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SOUTHAMPTON
CITY VISION
Local Plan

DEVELOPMENT PRINCIPLES

8. DEVELOPMENT PRINCIPLES

8.1 The Local Plan provides policies to deliver the amount of development needed and ensure that it is in the right place. It is also important that development is well designed, taking account of its context and shaped by its location including its maritime setting; accessible to all and sustainable.

8.2 This chapter includes the following policies:

- DE1 Placemaking and Quality of Development
- DE2 City Centre Streets and Spaces
- DE3 Tall Buildings
- DE4 Waterfront
- DE5 Accessible and Inclusive Design
- DE6 Housing Standards
- DE7 Energy and Net Zero Carbon Buildings
- DE8 Sustainable Design of New Development
- DE9 Waste and the Circular Economy
- DE10 Shopfronts, Signage and Advertisements
- DE11 Parking
- DE12 Electric Vehicle Infrastructure
- DE13 Southampton International Airport

PLACEMAKING AND QUALITY OF DEVELOPMENT

8.3 Southampton as a place is physically defined by the rivers Test and Itchen and their undulating valleys, creating a varied landscape of expansive and contained views. The River Itchen further bisects the city, creating two separate but inter-dependant urban areas, with bridging points.

8.4 The city centre and historic port lie at the confluence of the two rivers, which has created a tapered road network leading into the city centre, with town, district and local centres located at the intersections of cross connecting routes.

8.5 The dramatic impact on the city centre of bombing in the Second World War and subsequent rebuilding in the mid-20th Century destroyed much of its intrinsic architectural character. In addition, land reclamation in the west of the city centre has led to a series of low-density mid to late 20th Century developments with little design merit and poor connectivity. Many of these post war buildings will be redeveloped or refurbished over the plan period.

8.6 The design quality of new development is paramount to re-establishing a high-quality identity for the city. The city centre is defined by distinctive high-quality assets, including the water, the Old Town, Town Walls, Civic Centre and Central Parks. The wider city is also defined by high-quality open spaces, including Southampton Common, the parks and greenways, Green Grid and a range of varied and established residential areas. These assets create a context to which new high-quality development can respect and enhance.

8.7 There is a major need for new homes and commercial space and for higher density development. This creates the opportunity to reinforce and enhance the character of the city centre as a regional hub, and for the town and district centres and public transport corridors to evolve.

8.8 These changes need to be delivered using high-quality design to create attractive, healthy, and adaptable places with a series of enriched and enlivened buildings, streets and spaces which are fit for purpose, sustainable in the long-term, and set in a varied urban landscape. This is key to creating a high quality of urban life and a positive perception of Southampton, which in turn is more likely to generate public support for major development and will attract further economic investment in the city.

8.9 The form any new development takes will depend on the context, character, assets and constraints of a particular site, which in turn is shaped by its location within the network of streets, spaces and neighbourhoods across the city. The majority of new development will take place on previously developed land, and the creative re-use of buildings and spaces will be actively promoted.

8.10 Developers will also need to focus on maximising design quality and pre-application advice is highly encouraged, particular for major proposals or those in sensitive locations.

Policy DE1 (S) - Placemaking and Quality of Development

In order to protect and enhance urban living, environmental quality, the image of the city, and to develop health-promoting environments; all development (including streets, spaces, buildings and extensions) must comply with the following criteria as appropriate for the type and size of development.

Householder developments such as extensions, conservatories and outbuildings are required to make a positive contribution to the local area and specifically meet criteria 25 – 30 and 33 below.

Context

1. **Be informed by a proportionate analysis of the established character and context of the site within the street, neighbourhood and city;**

2. **Respect, respond positively to and enhance the local context, with regard to character, form, grain, scale, mass, density, proportion of buildings, materials, existing landforms, natural landscapes and historic features;**

Identity

3. **Be designed to the highest possible standards of place making; reinforcing the built and natural environment in areas of good quality and creating positive new environments in areas of poorer quality;**

4. **Ensure developments aid legibility and way finding by defining the hierarchy of streets and using 'local landmarks' where appropriate; and that streets and spaces within developments**

are designed to protect or create views into and out of the development to existing and proposed on and off-site landmark buildings or landscapes;

5. **Protect, enhance or at the least not have a significant adverse impact on defined strategic views;**

6. **Create public access to the waterfront and views of the waterfront and ships at berth where practicable;**

Built form

7. **Use the layout and arrangement of building frontages to define what is public and private, creating or contributing to a perimeter block form of development to safeguard the prevailing character of the local area, including the contribution made by public, communal and private gardens;**

8. **Promote physical and mental health and wellbeing including incorporating measures to promote opportunities for physical activity and active travel; respect the amenity of residential and other surrounding properties; and not unacceptably affect the health, wellbeing, safety and amenity of surrounding areas and wider city;**

9. **Use detailed design measures which relate to the human scale, through the articulation and fenestration of the building and attention to detail of the ground floor and its relationship to the public realm;**

10. **Treat the space around and between buildings with equal importance to the building itself, to achieve a high-quality environment, particularly of hard and soft boundary landscape and interface with the public street;**

11. **Ensure developments aid legibility and way finding by defining the hierarchy of streets and using 'local landmarks' where appropriate; and that streets and spaces within developments are designed to protect, enhance or create views into and out of the development to existing and proposed on and off-site buildings and landscapes. These may include landmark buildings, heritage assets, open spaces, the waterfront and other key or distinctive Southampton features;**

12. **Ensure the proposal will not inappropriately prejudice the ability of an adjoining site to be (re)developed.**

Movement

13. **Ensure that parking and servicing arrangements are subservient to and do not dominate the building and/or site; and do not undermine the priority for pedestrian / cycle routes;**

Nature

14. **Ensure that all new residential development, including extensions to homes, and other development wherever possible introduce trees (particularly broad leaf species) and that in areas where tree and shrub planting represent the predominant character of the boundary with public streets and spaces that this character is maintained and enhanced;**

15. **Where development involves the loss of trees, ensure they are replaced with trees of equivalent or greater value [see Key Option 1];**

16. **Protect trees subject to a tree preservation order or of good arboricultural or amenity value;**

Public spaces

17. **Create safe, secure, welcoming and attractive spaces, streets, landscaping, access and buildings which encourage positive social interaction and natural surveillance through layout, the positioning of building entrances and windows of habitable rooms, appropriate lighting, and other measures to design out crime, including the location of car and cycle parking; and avoid opportunities for concealment and unobserved means of escape.**

18. **Ensure a clear distinction between public spaces, car parking and private spaces, and ensure that all are attractive, useable, inclusive and manageable over the long term;**

19. **Create an environment with appropriate resilience to fire and other emergencies.**

20. **For major development (of 50 dwellings or 10,000m^2 of commercial floor space or more), include public art as an integral part of the streets, spaces or buildings;**

Uses

21. **Create an appropriate, complementary and well-connected mix of uses, activities, public and private spaces and buildings in the city, town, district and local centres, major sites and all other sites as appropriate;**

22. **Create buildings and spaces which are robust and have the potential to adapt to different uses as needs change over time;**

Homes & buildings

23. **Create an appropriate internal and external living environment (in accordance with Policy DE6 – Housing Standards); amenity for existing neighbours and prospective residential occupants in terms of privacy, natural light, outlook, shade, gardens and open spaces; and a working, learning or social environment for non-residential development appropriate to the type of use;**

24. **Where lifts are proposed, ensure at least one is capable of fitting a full-size horizontal stretcher;**

25. **Ensure the proposal will not unacceptably affect the health, safety and amenity of the city and its citizens;**

26. **Ensure that property extensions are sympathetic to the main building and architecturally responsive to the proportions, features and style of the host building;**

27. **Ensure that any ancillary (including free-standing) structures such as garages, car ports, cycle stores and bin stores are designed to complement the style of the proposed building(s) and respect building lines;**

28. **Incorporate the requirements of policies EN3, EN9, EN10, DE7 and DE8 (green infrastructure, flood defences, SUDs, energy generating and efficiency) as an integral part of the development design;**

Resources

29. **Use sustainable materials which have local relevance, a proven record of ageing well within the urban environment and take account of long-term maintenance, particularly with respect to the effects of a maritime environment;**

30. **Create an environment with appropriate resilience to fire and other emergencies.**

Lifespan

31. **Ensure proposals introduce trees (particularly broad leaf species) wherever possible and that in areas where tree and shrub planting represent the predominant character of the boundary with public streets and spaces that this character is maintained and enhanced;**

32. **Create buildings and spaces which are robust and have the potential to adapt to different uses as needs change over time;**

33. **Ensure that where a site is developed in phases, the layout and design of each phase retains the ability for future phases to be connected and achieve the comprehensive design principles for the whole site; and that any community facilities, public realm and open spaces are delivered alongside the appropriate phase of development; and**

34. **Ensure the proposal will not inappropriately prejudice the ability of an adjoining site to be (re)developed and carefully locate windows requiring outlook over third-party land.**

Overall Approach

8.11 Policy DE1 sets the overarching design policy to achieve the highest possible standards of placemaking, taking account of any practical constraints on the site. It uses the ten

characteristics of well-designed places identified in the National Design Guide. These criteria are in addition to other policies in the plan which also contribute to achieving high quality design, including for example policies providing guidance on density, heritage, sustainability, the waterfront, open spaces, biodiversity, air quality, noise, and lighting. Development must be in accordance with these policies and also with design principles set out in specific site policies.

8.12 The principle of achieving a high quality of design applies to all development. For residential, retail, leisure and office development, all criteria in Policy DE1 will be applied as appropriate to the scale and type of development. This includes 'householder developments' such as residential extensions, annexes and other alterations and the policy includes guidance on the criteria relevant for these types of development. For industrial and warehouse development the principle of achieving a high quality of design remains. Recognising the nature and operational needs of these developments, some criteria in policy DE1 will be less relevant or interpreted flexibly, although other criteria will be applied as for any development.

8.13 The council has set out further detailed design guidance in a range of SPDs and other documents which are all material considerations. These include the City Centre Masterplan, City Centre Streets and Spaces Framework, Old Town Development Strategy, Streetscape Manual and Residential Design Guide. The council will also take account of relevant national guidance including the Building for a Healthy Life[1] guide and Sport England's Active Design Guide[2].

8.14 A Design and Access Statement is required for development of 10 or more dwellings, 1,000m^2 or more of commercial floor space and for development within conservation areas. Design and Access statements should be set out using the 10 Characteristics of Good Design in the National Design Guide. If they are significant major developments, these schemes may be subject to a design review by the city's Design Advisory Panel. Masterplans and major developments seeking Outline approval will require an accompanying design code following the requirements set out in the National Model Design Code to allow for approval by the city council.

Context

8.15 By respecting, responding and enhancing the local context, development will reinforce the identity and character of the area; or in areas of poor design quality, enhance or create a more positive character. The character of the area includes detailed factors such as the use of appropriate good quality materials, colours, and architectural detailing. The topography may influence the appropriate design of development.

Identity

8.16 There are a series strategic views to or from heritage assets in the city centre, designated in the Southampton Tall Buildings Study (May 2017):

[1] Building for a Healthy Life – A Design Toolkit for neighbourhoods, streets, homes and public spaces (2020), NHS, Homes England, Home Builders Federation.

