and at Charlotte Place the policy identifies that development should enhance the setting and make a strong architectural statement to the north of the site.
- 5.59 The University is somewhat segregated from its surroundings at the moment and the policy seeks to address this by identifying the need to improve the accessibility and connectivity through the site both east to west and north to south.

16. St Marys Road

Preferred Option

- A flexible approach to development has been taken, identifying a number of uses that could be supported individually or as part of a mixed use scheme.

Alternative Options not incorporated

- j. Allocating the site for a mixed use development.
- k. Allocating the site for expansion of Southampton Solent University.

Issues and Options Paper - Response to comments

5.60 The Issues and Options paper included both the East Park Terrace and St Marys Road sites within an expanded East Park Terrace site. See comments above on East Park Terrace.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified only positive impacts.

Discussion

5.61 The site is an island site that has been sitting unused for a significant period of time. In order to help realise the sites development potential a flexible approach to development proposals has been proposed.

17. Dukes Street, Richmond Street and College Street

Preferred Option

- Mixed use development with acceptable uses including residential, student accommodation and offices
- Land within Marsh Lane / Threefield Lane gyratory identified as an intermediate office area

Alternative Options not incorporated

- a. Promote office development only
- b. Policy to only cover developments sites

Issues and Options Paper - Response to comments

5.62 No comments were received on this site.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified a mix of positive and uncertain impacts. Uncertain impacts were identified for flooding, health and climate change criteria.

Discussion

5.63 Although primarily an office location, recent changes have seen the redevelopment of offices for student accommodation and a wider mix of uses here. The policy for this area therefore provides a flexible approach for redevelopment whilst identifying it as an intermediate office location. This will continue to support appropriate development and would support a more comprehensive development if this was proposed.

18. Ocean Village

Preferred Option

- Encourage intensification with a mix of residential, cultural, leisure, tourist, small-scale retail and office uses in the area with appropriate infrastructure. (Option 2 revised) -building out the remaining development sites and identifying land at SWAC for development.

Alternative Options not incorporated

- a. Adopt a future presumption against redevelopment in the area and consolidating existing development with public realm and transport enhancements; (Option 1)

Issues and Options Paper - Response to comments

5.64 No comments were received on the specific section on Ocean Village. However comments had been made on other sections of the plan. There was support for further development in Ocean Village, a railway station and taller buildings.

5.65 It was suggested that Ocean Village should be designated a secondary local centre and is appropriate for smaller scale retail. It was proposed that the boundary of the night time area be extended east. Concern was expressed about the potential walkway linked Itchen Riverside to Ocean Village and its impacts on wildlife.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified a mix of negative, positive and uncertain impacts. The negative impact identified was reducing flood risk, uncertain impacts were identified on health and biodiversity criteria.

Discussion

5.66 The preferred option will encourage more efficient and effective redevelopment of remaining vacant and underused land providing a mix of uses to complement the existing development and uses in the Quarter. CCAP policy 15 will allow the potential for tall buildings as individual landmark buildings and structures in specific locations.

- 5.67 Policy 7 allows night time businesses to operate till midnight, encouraging the growth of the night time economy in the Quarter whilst balancing potential disturbance to local residents. Policy 5 has identified the expansion of the city centre's Primary Shopping Area and will not include the Quarter, though there will be the opportunity for small scale retail uses. The assessment carried out for the strategy for city centre transport improvements to support policy 16 has not identified the need for a railway station in Ocean Village.
- 5.68 Land was not been identified for a CHP plant to serve the whole of Ocean Village. The approach for CHP expansion in the city centre is explained further in the discussion under the preferred option for the 'Renewable Energy' policy (see page 19). Even if new development within the site does not connect to an existing system it should be designed to be able to connect to it in the future in accordance with the requirements of policy CS 20.
- 5.69 The preferred option has been revised to include SWAC and safeguard land in future for waterfront recreation. This meets the best practice recommendation under SA process to mitigate strategic impacts of development affecting waterfront locations.
- 5.70 The SA/SEA report proposes indicators to monitor the potential negative environmental impacts on flood risk, health, air pollution and climate change as the result of the preferred option chosen for this policy. Measures to mitigate these environmental impacts for each development within the site will be addressed by CCAP policies 10, 11, 12, 13 and 15.
- 5.71 In particular, policy 15 recognises that the flight lines of listed bird species will be affected by the location, height and design of tall buildings, which should be informed by the Southampton Wetland Bird Flight Path Study (2009). This impact has been highlighted in the HRA which has recommended measures to avoid / mitigate the effects from collision mortality risk. Design measures could include stepped building heights (lower close to the water), low intensity lighting and a reduced ratio of glazing or UV glass / film. The potential for negative impacts on biodiversity and for increasing flood risk due to the concentration of people in tall buildings are raised by the Sustainability appraisal (SA/SEA) which highlighted the importance of their location and design.