[2] Active Design Guide (2015), Sport England

8.17 Development will not block a strategic view or have a significant adverse impact on the setting of heritage assets unless there is a strong overriding reason in line with policy EN6 (heritage) and the NPPF. In some cases the strategic view is 'static' (i.e. there is only one view, typically along a street). In many cases a strategic view is 'kinetic' (in other words there are a number of views as people move through streets and spaces). Blocking a view means blocking a static view, the last remaining good view in what was once a 'kinetic' view or a particular important view within a 'kinetic' view. The significance of an adverse impact will depend on the characteristics of the long view which are important in the setting of the heritage asset, the importance of the heritage asset and the extent of the impact. The Council will take account of Historic England's advice note 'The Setting of Heritage Assets' (2017). A strong overriding reason will be determined in accordance with policy EN6 (heritage), the NPPF, and the extent of the adverse impact, the importance of the development to the overall aims of the plan, and any alternative means of achieving these aims.

8.18 Policy DE3 covers tall buildings of 5 storeys or more. Local landmarks are those which stand out from surrounding buildings by using distinctive design, and possibly by being slightly higher. They could be but are not necessarily tall buildings. Buildings, streets, spaces, gateways, local landmarks, and corner sites should reflect their location in the hierarchy of streets.

Built form

8.19 In order to meet the need for new development it is important to promote well designed higher density development where possible. There may need to be some balance between policies HO1 and DE1 (density and design) depending on the context. However, where policy HO1 promotes higher densities than currently exist in the surrounding area; the aim will be to seek to make this higher density work or else move towards it if appropriate. A well-designed higher density development may respect surrounding lower-density areas and criterion 2 does not necessarily require new development to replicate existing densities. In parts of the city centre and on other major sites there is often the opportunity to create new quarters with significantly higher densities than previously existed. In larger developments in particular creating a varied street scene (e.g. with different heights of building) may be important.

8.20 Building frontages will contribute to creating enriched and enlivened streets and spaces, including main roads. Active street frontages consist of buildings with fenestration and main doorways, avoiding blank frontages. Where appropriate active commercial street frontages, incorporating retail uses and 'shop fronts', will be promoted.

8.21 Perimeter block structures locate servicing, amenity space and parking within the block and active frontages so that they face on to the streets and spaces. Primary access to buildings should be from the street.

8.22 Parking and servicing should not dominant the buildings and plots and should generally be located to the rear of, or in higher density locations under the buildings. Parking and pedestrian / cycle routes should be carefully and sensitively demarcated to allow for the visual unification of spaces

8.23 Private gardens are not classed as previously developed land and so there is no specific policy encouragement for their development. Proposals for such development will only be acceptable if they meet the policies in this plan, including policies DE1, EN5 and HO2 (design, new open spaces and family housing), ensuring sufficient private amenity space is retained in the new development.

Movement

8.24 Streets will be designed for people first (i.e. pedestrians and cyclists) and to help create the place. They will integrate bus movements where appropriate. A high quality of public realm and street furniture will be created. Streets will not be designed as roads; car movements will be subservient and integrate into rather than dominate the place. Streets and spaces will be designed to integrate with the surrounding network of streets and spaces, and ensure direct connections to destinations, including shops, services and employment areas. People with reduced mobility or sensory awareness include for example people using wheelchairs, other mobility aids, the elderly or infirm, young children, people with pushchairs, people with reduced sight or hearing, dementia, or other forms of disability. The Streets and Spaces Framework sets out more guidance for the city centre.

Nature

8.25 New trees should be planted with new development wherever possible. The strong presumption will be against the loss of trees. A loss will only be accepted in exceptional circumstances where development will deliver strong benefits in terms of the Plan's wider objectives which clearly and significantly override the benefits of the tree. In these cases, the development will provide replacement trees of equal or greater value than those removed. New and replacement trees will be in suitable locations to provide amenity value and sustain healthy trees. This approach reflects the importance of trees to delivering a net gain in biodiversity, amenity value, semi-natural green space, air quality, flood management, and urban cooling in an urban environment with a growing population.

Public spaces

8.26 The Association of Chief Police Officers' 'Secured by Design' principles provide further guidance on improving safety and security. Buildings, streets, spaces and landscape should avoid opportunities for concealment, and unobserved escape routes such as alleyways. Back gardens should abut each other where possible. It will be particularly important to achieve natural surveillance of children's play areas. The requirements of the Fire and Rescue Service are primarily addressed by building regulations. Early consultation on major schemes is recommended.

8.27 Public art will be expected as an integral part of all major application sites and significant public realm proposals.

Uses

8.28 Development should include a mix of uses where appropriate. This will generally be in centres, other accessible locations and major sites; and could include local services such as shops, doctors surgeries, care centres and nurseries. The siting and design of buildings, and

other measures such as managing hours of operation, can help create a complementary mix of uses.

Homes & buildings

8.29 In order to respect the amenity of surrounding areas development should not create inappropriate overshadowing, loss of privacy or microclimate (wind, down drafts, funnelling or amplification of noise). To ensure sufficient natural light, development should be designed to avoid all habitable rooms within a dwelling having only a north facing aspect.

8.30 To ensure that emergency services and funeral directors are able to transport people by stretcher safely, efficiently and with dignity, all buildings with lifts must ensure at least one is either 13-person (stretcher) lift (1.4m x 2.1m) or a 17-person lift (1.95 m x 1.4m).

Lifespan

8.31 Where a site is developed in phases, it should be accompanied by an indicative master plan for the whole site to demonstrate how criterion 35 is met. This is likely to be required for allocated sites, and for any other significant / major site.

Key Policy Options

Key Option 1 – Loss of trees

Option 1a – There is a presumption in favour of retaining existing trees. Where the loss of trees cannot be avoided, replacement trees will be required to compensate for this loss, alongside additional trees as part of the landscape design. The number of trees required will depend on the size and type of the tree lost and the final Local Plan will set out the number of replacement trees required.

Option 1b – Seek to retain existing trees where possible. Where the loss of trees cannot be avoided, consider appropriate replacements on a case-by-case basis without setting out the number of replacements trees required. This is a more flexible approach but does not provide specific guidance for developers and may lead to the provision of fewer replacement trees.

CITY CENTRE STREETS AND SPACES

8.32 Southampton has a relatively compact city centre and there is the potential to improve the centres streets and spaces and encourage trips by foot, bicycle and public transport. The city centre contains a mix of routes and spaces that provide its structure and connections. Improvements meeting the criteria in policy DE2, will help create a highly accessible public realm, encouraging fluid movement into and out of places and prioritising walking, cycling and public transport.

Policy DE2 (S) - City Centre Streets and Spaces

1. **All city centre proposals will be required to consider opportunities for and, where appropriate, ensure the delivery of an enhanced network of high-quality streets and spaces, including strategic links, to connect key destinations, transport hubs, open spaces and civic spaces.**

2. All city centre streets, spaces and strategic links must:

a. present a high quality of public realm;
b. reflect the historic street pattern of the city;
c. be pedestrian and cycle-friendly;
d. cater for Disabled People and people with reduced mobility (in line with Policy DE5 – Accessible and Inclusive Design);
e. create direct and clearly defined routes with full or partial public active frontages, as required, in accordance with Policy IN4; and
f. enhance the city's 'Green Grid' (see Policy EN3).

3. Enhanced pedestrian and cycle crossing points across streets will also be required, and vehicular movements must be appropriately managed to ensure public safety on key routes and in high-traffic areas.

4. The city centre strategic links required to be protected, enhanced and/or newly delivered are:

a. 'East-West Spine' - From the Central Station to the northern end of the main shopping area, the Civic Centre, Cultural Quarter, Central Parks, Solent University, Six Dials to connect to Northam (as part of the east-west link);

b. 'Station Avenue' - From the Central Station, to establish a new avenue south through the Western Gateway to the waterfront at Royal Pier / Mayflower Park

c. 'International Maritime Promenade' - From the Central Station, via the Westquay shopping area, Harbour Parade, Town Walls, the waterfront at Royal Pier / Mayflower Park, via Town Quay Road, Platform Road and Canute Road to the waterfront at Ocean Village / Chapel Riverside and the Itchen Riverside;

d. 'Portland Link' – From the West Quay Retail Park car parks to Portland Terrace and through to Above Bar Street and the Central Parks;

e. 'QE2 Mile' - From the Avenue to Town Quay (largely complete, including the London Road improvements)

f. 'The Green Mile' - From the Central Parks via Queensway to Queens Park

g. 'Ocean Village Link' - Linking the main shopping area via Oxford Street to Ocean Village

h. 'Itchen Riverside Link' - From the main shopping area, through Chapel to the Itchen waterfront at Chapel Riverside;

i. 'Itchen Bridge Link' - From the Central Station, through the Central Parks and Marsh Lane to the Itchen Bridge (as part of a wider cycle route to Woolston and Sholing)

5. **New developments along the strategic links will be required to integrate with and facilitate their creation and provide full or partial public active frontages.**

6. **Financial contributions will also be sought for the creation or enhancement of strategic links, the Green Grid and open space will be secured from developments in line with policy IN13 (Infrastructure Delivery policy).**

Map 7 City centre strategic links

Overall Approach

8.33 The Streets and Spaces Framework 2015 identifies the city centre streets and spaces network using a quality classification. It classifies streets and spaces into the following:

- Strategic streets – routes providing the main structure for the network
- Principal streets – lower order routes including a variety of street types:
    - Local High Streets – where city centre residents can meet their day-to-day shopping and services needs
    - Parkland Drives – streets adjacent to or between the city's Central Parks
- City Streets – these provide the backbone of the movement network and include:
    - Lanes and alleyways – relatively short length routes providing connections and a choice of routes within the city centre
- Civic Spaces – varying from large civic squares to small setback spaces
- City Parkland – the Central Parks and other smaller parks
- Strategic links – new and existing routes, linking together a series of streets and spaces

8.34 Strategic links often combine several of the classifications. They seek to enhance connections and encourage people to walk and cycle by giving priority to pedestrians and cyclists and improving crossing across busy roads.

8.35 The policy provides guidelines to retain and enhance the network in accordance with other policies in the plan and following the detailed guidance in the Streets and Spaces Framework. This includes improving the accessibility of the city centre for all, greening the city and improving the vitality and safety of routes.

Key Policy Options

No other reasonable options identified. The policy primarily identifies existing streets and spaces and applies a consistent approach with other policies in the plan improve the public realm, support a vibrant city centre and ensure it is accessible for all.

TALL BUILDINGS

8.36 Tall buildings within the city have the potential, both individually and in clusters to reinforce the identity of a place through the creation of uplifting architecture and in the form of clusters of tall buildings the development of pleasing skylines when viewed from afar, which is of particular importance to the City's waterfront setting. In addition, major structures, such as the giant cranes of the container port represent significant landmarks which contribute to the distinct identity of a great maritime city.

8.37 As a large urban area, Southampton contains a number of tall buildings such as Moresby Tower at Ocean Village, Centenary Quay Tower, Woolston and the tower blocks at Weston Shore. There are also key historic landmarks such as the campanile of the Civic Centre and the spires of St Michael's and St Mary's Churches in the city centre, and the spires of Holy

Trinity, Millbrook; Holy Saviour, Bitterne and Christ Church, Fremantle, which provide legible landmarks that have a positive visual influence which stretches well beyond their immediate context.

8.38 The Council would like to further support the delivery of architecturally uplifting tall and landmark buildings to enhance Southampton's sense of identity, reinforcing a distinctly recognisable place, particularly with regard to the waterfront setting of the city.

Policy DE3 (S) – Tall Buildings

1. **The Council will support the delivery of tall and landmark buildings (and structures) to enhance Southampton's sense of identity and enable the city to develop as a distinctly recognisable location.**

2. **All proposals for tall buildings (defined as 5 storeys or more) must:**

   a. **Present exceptional design, including accentuation, fenestration and external lighting to add visual interest;**

   b. **Respond well to their immediate surroundings and wider context;**

   c. **Be informed by a visual impact assessment that includes daytime and night-time views to and from landmark buildings, heritage assets, open spaces, the waterfront and other key or distinctive Southampton features;**

   d. **Avoid generating a continuous and/or monotonous street frontage;**

   e. **Include an appropriate variety of building heights where a 'wall' or concentration of tall buildings are created;**

   f. **Present a positive impact to Southampton skyline, particularly from open, prominent and riverside locations;**

   g. **Be legible, provide an obvious pedestrian entrance and a human scale to their base;**

   h. **Avoid overpowering in relation to the scale of existing streets by adopting setbacks and staggered heights;**

   i. **Include fenestration on all elevations which are above existing properties;**

   j. **Comprise of high-quality materials;**

   k. **For city centre proposals, demonstrate that the proposal has assessed all of the strategic views contained within the Tall Building Study;**

   l. **Avoid excessive down-drafts negatively impacting on the comfort of public streets and spaces; and**

m. **Detail how the scheme takes account of, and avoids harm to, the significance of Southampton's heritage assets, airport, habitats and design specifications, in line with the requirements of policies (EN6, DE13, EN2 and DE1);**

3. **Generally, the principle of tall buildings will be supported in Southampton's city, town and district centres [Key Option 1 - as well as within a 400m buffer (link to SLAA & density policy)] of the city's key transport hubs and corridors. Individual tall buildings may also be supported in key gateway locations into the city. In all cases, proposals for tall buildings/structures will be judged on their own merits to ensure the appropriateness for each individual scheme.**

4. **Clustering of tall buildings will only be supported in areas accompanied by a Council approved masterplan and where adequate separation is presented between buildings/structures in order to retain desired site lines across the site and wider area as a whole.**

Landmark Buildings

5. **The principle of individual landmark buildings, defined as 10 or more storeys (or equivalent height), will be actively supported in the following areas, subject to fulfilling all other relevant design policies:**

   a. **Mayflower Quarter;**

   b. **The Waterfront, within the designated city centre boundary;**

   c. **Ocean Village;**

   d. **Itchen Riverside;**

   e. **Centenary Quay; and**

   f. **At the edges of the Central Parks**

6. **Proposals for landmark buildings will also need to incorporate at least one publicly accessible viewing platform and be accompanied by a Landscape Visual Impact Assessment.**

7. **In the case of a landmark building forming part of a potential cluster of tall buildings, including in cases where there are successive planning applications, an urban design study/masterplan for the area will be required.**

Overall Approach

8.39 Tall buildings are a key element of modern placemaking and have the ability to stimulate positive growth whilst demonstrating an efficient use of land. As a constrained urban area, Southampton must make the most efficient use of all available land to deliver on city needs, particularly to deliver on the city's housing and office space targets as set out in Policy ST1.

8.40 In order for the city to meet these long-term needs, taller buildings will need to be delivered across the city. However, the Council recognises that tall and landmark buildings have a strong and lasting impact on their surroundings and must therefore be of an exceptional design standard and built in the right locations within the city.

8.41 Proposals will need to fully assess potential impacts to the character of the local area, heritage assets and key views to them, other views and vistas across the city, as well as the skyline and cityscape. This is to ensure proposed tall or landmark buildings will not cause any unacceptable harm and will positively contribute towards the objective of making Southampton a more distinctive and recognisable city.

8.42 Careful consideration must also be given to their visual impact, particularly regarding conservation areas, Southampton Common, the city parks, the greenways and the waterfront. These are all prominent areas within the city and new development, including tall buildings, should not create uniform blocks which obscure important skylines and views to and from these areas.

8.43 In addition, tall and landmark buildings will need to be designed in accordance with policies EN6, DE1, DE13, EN2 and DE8 (Heritage, Design, Airport safety, Habitats, Biodiversity (inc. Bird strike and glare), ecology, sustainability); contribute towards improving the permeability of the site and wider area; and incorporate measures to ensure the effects of construction are carefully managed and minimised, where possible.

8.44 Attention must be given to the articulation and use of tall buildings at the base, mid and top sections, ensuring active plinths and a human scale at street level, an appropriate pattern of fenestration and detail throughout, and distinctive solutions for the top.

8.45 Proposals which create wide, slab-like buildings creating street frontages and perimeter blocks will be resisted due to their negative impact, overbearing nature to the street, to daylighting of both the street and private amenity spaces and for the severe down-draft impacts that these walls of development create.

8.46 Similarly, proposals which would result in tall or landmark buildings directly opposite each other on either side of a main road will be resisted to prevent the creation of ‘street canyons’ where pollution builds up between the buildings at lower floor levels as dispersal is limited, leading to a build-up of pollutants and subsequent harmful impacts to public health.

8.47 In the interest of protecting character and ensuring exceptional design, proposals for landmark buildings (10 storeys or more) will be reviewed by the Southampton Design Advisory Panel and resulting recommendations should be incorporated into or addressed as part of any final proposal.

8.48 The Council will not support the principle of tall or landmark buildings for applications which do not provide sufficient detail to comprehensively assess the quality of design. Applications to vary the detail of a planning permission (for example to change the materials) may result in the principle of a tall or landmark building becoming unacceptable in design terms, therefore the policy will be applied throughout the planning application process, including for any variations.

8.49 The cumulative impact of successive applications for individual landmark buildings which may form a potential cluster will also be considered throughout the planning application process. In such situations, this may result in the principle of a landmark building becoming unacceptable and triggering the requirement for an urban design study/masterplan to support the proposal.

Key Policy Options

Key Option 1 – Tall and landmark buildings on key transport corridors

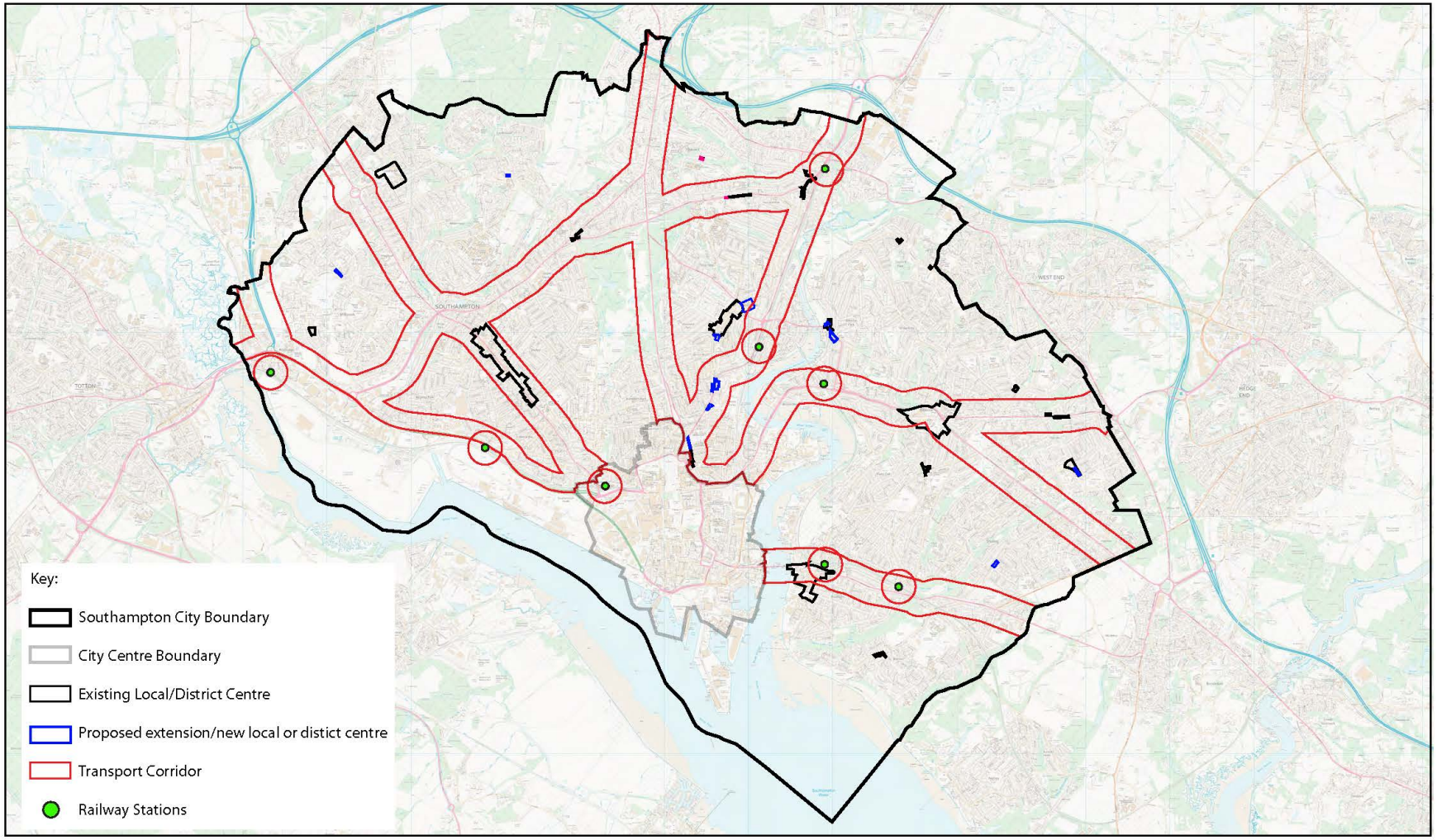
Option 1a – To support tall buildings (5 or more storeys) within a 400m buffer of Southampton's key transport corridors (see map 8 below) to promote the most efficient use of land and to align with key option 1a of Policy 2 (Density) which seeks to promote increased densities in these highly accessible and sustainable areas.

Option 1b – To not support tall buildings (5 or more storeys) within a 400m buffer of Southampton's key transport corridors (see map 8 below)

Evidence

Existing Evidence: Tall Buildings Study (2017)[3]

[3] https://www.southampton.gov.uk/planning/planning-policy/emerging-plans/southampton-tall-buildings-study/



Transport Corridor - 400m buffer

Scale: NTS | Date: Sept 2022

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SOUTHAMPTON CITY COUNCIL

Map 8 Transport Corridors with buffers

WATERFRONT

8.50 Southampton is a coastal city; its maritime history is reflected within both its culture and economy. The city has one of the UK's most important ports which is used to supply goods to the entire country. It is also the cruise capital of the UK and sees over 400 cruise ships and thousands of visitors every year. The city's relationship with both its port and the water is key to its current and future economic success, safeguarding the port therefore remains a top priority for the Council.

8.51 With that in mind, the Council also recognises there are a range of ways in which the benefits of Southampton's nature as a waterfront city can be fully maximised. Currently, waterfront accessibility is fairly limited for residents and visitors alike, particularly in the west of the city. Upgrading the quality and accessibility of the city's waterfront public realm where this is possible will create an improved sense of place in Southampton which will not only better reflect its maritime identity but help it to become a distinctive waterfront experience.