19. St Mary Street & Old Northam Road

Preferred Option

- Development proposals to respect the character of the area, seek environmental improvements and promote residential uses above ground floor level
- Part of St Mary Street identified as a secondary shopping area, a greater range of uses may be appropriate in other parts of the street
- In Old Northam Road, proposals must respect the locally listed buildings and retail uses and those offering a direct service to the public will be encouraged

Alternative Options not incorporated

- a. Continue to restrict uses in Old Northam Road and along a larger part of St Mary Street

Issues and Options Paper - Response to comments

- 5.72 Responses highlighted the opportunities for this area to provide a different retail offer which includes small scale, local centre retailing with alternative or multi cultural shops (food and ethnic supplies) as a regional destination for Asian shoppers and arts, antiques and furnishing in Northam Road

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

No alternative options were assessed in the initial assessment.

The Sustainability appraisal report (January 2012) identified only positive impacts including the provision of housing, reducing poverty and creating vibrant communities.

Discussion

- 5.73 The plan identifies a smaller area than currently designated where restrictions on uses apply. This is a reflection of the retail trends reducing the viability of trades which used to be the focus for this area and the continuing issues of vacant units, particularly on Old Northam Road.
- 5.74 St Mary Street was previously identified as a local centre in the Local Plan Review. As St Marys is now located within an expanded city centre, it is not possible to also designate it as a local centre. A more concentrated area is therefore designated as part of the city centre's secondary shopping frontage. More flexibility is provided to encourage development on Old Northam Road. Retail uses will continue to be encouraged on Old Northam Road.

6 Implementation, Delivery and Monitoring

- 6.1 Options considered and rejected in relation to Implementation, Delivery and Monitoring are outlined below.

Context

- 6.2 A key component of the City Centre Action Plan is its implementation and delivery.

Preferred Option

- The Plan sets out potential delivery mechanisms for the different components of the CCAP including a summary of transport schemes and other infrastructure and for the development sites. The section includes summaries of current schemes and identifies achievements and actions to deliver these proposals.

Alternative Options not incorporated

- a. To provide detailed plans for each key site and current development proposal
- b. To provide only a general summary of delivery mechanisms for the city centre

Issues and Options Paper - Response to comments

- 6.3 Delivery was identified as a critical issue for respondents. Comments were received about funding and the need to avoid reliance on Section 106 contributions and for reasonable and realistic charges. The need to balance flexibility and clarity within policies was stated.
- 6.4 There was support for the approach set out in the Issues and Options paper and the principle of identifying long term strategies and having a strategic approach to delivery.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) / Habitats Regulation Assessment Input (HRA)

Uncertainties about developer contributions could create a barrier to investment in the city with associated adverse impacts to reducing poverty, employment and economic growth. Other potential impacts centre around potentially losing opportunities to gain developer contributions towards improving infrastructure such as those related to transport.

Appendix 1 Outlines the findings of the Initial Assessment

Discussion

- 6.5 The Plan sets out the key issues to address in delivering the plan, and these have influenced the development of policies. Background evidence, including the City Centre Master Plan, sets out further information on deliverability. This will be developed throughout the production of the CCAP document.

APPENDIX 1 Summary Table SA/SEA/HRA findings of the Initial Assessment

APPENDIX 2 Summary Table of Alternative Options

(see separate files for Appendices)

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