Policy DE4 (S) - Waterfront

1. **To ensure creation of a distinctive waterfront experience, development proposals within any of Southampton's waterfront areas must:**

   a. **ensure waterfront accessibility for all, including Disabled People and those with reduced mobility;**

   b. **create new continuous waterfront walkways, cycleways and public spaces, and create or enhance safe, well designed and attractive links to and from the waterfront from the city centre and between the city's waterfront areas;**

   c. **preserve views of the water and maritime activity from the city;**

   d. **consider views of the city from the water;**

   e. **Encourage a more distinctive and visually interesting skyline, with a mix of tall and landmark buildings to make Southampton a more recognisable destination for those arriving via Southampton Water or from land;**

   f. **Be well designed, attractive, safe;**

   g. **Use high-quality building materials; and**

   h. **Ensure appropriate, functional land uses which are sensitive to the character and context of the surrounding areas**

2. **Development may be considered inappropriate where it would damage the business interests of the occupiers of waterfront employment sites, compromise safety or would conflict with Policy EN2 (Biodiversity) or policy EN9 (Flood Risk).**

3. **In order to support marine leisure activities:**

   a. **Public hards will be safeguarded;**

   b. **Proposals for marine leisure development and development which supports waterside recreation will be permitted, provided there would be no unacceptable conflict with other river users; and**

   c. **Development on private waterside open space will be restricted to private shore-based facilities and pontoons.**

Overall Approach

8.52 The city of Southampton has developed around two rivers, the Test and Itchen. The whole of the Test frontage and its confluence with the Itchen is occupied by the major international Port of Southampton, with the exception of the key Royal Pier Waterfront / Town Quay marina area. The cruise, container and shipping movements add to the character of the river and city. However, the Port is not accessible to the public, strengthening the need to make the most of the waterfront elsewhere.

8.53 Public access to Southampton's waterfront and the views gained from it of the rivers, Southampton Water, port, cruise and other ships from a key part of the city's identity. The recreation, water sports and events, including the Southampton International Boat show, add to the city's quality of life and wider identity. All these factors are important issues for both residents and visitors. Improving access to and into the waterfront will strengthen what makes Southampton unique and improve the city's attractiveness as a tourist and visitor destination.

8.54 The council will require all waterside development to incorporate or improve public access to and into the water, unless this would adversely affect nature conservation interests or there would be unavoidable conflicts with other river users. Where possible, all areas of waterfront development must be linked together to eventually provide long stretches of accessible waterfront. This fits with the opening of the section of the England Coast Path between Calshot and Gosport to the public in August 2022. The provision of publicly accessible waterfront is a requirement in major development proposals such as Royal Pier, Chapel Riverside and longer-term schemes. However, in certain cases, such as the presence of dangerous or hazardous industrial operations, public access to the river frontage may not be appropriate, particularly if there is a danger to public safety.

8.55 Views of the port, the maritime environment and beyond are often seen through gaps between buildings and infrastructure. They help people to find their way around the city and emphasise the city's long relationship with the sea. They can also elevate public spaces as well as create destination settings for leisure and recreational purposes. Development which incorporates publicly accessible viewing points across Southampton water will therefore be supported by the Council.

8.56 The waterfront is important to the character of the city. It is important therefore to both resist damage to the waterfront's character and take opportunities to improve areas of poor

character. Southampton has become an important centre for water-based leisure. The rivers are a valuable resource for activities such as sailing, canoeing and rowing and alongside Southampton Water Activities Centre and Woodmill Outdoor Activity Centre, supports many water sports clubs. There are also several marinas along the Rivers Test and Itchen. It is important that these interests are safeguarded.

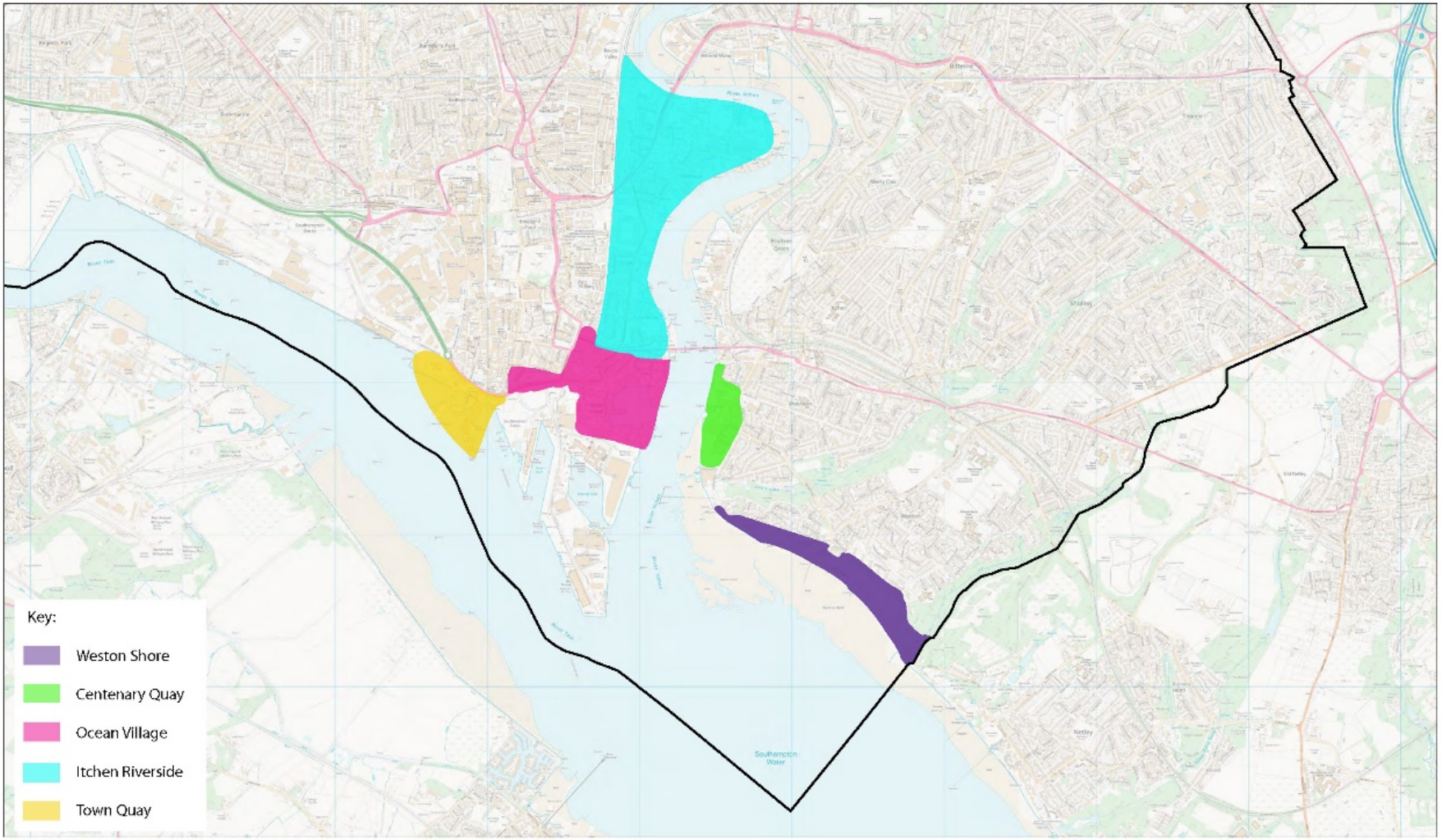
8.57 The public hards in Southampton are located at:

- Itchen Ferry (Hazel Road)
- Crosshouse
- Weston Shore
- Priory (near Horseshoe Bridge)
- Mayflower Park
- Belvidere and
- Woodmill

8.58 Some private waterfront land is designated as open space. These areas will be protected from commercial development in order to retain their attractive waterside character. For example land at Whitworth Crescent consists of a series of small gardens fronting the River Itchen. Some of these have been developed with summer houses, whilst some have small sheds/ buildings used for the repair of privately owned boats moored along the shoreline. Facilities to serve mooring outside of the site, or the introduction of commercial or industrial marine activities will not be permitted. Locations suitable for marine-related industry are identified in policy EC3.

8.59 Great care also needs to be taken with the design, siting, access, parking and servicing arrangements of houseboats (See policy HO9 - Houseboats and Moorings) to ensure the character of the river frontage and biodiversity interests are not adversely affected. Any development on waterfront land will need to comply with the biodiversity policies in the Plan. Development below mean high water mark must comply with the South Marine Plan policies.

8.60 In addition to the broader waterfront policy and in recognition of the unique nature and characteristics of Southampton's different key waterfront areas, the Council has decided to identify the areas of waterfront in the city which offer the most opportunity for redevelopment. The five key waterfront areas where redevelopment would be supported by the Council are: Mayflower Park/Town Quay, Ocean Village, Itchen Riverside (West), Centenary Quay and Weston Shore. These areas are illustrated in Map 9. Development which links these waterfront areas together through continuous walkways and cycleways will be strongly supported by the Council. The development and operation of water taxis will also be supported by the Council, provided it would not detrimentally impact any existing or potential future commercial uses, biodiversity or public accessibility.



Waterfront Areas

Scale: NTS | Date: Sept 2022

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Map 9 Key waterfront areas for significant development

Mayflower Park/Town Quay

8.61 The waterfront at Mayflower/Town Quay has been identified as a key opportunity area for regeneration within Southampton. The Council will support the relocation of Red Funnel ferries at Town Quay in order to unlock the potential for mixed use redevelopment in the wider Mayflower/Town Quay area as outlined in policy SI1 (Mayflower Quarter). This is in part due to the close proximity of the area to the city centre and Southampton Central train station. Development which therefore increases the accessibility to Mayflower/Town quay waterfront from the city centre and Southampton Central will be supported by the Council. Furthermore, development which creates new, continuous waterfront walkways and cycle paths which link Mayflower/Town Quay waterfront to Southampton's other waterfront areas will also be supported.

8.62 Major development in Mayflower/Town Quay must also be accompanied by improvements to Mayflower Park including the provision of high-quality green landscaping and the creation of a destination setting which can be used by all facets of Southampton's population. The Council will therefore support the addition of children's play space(s), family picnic benches/tables and other public leisure equipment which is weather resistant such as outdoor chess boards. The reprovision of public toilets and baby changing facilities within Mayflower Park will also be supported.

8.63 Furthermore, the Council will strongly support the integration of easily accessible and safe public viewing points at Mayflower/Town quay waterfront which provide views across Southampton water. This must be delivered alongside all necessary improvements to the revetment in the area and deliver of flood defences in line with Policy EN9 (Flood Risk).

Ocean Village

8.64 Ocean Village is one of Southampton's most well-established accessible waterfront areas. Its ongoing success is due to the uniqueness of the area which fronts the marina and provides a range of popular ground floor leisure uses including restaurants, bars and cafes. Similarly, the contemporary design and high-quality building materials used in the area, illustrated most by the landmark Harbour Hotel building, creates a characterful destination setting within the city. Any major development of Ocean Village must further build upon these strengths and the Council will therefore support high-quality, mixed-use regeneration that revitalises the waterfront. Ground floor units within Ocean village should be kept for commercial use in most cases, particularly (E class) whilst upper ground units provide opportunity for residential use. There is also some opportunity for tall buildings within Ocean Village waterfront as subject to policy DE3 (tall buildings).

8.65 Future development within Ocean Village should also consolidate the existing car parks to ensure a more efficient use of space. This should be integrated into well designed streets and spaces and high-quality landscaping which incudes and prioritises walkways and cycleways. Furthermore, walkways and cycleways which improve accessibility with the city centre will be strongly supported by the Council as well as those which better connect Ocean Village to Southampton's other waterfront areas.

8.66 Any major development of Ocean Village must also be accompanied by appropriate upgrading of the area's flood defences to protect and ensure the sustainability of the waterfront. For more information see policy EN9 (Flood Risk).

Itchen Riverside (West)

8.67 The River Itchen provides a vital role supporting nearly 100 marine and industrial related businesses, as well as water sport activities. The river is also fronted by key regeneration sites, open spaces, and quieter residential areas. The Council will support Itchen Riverside (West) for enhanced marine employment and water sports activities; access points into the water must therefore be maintained and enhanced where possible along this waterfront in line with Policy SI2 (Itchen Riverside (West)). There is also potential for some residential and leisure-led redevelopment along the waterfront and therefore accessible, public open space which provide viewing points that overlook the River Itchen. In all cases, this waterfront public space should be well connected to walkways and cycleways which better link Itchen Riverside to the city centre alongside Southampton's other waterfront areas.

8.68 Parts of the River Itchen are designated as (SSSIs) and are therefore nationally recognised, important habitats for nature conservation and all major development around Itchen Riverside must therefore be considerate of this. The Council will only support proposals which will not create an unacceptable detrimental impact on the river's habitats and ecosystems. Alongside consideration of Policy EN9 (Flood Risk), all development within Itchen Riverside must refer to the River Itchen Flood Alleviation Scheme (RIFAS) to ensure that sufficient flood defence improvements are implemented as part of any proposals.

Weston Shore

8.69 Weston Shore is located to the south east of the city and is the only accessible shoreline in Southampton. It is one of the most sparsely developed areas in the city and backs onto open space and predominantly residential suburbs including Canberra Towers. The waterfront is designated as a Site of Special Scientific Interest (SSSI) and as such any future development must respect the environmental character and natural landscape of the area.

8.70 The Council recognises that the shingle beach is a popular destination used for various recreational activities and particularly as a viewing spot to witness cruise liners travelling in and out of the city. Minor development which enhances the vitality and functionality of Weston Shore will therefore be supported by the Council; particularly development which improves existing public facilities and/or stimulates some commercial uses.

8.71 Future development proposals in Weston Shore will only be approved subject to the consideration of potential flood risk and after the Council is satisfied any necessary mitigation actions are integrated to reduce the risk of detrimental flooding impacts. For more information see policy EN9 (Flood Risk).

Centenary Quay - Woolston

8.72 Centenary Quay has experienced significant regeneration over recent years subsequent to the closure of Vosper Thornycroft ship builders in 2004. The Council will support further

redevelopment in the area which improves accessibility to the waterfront from Woolston district centre. Similarly, the Council will support development of walkways and cycleways which improve connectivity between Centenary Quay waterfront and the city's other waterfront areas.

8.73 The Council also recognises there is some opportunity for enhanced green landscaping in the area, particularly along Victoria Road between Woolston District centre and Centenary Quay waterfront.

Key Policy Options

There are considered to be no reasonable alternative options as it is important to ensure that Southampton's waterfront areas are developed in a way that improves public accessibility and the distinctiveness of each the individual waterfront areas, whilst protecting the interests of waterfront employers and the public's ability to access existing the water for marine leisure activities.

ACCESSIBLE AND INCLUSIVE DESIGN

8.74 The Council seeks to achieve the highest standards of accessible and inclusive design across all new developments in Southampton. New development should be easily accessible to all potential users and requiring inclusive design will ensure that, through early design intervention, the needs of all potential users can be met. Requiring accessible and inclusive design will also ensure that every new development in Southampton is safe, easily navigable, convenient, and considerate of the diverse needs of all people. This will contribute towards the Council's aim of Southampton becoming a Child-Friendly City and a city in which people of all ages and abilities, including Disabled People, can have equal opportunities. Likewise, requiring accessible and inclusive homes, workplaces, facilities, and public realm will further enhance the ability for all of Southampton's current and future residents to live happy, independent and fulfilling lives.

Policy DE5 - Accessible and Inclusive Design

1. **To ensure Southampton continues to develop as a safe and inclusive place for all, proposals for new development must:**

    a. **Ensure the site and all buildings and public spaces within it can be accessed safely, conveniently and with dignity by all people, including Disabled People, regardless of age or reduced mobility (e.g. those navigating with prams, crutches, wheelchairs, suitcases etc.);**

    b. **Present no disabling barriers, so that all users can navigate them freely, independently and without any undue effort, separation or needing special treatment/arrangements;**

    c. **Present a design and layout which is flexible and offers multiple accessibility options, recognising that one solution may not work for all users and that alternatives may be needed in case of failure (e.g. if a lift breaks down there should be a reasonable**

alternative available to maintain accessibility);

d. Present a design and layout which considers accessibility and inclusivity throughout, not just at entrances/exits; and

e. Contribute to an attractive network of public routes and spaces for pedestrians, cyclists and vehicles;

2. All applications for major development must be supported by a design and access statement which should address how the proposed development design complies with the above requirements, how relevant principles of inclusive design have been integrated into the proposal, and how inclusion will be maintained and managed. Major developments will also need to include a clear design response to public engagement feedback on accessibility and inclusivity needs. Advice on developing and implementing inclusive design processes and strategies can be found in CABE's Principles of Inclusive Design.

3. In addition to the above, development will only be permitted where access into the development is provided in priority order for:

a. pedestrians and Disabled People;

b. cyclists;

c. public transport;

d. private transport.

Overall Approach

8.75 Accessible and inclusive design is vital to ensuring the diverse needs of all of Southampton's residents and visitors are met and that all people are able to navigate the city safely and conveniently. Whilst Building Regulations 2010 (as amended) Part M 'Access to and Use of Buildings' Volume 1- 'Dwellings' and Volume 2- 'Buildings other than Dwellings' cover standards for the internal design of buildings and some access standards, the Local Plan works towards making sure buildings and public realm are designed to be easily accessible to all, thus facilitating equal access to homes, workplaces, facilities and more. The Manual for Streets[4] (2007) and Building Regulations 2010 Part B5 and M also offer more detailed design guidance and requirements for the design of streets, public realm and parking to ensure accessibility is considered throughout developments and public spaces.

8.76 Imaginative and flexible design should be utilised to ensure full and appropriate access to sites/buildings plus provision of necessary facilities and parking for Disabled People and people with reduced mobility (e.g. those with prams), allowing all users to navigate places

[4] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf

easily and in a safe and dignified way. Policy DE5 goes further to provide specific requirements for accessibility for residential developments and Policy DE4 provides additional guidance for public access to waterfront areas and developments.

8.77 In all cases, the Council will require proposals to take all reasonable steps to help ensure travel to the site is safe and convenient for all and that, on arrival, easy and safe access into the site and/or building/s can be made. In addition, to encourage sustainable transport modes in line with Policy TR1 - Transport and Movement, the detailed design of access arrangements should ensure that priority is given to highways users in the order specified within the policy, but not to the detriment of highway safety. Advice on detailed design can be found in the 'Secured By Design' Development guides[5].

8.78 New development should also have regard to the retention/provision of important routes and linkages which contribute to the ease of movement within an area. Connections of roads, streets and open spaces, footpaths and public transport routes should give people the maximum choice in how they make their journeys, but the presumption will be that the needs of the pedestrian and cyclist should come before the needs of the car, except in the case of disabled parking spaces and bays. Public transport should also be designed as an integral part of the street layout and streets should be regarded as public spaces.

Key Policy Options

No other reasonable options identified to deliver accessible and inclusive development and ensure its benefits are available for all.

Evidence

Existing Evidence:

British Standards Institution, *BS 8300, Design of an accessible and inclusive built environment – External environment – Code of practice.* 2018

British Standards Institution, *BS 8300, Design of an accessible and inclusive built environment – Buildings – Code of practice.* 2018

Commission for Architecture and the Built Environment (CABE), *The principles of inclusive design (They include you),* 2006

HOUSING STANDARDS

8.79 In 2015 the Government introduced national internal space and accessibility standards for new homes. These include internal space standards for the overall floorspace and internal dimensions of homes and key rooms and for storage. Since April 2021, all new homes delivered through permitted development rights must meet the national space standards.

[5] https://www.securedbydesign.com/guidance/design-guides

Local authorities can choose to implement these for new residential development requiring planning permission.

8.80 The council is proposing to adopt minimum standards for all new homes including conversions of existing properties. It does not apply to Houses of Multiple Occupation (HMOs) as standards including room sizes are already in place[6]. It does not apply to purpose built Co-Living schemes that include shared communal spaces, however the policy requires these schemes to provide sufficient space. A proportion of all new residential development must be accessible to people with reduced mobility and wheelchair users.

Policy DE6 - Housing Standards

1. **New residential development must meet the minimum space standards as set out in technical housing standards – nationally described space standard (NDSS) (DCLG 2015), unless superseded by updated national standards [See Key Option 1].**

2. **All new residential developments will have to meet at least Part M4(1) standard for accessible dwelling [See Key Option 2]:**
   a. **On housing sites where 10 or more dwellings are proposed, a proportion of new housing will be required to meet the Part M4(2) 'Accessible and adaptable' dwellings standard; and**
   b. **On housing sites where 50 or more dwellings are proposed, the council will also require a proportion of all dwellings to be wheelchair accessible, meeting the Part M4(3) standard.**

3. **The proportions will be determined in the light of a study on need for accessible dwellings and the results of the viability assessment.**

Overall Approach

8.81 Southampton's housing stock is typically higher density and smaller than many authorities. Most new homes built have one and two bedrooms. Some of these homes are considerably below national space standards and therefore do not provide the required living space. The current housing stock in Southampton also includes a higher proportion than average of private rented accommodation, terraced housing and accommodation built before 1919. This ensures that housing is more difficult to adapt to provide accessible homes or to convert to a suitable permanent home for a wheelchair users.

8.82 Development should meet all the national standards[7]. The gross internal floorspace and built-in storage requirements are set out in table 6 below. There are also detailed requirements covering bedroom sizes, ceiling heights and storage.

8.83 The guidance divides the requirement based on the number of bedrooms; bedspaces; and storeys. The number of bedspaces reflects whether homes include single bedrooms (providing 1 bedspace) or double / twin rooms (providing 2 bedspaces). While the occupancy

[6] https://www.southampton.gov.uk/housing/landlords/houses-multiple-occupation/safety-standards/

[7] Technical housing standards – nationally described space standard (Department of Communities and Local Government, March 2015) – or its replacement

of homes cannot be restricted, this provides guidance on the appropriate size of, for example, a flat with one double bedroom which is likely to be occupied by two people and how this differs from a flat with only one single bedroom.

Table 7: Minimum gross internal floor areas and storage (m^2) by numbers of bedrooms and persons (nb. 1 bed space equates to a single bedroom, 2 bed spaces to a double bedroom (meeting the national minimum size requirements))

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
4b	7p	108	115	121	3.0
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

* Smaller size applies where property has a shower room instead of a bathroom

8.84 In addition to applying national space standards, policy DE6 also addresses the need to provide accessible accommodation suitable for older people, people with disabilities and wheelchairs users. There is an unmet and increasing need for accessible housing including housing suitable for wheelchair users. There is also an ageing population in the city and the

proportion of residents aged 65 and over is expected to increase by around one quarter by 2040[8].

8.85 Part M in the Buildings Regulations includes a mandatory standard to ensure that new dwellings include reasonable access for most people. There are two further optional standards which will be introduced to deliver accessible and adaptable dwellings suitable for people with a physical disability and dwellings suitable for wheelchair users. The policy identifies when the optional standards should apply based on the size of development. This helps contribute to sustainable communities with a mix of housing including larger specialist properties suitable for wheelchair users which contain more generous floor areas and circulation space. The target for wheelchair user dwellings on large sites of 50 or more dwellings will be set out in the policy. The appropriate target for accessible dwellings will be determined following a viability study of the whole plan.

8.86 Both of these standards require that dwellings should have step-free access and therefore blocks of flats will require the inclusion of lifts to meet these standards. Where the provision of a lift would make a development of a small block of flats unviable, or make service changes excessive, or where site topography would prevent step-free access, the mandatory standard in part M4(1) applies. It will also apply to housing built in flood risk areas. Developers are however still encouraged to introduce measures to improve accessibility.

Key Policy Options

Key Option 1 – Space standards

Option 1a. The council is proposing minimum standards for all new homes to ensure that all new development meets minimum size requirements for the number of bedrooms to protect the living conditions of occupiers. This would also provide the opportunity for Registered Providers of affordable housing to acquire new homes as they would meet their existing space standards.

Option 1b – Space standards are only applied to the smallest properties - Applying internal space standards to studio, one and two-bedroom properties would address the problem of small flats and provides flexibility for developers of properties with three or more bedrooms. A minimum size of 37m^2 could apply to house conversions for one-bedroom properties irrespective of whether the property had a double or single bedroom.

Option 1c - Not applying space standards – As permitted development is now required to meet national space standards, the size of properties built has increased. Not requiring development to meet space standards may result in higher numbers of homes and improve their affordability.

Key Option 2 – Accessibility standards

Option 2a - The policy requires a proportion of new development to be accessible to people with reduced mobility and wheelchair users either on completion or with only limited adaptations

[8] Data from ONS 2018 sub-national projections

required in the future. The policy proposes applying increased standards to developments of 10 or more and 50 or more homes. The proportion and threshold will be determined after further work is undertaken including a viability assessment.

Option 2b – Applying alternative thresholds for the introduction of accessibility standards

Option 2c – Not applying higher accessibility standards due to the challenges in delivering accessible properties in the city and with the large proportion of flats built.

Evidence

Existing Evidence:

8.87 The Council's Local Plan Review and Core Strategy both include the requirement for Lifetime Homes to meet the needs of all households including an ageing population. Part M4(2) is broadly equivalent to the Lifetime Homes standard.

New Evidence:

8.88 The Council will update its draft study of recent permissions to assess whether overall floorspace and the type of units have changed. The viability assessment will consider the impact of requiring development to meet standards.

8.89 The adopted approach will take into account the latest data including 2021 census data.

ENERGY AND NET ZERO CARBON BUILDINGS

8.90 The UK has a legally binding requirement of net zero carbon by 2050. In June 2021, government adopted its sixth carbon budget, which forms part of the route map to achieve net zero carbon by 2050, with a 63% reduction in emissions from 2019 to 2035 (78% relative to 1990).

8.91 Promoting energy efficient buildings and low carbon or renewable sources of on-site energy production reduces costs, helps secure diverse energy supplies, enhances competitiveness, and helps address climate change. It reduces the need and the cost of retrofitting measures in the future.

8.92 Development proposals should make the fullest contribution to minimizing carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be lean: use less energy;
2. Be clean: supply energy efficiently (prioritise decentralised energy);
3. Be green: use renewable energy.

Policy DE7 - Energy and Net Zero Carbon Buildings

In order to address issues surrounding climate change, air quality and the resilient supply of energy, in addition to meeting current building standards, development will only be supported where it is in accordance with the below:

Net Zero Carbon Buildings – operational emissions

Part A: All new housing and non-domestic buildings

1. **All new housing and non-domestic buildings must:**
    a. **achieve a Space heating demand of 15-20 kWh per meter squared per year;**
    b. **aim for an Air tightness value of 1 (m3/h.m^2@50pa) [see Key Option 1];**
    c. **ensure all heating systems installed enable decarbonisation. In a situation where connection to the gas grid is the only option, the heating system should be sized to accommodate operation under a low temperature heat pump. [see Key Option 2]; and**
    d. **ensure external and communal lighting is energy efficient and include energy management and adequate internal or external drying space will be provided; Further detail on lighting can be found in policy EN12: Noise and lighting**

Part B: Conversions

1. **Conversions to 5 or more residential dwellings or non-residential developments of 1000m^2 or more will achieve a minimum space heating demand 25-50 kWh/m^2.yr, unless there is a justified reason not achievable e.g. listed buildings where a scheme of sustainability measures will be submitted [or target of 60 kw/m2.yr for constrained types] [see Key Option 1]**

Part C: Renewables

2. **Proposals should maximise the amount of renewable energy generated (preferably on-plot) This should include making full use of roof space for photovoltaics, combining green roofs and photovoltaic panels on flat roofs.**

There should be an aspiration to generate the same amount of renewable energy as is demanded over the course of a year (regulated and unregulated), calculated using a methodology proven to accurately predict a building's actual energy performance.

3. **Where a development of multiple buildings is concerned, the renewable energy generation requirement should be calculated and demonstrated across the whole development so that buildings that are able to exceed the requirements do so in order to compensate for any buildings onsite that cannot meet the requirements.**

Part D: Offsetting and Performance

4. **Offsetting to only be used in certain circumstances (e.g. insufficient roof space to generate renewable energy). Where a proposal cannot meet the requirements in full, in addition to offsetting, the development must be futureproofed to enable future occupiers to easily retrofit or upgrade buildings and/or infrastructure in the future to enable achievement of net zero carbon development.**

5. **All developments must demonstrate use of an assured performance method in order to ensure that the buildings' regulated energy performance reflects design intentions and addresses the performance gap.**

Net Zero Carbon Buildings – construction

6. **Residential developments of 100 homes or more and non-residential development of 1,000 m2 or more should calculate whole life carbon emissions through a nationally recognised Whole Life Carbon Assessment and demonstrate actions to reduce life-cycle carbon emissions. This should include reducing emissions associated with construction plant [see Key Option 3].**

Supporting topic paper and evidence studies

LETI Embodied Carbon Primer
LETI Defining and Aligning: Whole Life Carbon and Embodied Carbon
RIBA 2030 Climate Challenge UK Green Building Council New Homes Policy Playbook Committee on Climate Change.
UK Housing: Fit for the Future (2019)

Overall Approach

8.93 In June 2022 the Government strengthened Building Regulations to deliver a 31% reduction in carbon emissions from new residential development. This is an interim standard to the introduction of a new Future Homes Standard in 2025 which will require carbon emissions reductions of 75-80%. These changes have overtaken the emissions requirements for new residential development in policy CS 20.

8.94 The revised Building Regulations and the Future Homes Standards will shift the source of energy used in development with an increase in energy generated from renewable energy sources and a reduction in the use of fossil fuels. Policy DE7 seeks to introduce measures to reduce energy demand in the first place. This focus on energy efficiency measures will address wider concerns about renewable energy capacity, energy security and fuel poverty.

Net Zero Carbon Buildings – operational emissions

A. New Build

8.95 The fabric first approach needs to be mandated as the recognised approach to decarbonise buildings. Although grid electricity will become less carbon intensive in the future, the focus should remain on reducing energy demand wherever possible. The UK has a limited capacity for renewable energy generation. As renewable energy generation continues to play a larger part of our grid electricity mix, energy storage and solutions to intermittent generation will remain a critical issue. Reducing demand will help to significantly alleviate energy security concerns, whilst simultaneously cutting emissions and helping to mitigate Fuel Poverty.

8.96 A 'Space Heating Demand' requirement (measured in kWh/m2, Kilowatt hours per meter squared) allows a flexible approach to construction, but ensures a fabric first approach. A space heating demand is an evaluation of how much energy is required to maintain comfortable temperatures by the occupants, it is irrespective of the system that is used to deliver the heat. This ensure that regardless of the heat delivery system, emissions, consumption and therefore energy bills remain low.

8.97 The London Energy Transformation Initiative (LETI) has led a consultation with more than 330 industry wide responses. Collaboration has also come from the UK Green Building Council (UKGBC) the Better Building Partnership (BBP), the Good Homes Alliance (GHA), the Royal Institute of British Architects (RIBA) and the Chartered Institution of Building Services Engineers (CIBSE). Off the back of the consultation, LETI has published several 'Climate Emergency Guides' for buildings is aimed at both new build and retrofit that aim at defining and addressing Net Zero within buildings. A consistent definition and/or standards that can be applied to SCCs new and existing housing stock ensures a manageable pacing towards our Net Zero aspirations. Further information on the space heating demand metrics can be found in the background paper.

8.98 Adequate drying space should be provided. This will significantly reduce the need for tumble dryers and home energy demand, internal humidity, mould and potential for respiratory illness

Drying Space

8.99 To meet the requirement for adequate external and/or internal drying space development should meet the following criteria:

1. The external drying space should contain a drying line with posts and footings, or fixings, with a length of:

    a. 4m+ for a home with one to two bedrooms
    b. 2m+ per bedroom for a home with three or more bedrooms

2. The internal or external drying space is secure

3. The provision of drying space does not compromise the ventilation strategy for the building.

<u>Compliance notes/ definitions</u>

8.100 Compliant drying space can take one of the following forms:

1. A heated space with controlled intermittent extract ventilation. Extract ventilation must achieve a minimum extract rate of 30l/s and be controlled according to the

requirements for intermittent extract ventilation defined in Building Regulations Approved Document F (this can include drying space over a bath).

2. An unheated area may also be acceptable, where calculations by an appropriate member of the Chartered Institute of Building Service Engineers (CIBSE), or equivalent professional, confirms that ventilation is adequate to allow drying in normal climatic conditions and to prevent condensation/ mould growth.

3. A secured external space with access restricted to occupants of the dwellings. The space should be accessed directly from an external door. Any fixing and fittings must a permanent feature of the room or space.

8.101 Radiators and towel rails do not comply as they have been designed to serve another function.

8.102 Internal drying spaces in the following rooms do not apply: Living rooms; Kitchens; Dining rooms; Main halls; Bedrooms.

8.103 For self-contained dwellings Secure Space is an enclosed space accessible only by the residents of the dwelling. The space should be accessed directly from an external door and any fixings or fittings must be a permanent feature of the space. For Houses of Multiple Occupation (HMOs), communal drying space may be provided if such space is enclosed, is only accessible to the residents of the HMO and has a secure entrance.

B. Conversions

8.104 It is estimated that 70% of existing buildings will still be in use in 2050. Reducing carbon emissions from existing homes represents one of the biggest challenges facing the UK in our transition to a net zero economy by 2050. Improving the environmental performance and reducing the carbon emissions of these properties is therefore vital if we are to meet such challenging targets.

C. Renewables

8.105 The existing city centre district energy network is served from an energy centre at Harbour Parade in the Mayflower Quarter. There is also a small CHP plant on the Holyrood Estate. The existing network serves the western and northern but not the eastern parts of the city centre. With significant new development proposed across the city centre opportunities should be taken to expand the existing district energy network. It is likely that additional energy plants / boiler houses will be needed to increase the capacity of the network. There is also the potential to extend the network beyond the city centre.

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

8.107 Proven fuel / technology should be used which is appropriate to the urban setting, obtaining the necessary pollution control permits. With biomass plants there are specific issues to consider such as the volume of traffic transporting fuel to and residues away from the plant, the scale and design of the buildings, noise and air quality. It is unlikely that large-scale energy plants would be suitable in the city centre or residential areas.

8.108 The National Planning Statement (NPS) for Renewable Energy Infrastructure will be a material consideration.

8.109 New energy plant should not prejudice the development of development sites. Large developments may be able to incorporate an energy plant / boiler house in the development. Connection should be made to the existing network where possible.

D. Offsetting and Performance

8.110 The operation of Southampton's carbon offset fund was informed by a detailed study in 2012. It creates a fund for the provision of carbon reduction measures elsewhere in the city. This is funded by section 106 contributions, and was taken into account when setting the CIL. This study will be updated to ensure the Carbon Offset fund is fit for purpose and offsets all emissions.

Net Zero Carbon Buildings – construction

8.111 Embodied carbon is the carbon associated with both building materials and the construction and maintenance of a building throughout its whole lifecycle. As building standards and regulations start to reduce operational emissions from buildings towards zero, embodied carbon emissions can be as much as 50% of total emissions over a building's lifetime. Despite this, there is nothing in national policy that currently requires embodied carbon emissions to be measured, let alone reduced (other than the provision for targets in the English National Model Design Code). Most embodied carbon emissions occur near the start of a building project, so local authorities have an important role to play in filling the gap left by national policy by setting their own requirements. There are currently low levels of understanding about the embodied carbon impacts of new buildings. As a first step, it is therefore important to encourage the measurement of embodied carbon emissions, based on consistent scopes and datasets. This will help to create greater visibility of these impacts and encourage voluntary reductions in embodied carbon. However, it is expected that by 2025 there will be a consistent level of understanding on how to measure whole life carbon, and, as such, after this date it would be recommended to require all developments to measure this and set targets for embodied carbon in line with the stretching requirements below.

Key Policy Options

Key Option 1 – Targets for space heating demand and air tightness

Option 1a – Require new development and conversions to meet targets for space heating demand and air tightness as set out in the policy

Option 1b – Include a higher target of 60 kw/m2.yr for the space heating demand for listed buildings and other existing buildings which is easier to achieve than the general target

Option 1c – Include higher targets or an interim level before the full targets apply and leave the delivery of net zero carbon to Building Regulations and Future Homes Standards. This will not fulfil the council's statutory duty set out in the Climate Change Act and Planning Act and will not enable Southampton to achieve its carbon budget and deliver net zero carbon in line with Paris Agreement 1.5°C trajectory

Key Option 2 – Decarbonisation of heating

Option 2a - All heating systems should be provided through low carbon fuels not fossil fuels. Where this is not possible, they should be designed to easily facilitate conversion at a later date

Option 2b – Not include a requirement for the decarbonisation of heating systems, this would require homeowners to fund and install retrofit measures in order to achieve net zero carbon

Key Option 3 – Embodied carbon

Option 3a - Require developments to calculate whole life carbon emissions and demonstrate measures to reduce these emissions

Option 3b - Include targets to consider embodied carbon (in addition to the general approach in the policy). These could require development to achieve:

- 2024- zero carbon regulated (Part L) operations (equivalent of Code 5)
- 2030 – zero carbon all operations (equivalent of Code 6)
- 2035 – whole life carbon assessment needed and at least 50% reduction against notional standard
- 2040 – zero whole life assessment (construction, operational and ongoing extensions and repairs) Some offsetting likely to be needed.

Option 3c – Include targets for embodied carbon. Reduce embodied carbon by 40% or to <500 kgC02/m2.

Evidence

8.112 Existing Evidence: The Council's Southampton Green City Plan 2030 set out actions to address environmental issues in the city and identifies the Local Plan as an important plan to address these issues.

8.113 Carbon emission reductions and energy efficiency measures are requirements in policy CS 20 in the Core Strategy (2015).

8.114 The proposed policy deals with all of the carbon associated with new buildings, both that associated with the energy needed for powering our homes and commercial buildings, as well as the carbon associated with the processes and materials used to construct those buildings, known as embodied carbon. The policy also gives consideration to what happens to materials at the end of a buildings life. This is known as whole life carbon. It also seeks to

address the performance gap between designed performance and as built performance through the use of Assured Performance processes. These are elements that are not fully covered in other regulations such as Building Regulations.

8.115 The ability for local planning authorities to set policy requirements related to carbon associated with new buildings was confirmed in January 2021, when the government issued a response to its consultation on the Future Homes Standard. As part of the consultation, government had asked whether it should 'ban' local plans from going beyond Building Regulations. But having considered the responses received, it has decided not to and reconfirmed its position that Local Plans can set energy standards for new homes that go beyond Building Regulations.

SUSTAINABLE DESIGN OF NEW DEVELOPMENT

8.116 Temperatures in the UK exceeded 40°C for the first time in recorded history in July 2022. Climate scientists have stated that it is near certain that this record temperature is climate change and sets a worrying precedent for future extreme weather events. This demonstrates the crucial need to both mitigate any further increases in climate change and adapt to the inevitable effects of what is already in motion.

8.117 The Council declared a climate emergency in 2019 and set out actions to address this in the Green City Action Plan. This initially addressed emissions from council buildings and operations. Sustainable design reduces the emissions from new development and helps meet the UK target to reach net zero emissions by 2050. This policy covers overarching sustainability and will set out how the design of developments should take account of our changing climate, for example extreme weather events such as heat waves and flash flooding. Detailed energy and water requirements are set out in policies EN1, DE7, EN8 and EN10.

Policy DE8 – Sustainable design of new development

Development will be supported where:

1. **For all non-residential and multi-residential development with a gross internal floor space of 500m^2 or more, the proposal achieves at least BREEAM Excellent;**

2. **For all mixed-use developments including 100 dwellings or more or other significant development, the proposal achieves BREEAM Communities Excellent [see Key Option 1];**

3. **For all developments, including householder development where appropriate, the proposal takes a design-led approach to climate change adaptation with approaches integrated into architectural design [see Key Option 2]. For overheating, proposals should follow the cooling hierarchy as follows:**

    a. **Passive design: minimise internal heat generation through energy efficient design and reduction of heat entering the building through consideration of orientation, overhangs and external shading, albedo, fenestration, insulation and green roofs.**

b. Passive/natural cooling: use of outside air, where possible pre-cooled by soft landscaping, a green roof or by passing it underground to ventilate and cool a building without the use of a powered system. Cross ventilation, passive stack and wind driven ventilation should be maximised and single aspect dwellings must be avoided for all schemes as effective passive ventilation can be difficult or impossible to achieve. Windows and/or ventilation panels must be designed to allow effective and secure ventilation.

c. Mixed mode cooling: with local mechanical ventilation/cooling provided where needed to supplement the above measures using low energy mechanical cooling

d. Full building mechanical ventilation/cooling system, ensuring the lowest carbon/ energy options and only considered after all other elements of the hierarchy have been utilised.

4. The proposal utilises a site-wide approach to reduce climate risks, including the integration of sustainable drainage systems as part of landscape design, use of cool materials and urban greening, for example through increased tree canopy cover and an enhanced treescape and integrating green spaces into new developments.

5. For new build residential development of 10 dwellings or more and all non-residential development of 1,000m^2 (gross) or more, the proposal demonstrates full compliance with Building Regulations 2021 Part O1: Overheating mitigation utilising Section 2 Dynamic thermal modelling or the most recent version. 1% of dwellings on developments of 100 dwellings or over must also achieve Passivhaus certification.

6. For all new developments, the proposal makes provision for urban food growing e.g. community growing spaces, unless it can be demonstrated that it is not feasible.

7. The proposal does not incorporate artificial lawns.

Overall Approach

8.118 The UK Government has set a legally binding target to be net zero carbon (with at least 100% reduction from 1990 levels) by 2050 and an interim target to reduce emissions by 78% by 2035. As a city Southampton must reduce its carbon emissions by 62% by 2025 to keep on track with national targets.

8.119 Of the approximately 0.8m tonnes of carbon emitted by the city each year, 31% comes from housing, 23% from public and commercial buildings and 17% from industry. National planning policy states that plan should take a proactive approach to mitigating and adapting to climate change (NPPF 2021, paragraph 153). Policy DE8 sets out key principles to deliver sustainable development and standards for new development to reduce future emissions. It uses technical standards where these are available and includes general principles to ensure that buildings are adaptable and to reuse materials.

BREEAM standards

8.120 The BREEAM standards assess the environmental performance of buildings over a number of categories from design and specification to construction and operation. They will be applied

as set out in this policy and in other policies in the Local Plan unless superseded by updated national standards. The thresholds and target for non-residential development in Core Strategy policy CS 20 are maintained. It excludes residential dwellings in use class C3 where the Code for Sustainable Homes previously applied. The policy clarifies that multi-residential development should meet also meet BREEAM Excellent.

8.121 BREEAM Multi residential is used to assess multi-occupancy residential buildings such as Student halls of residence, care homes and sheltered housing. BREEAM Communities standards will apply to larger-scale developments. It goes beyond an assessment of the building itself to consider the impact of development on existing communities and infrastructure.

8.122 BREEAM Communities provides a framework to assess the sustainability of larger developments. This applies to mixed use developments which include 100 or more dwellings in the mix of uses. It also applies to other development meeting criteria due to its impact on transport systems, infrastructure and existing communities or opportunities to deliver infrastructure and other improvements.

Cooling

8.123 We want to reduce the need for active cooling where possible by designing buildings which are adapted to future climates. Accounting for 10% of global energy consumption today, space cooling in 2016 alone was responsible for 1045 metric tons of CO_2 emissions. This number is only expected to increase, with the International Energy Agency estimating that cooling will reach 37% of the world's total energy demand by 2050.

8.124 Designing with materials that are less susceptible to changes in temperature can help mitigate these environmental effects by reducing the need for air conditioning. Dense materials such as stone, bricks or concrete, or embedded into the ground, can feel cooler thanks to the high "thermal mass" of these materials – that is, their ability to absorb and release heat slowly, thereby smoothing temperatures over time, making daytime cooler and night-time warmer.

8.125 The Passivhaus standards provide a house that has excellent thermal performance and airtightness (with mechanical ventilation), to minimize heating demand. The provision of natural daylight also has a positive influence on people's health and wellbeing.

8.126 The policy also resists the installation of artificial lawns in new developments. This is because they use huge volumes of plastic which cannot be recycled, have no benefits for wildlife, kill soil life beneath and can be unusable on hot days, which will be more prevalent with climate change.

Key Policy Options

Key Option 1 – Sustainability standards

Option 1a – development is required to meet set BREEAM and BREEAM Communities standards, specific Buildings Regulations (2021) mitigation and Passivhaus certification

Option1b – require development to achieve higher standards due to the importance of issues. This could include Passivhaus certification on a higher percentage of housing or at a lower threshold.

Option 1c – remove requirement or set lower standards due to viability issues. This could include not requiring developments to meet BREEAM Communities or Passivhaus Certification

Key Option 2 – Design led approach

Option 2a – require all development to take a design led approach to climate change adaptation and follow the cooling hierarchy, proportionate to the size of development

Option 2b – include a threshold for the size of developments that need to take a design led approach to climate change adaptation and exclude householder developments

Evidence

8.127 Existing Evidence: The Council's Southampton Green City Plan 2030 set out actions to address environmental issues in the city and identifies the Local Plan as an important plan to address these issues.

8.128 The policy above builds on the established policy CS 20 in the Core Strategy (2015) which included a requirement for non-residential development to meet the BREEAM Excellent standard from 2012 and key principles to tackle and adapt to climate change.

8.129 The Planning Act requires Local Plans to have policies related to climate change mitigation and adaptation. At the same time as reducing carbon emissions, we must not lose sight of the fact that our climate is already changing as a result of past emissions. Extreme weather events including flooding and heat waves are now becoming common place, and as such we need to ensure that all new developments are adaptable to this changing climate, in ways which do not increase energy use and associated carbon emissions. Overheating, particularly in new residential buildings is becoming an increasing problem with climate change, with potentially serious consequences to health and life. Overheating risks can and should be mitigated through consideration of various factors at early design stages at low or no cost.

8.130 Analysis from the Committee on Climate Change has shown that a lack of adaptation measures in new homes built in England over the past 5 years has led to many new homes not being resilient to future high temperatures. This will require costly retrofit to make them safe and habitable. They recommend that planning policy must change to ensure that further homes are not locked in to increased climate vulnerability.

WASTE AND THE CIRCULAR ECONOMY

8.131 This policy will control how developers should manage the waste generated by construction, how new developments should provide for waste and recycling storage and collection, and how circular economy principles should be considered in development proposals.

Policy DE9 – Waste and the Circular Economy

1. **Ahead of construction, all developments are required to produce Construction Environmental Management Plans (CEMP). The level of information provided in the CEMP should be proportionate to the scale and nature of the proposed development but should include an outline of the approach to site waste management and how construction waste will be addressed following the waste hierarchy and the 5 R's of waste management: Refuse, Reduce, Reuse, Repurpose, Recycle.**

2. **All proposals must provide adequate, flexible and easily accessible storage space for refuse and recyclable materials internally and externally. Proposals that exceed these requirements or propose innovative approaches, including underground solutions, to waste management will be supported [see Key Option 1].**

3. **All major developments should submit a Circular Economy Statement, either as a stand-alone document or as part of the CEMP, setting out:**
   a. **How materials arising from demolition and remediation works will be reused and/or recycled;**
   b. **How the proposals design and construction will reduce material demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life, following design for disassembly principles.**

4. **Development should reuse buildings and building materials wherever possible, in particular locally listed buildings and other buildings that have a positive impact on the area;**

5. **Buildings should be designed to be flexible and capable of being adapted for a variety of other uses with the minimum of disruption.**

Overall Approach

- Reuse of buildings and adaptive design

8.132 Much of the carbon emissions from buildings are from the materials used in their construction and the building process. The use of many buildings in Southampton has changed over time, for example with large Regency homes converted to smaller flats or offices. The upgrading and reuse of existing buildings, instead of their demolition and replacement with new buildings, can significantly improve a building's energy efficiency and make substantial energy savings. The reuse of foundations where possible can also reduce the amount of archaeological work required. The policy supports the reuse of existing buildings and materials to extend the lifespan of the building.

8.133 The policy also requires adaptable design which responds to people's changing needs and provides scope for new buildings, or parts of them, to be used for different purposes than they were originally designed for with minimum changes.

- Storage of internal refuse and recyclable materials

8.134 To support recycling, there is a requirement for dedicated internal space with fixed units to store recyclable waste. This should reflect the number of recyclable waste streams collected and the size of property. For Southampton, this is currently general recycling (paper, cans, plastic bottles) and glass, although this will change from 2024. It is likely that recycling as we know it now will be collected in two containers – one for cans, plastics etc and one for paper and card. The combined capacity of internal recyclable waste facilities should be a minimum of 30 litres for homes with 1-2 bedrooms and 40 litres for homes with 3 or more bedrooms.

8.135 In addition, there is a requirement for all homes to be provided with composting facilities, for garden and/or food waste, in the form of either individual home-composting facilities; local communal facilities within close proximity (within 500m via a safe pedestrian route) or composting collection services by the waste collection authority. Currently Southampton has a paid for optional garden waste service but not food waste collection, however food waste is expected to be a weekly mandatory service from 2024. All homes to be provided with internal composting waste storage that is a minimum of 10 litres in volume.

- External refuse and recycling provision

8.136 Recycling needs to be easy, so the accommodation needs to address this. Waste storage provision should meet the measures set out in the Environment Act 2021 and be future proof (this includes food waste council collection which may be an optional collection).

8.137 Southampton is hoping to move to twin stream recycling collection from 2024 dependent on infrastructure being built and will need to collect food waste, and possibly garden waste. There may also be a move to a refill society, so people may need to buy in bulk and store stuff in their own containers.

8.138 It is important that bin stores provide adequate storage, in an appropriate location, and are designed to provide easy access for both residents and for servicing by the council. Waste/bin stores need to be clean, light, bright, vermin-free areas. There is also need for a bin marshal and enough room to get bins in and out of the property.

8.139 Dwellings should not be positioned close to the location of collection areas to avoid noise disturbance, for collection and depositing and odour issues.

8.140 Developers should be incorporating best practice into their waste storage solutions. Campaigns and policy (architecture.com)

Key Policy Options

Option 1 – Minimum standards and materials

Option 1a – development is required to provide Construction Environmental Management and Circular Economy Statement to demonstrate how issues are addressed and meet requirements for the storage of refuse and recycling materials

Option 1b – require development to address the storage of refuse and recycling materials without including minimum standards for the number, type and size of facilities to provide greater flexibility and recognise the size limitations of new developments

Evidence

8.141 Government's Resources and Waste Strategy (2018) aims to eliminate avoidable wastes of all types by 2050 in England. This includes waste from all sectors, including construction. The construction sector is the largest user of materials in the UK and produces the biggest waste stream in terms of tonnage. Statistics from Defra show that in 2016, 63% (120 million tonnes) of the total waste stream in England (189 million tonnes) was attributed to construction, demolition and excavation waste, with 60 million tonnes of this (50%) from construction and demolition. Of this over 90% is recovered, with waste such as concrete, brick and asphalt being downcycled for future use as aggregates. However, this begs the question how much of this waste is avoidable and if such waste be reused for higher value uses. This would help to prevent the need for the manufacture of new which is a crucial element in achieving net zero carbon. Furthermore, efficient recycling of waste places less demands on natural and virgin resources, thereby conserving environments.

8.142 A circular economy is one where materials are retained in use at their highest value for as long as possible and are then reused or recycled, leaving a minimum of residual waste. Application of circular economy principles to the built environment creates places where buildings are designed for adaptation, reconstruction and deconstruction, extending the useful life of buildings and allowing for the salvage of building components and materials for reuse or recycling, known as design for disassembly. Policies to extend the useful life of buildings as well as ensuring that, at the end of a buildings life, its constituent parts are easily reused and retain maximum value, are also an important element of reducing the environmental impact of construction. Taking such an approach reduces the need to extract raw materials and the manufacture of new building components, further reducing global carbon emissions and assisting with the achievement of net zero carbon.

SHOPFRONTS, SIGNAGE AND ADVERTISEMENTS

8.143 Shopfronts are an essential element of the commercial activity of Southampton. They make an important contribution to the shopping streets in the City, Town, District and Local Centres and can influence the quality of the environment in Conservation Areas. Pressures to alter shopfronts arise from changing retailers and varying retail methods to attract custom, particularly as retailers adapt and develop to attract customers in post-Covid 19 times.

8.144 Shop frontages need to be designed to take into account the age and style of the buildings in which they are located, and where these are of architectural or historic merit they should be retained and sensitively adapted to meet today's requirements.

8.145 Advertisements are controlled by specific regulations and guidance[9]. The regulations specify which advertisements are permitted without the need for consent, which have deemed consent, which need express consent, and the further conditions that apply. Advertisements can only be controlled for reasons of amenity and public safety (like highway visibility).

Policy DE10 - Shopfronts, Signage and Advertisements

1. **New and replacement shopfronts which harm the character or appearance of an area through inappropriate design or use of unsympathetic security measures will not be permitted. Proposals should:**

    a. **respect the proportions of the building and surrounding shop fronts without dominating the street in terms of materials and scale of illumination;**

    b. **respect traditional features and aspects of local character, which includes the provision of stallrisers where the existing context warrants this;**

    c. **ensure the signs and advertisements, including projecting signs are only installed at fascia/ sub-fascia level;**

    d. **ensure that security measures are visually unobtrusive with internal security shutters to be used in the first instance.**

2. **Internally illuminated signage on Listed or Locally Listed Buildings, or within Conservation Areas, will not be supported.**

3. **Permission will only be granted for solid shutters if there is evidence of a high level of vandalism or break-ins affecting the area, or if the stock held is of particularly high value. These solid shutters will be expected to incorporate locally relevant public art.**

4. **Proposals for frontage extensions, including canopies and enclosures for seating, must be of high-quality design, respectful of existing building lines and not have a detrimental impact on the amenity of surrounding properties. [see Key Option 1]**

5. **Advertisement consent will only be given where:**

    a. **There is no adverse effect or cumulative impact on public amenity and the scale, size, design, materials and luminance of the advert respects the character and appearance of the buildings or areas in which they are displayed;**

    b. **There is no adverse effect or cumulative impact on public safety including the safety of people using the highway, rail, air or water transport and the use of CCTV;**

    c. **In the case of large outdoor advertisement hoardings and screens, they are located in industrial areas, or also in the case of large outdoor advertisement hoardings only they screen a site awaiting development.**

[9] Town and Country Planning (Control of Advertisements) England Regulations 2007 (as amended in 2012) and the National Planning Practice Guidance

6. **The installation of skyline or parapet level signs on buildings will not be permitted.**

7. **The level of illumination and frequency of change of advertisements on outdoor advertisement screens will be controlled by way of planning condition.**

Overall Approach

8.146 Advertisements are important to the commercial life of Southampton. However, they can also adversely affect an area's amenity if poorly designed or inappropriately located. Large advertisement hoardings and illuminated advertisements will be inappropriate and other advertisements are likely to be inappropriate in, on or within the setting of designated heritage assets such as Scheduled Monuments and Listed Buildings, in exclusively residential areas, and adjacent to open spaces or other features of historic, architectural, civic, cultural or similar interest. It is important that advertisements safeguard public safety, for example, the design, number, size or location of the advert does not distract or confuse transport operatives[10] (in general, and especially close to junctions, pedestrian crossings and other highway hazards); obstruct or impair their sight lines, or views of signs or signals; or CCTV sight lines. Illuminated signs can be distracting by reason of their position and luminance, degrees of which will vary by location.

8.147 In Conservation Areas and on listed buildings advertisements can have a significantly detrimental impact upon amenity, so the retention of traditional shop fronts is strongly favoured. For example, this could include the retention of the original, or use of traditional, canvas blinds and blind boxes. The following features will be resisted in Conservation Areas for reasons of amenity:

- high level signs, neon and box signs and plastic fascias;
- internally illuminated signage; and
- plastic or fixed blinds.

8.148 Security measures can also have a significant impact on the character and appearance of an area. The use of solid galvanised steel shutters for additional shop security detracts from the appearance of the shopping street and creates a dead frontage which gives the appearance of shops being 'boarded up' outside of working hours. In addition, such measures are not always conducive to security as they reduce observation of premises from the outside. The use of measures such as mesh grilles, laminated glass and/ or internally mounted lattice shutters are preferred. Exceptionally, solid shutters will be permitted where there is evidence of crime or the value of stock is high, for example sale of alcohol or jewellery.

8.149 Adverts can appear in various forms – banners on railings, on flags, large hoardings around building sites, estate agent boards, awnings, on free standing automated teller machines (ATMs), in forecourts and as part of digital displays on bus shelters. Opportunities to use buildings and public areas to publicise and advertise are vast, and therefore it is important that policy provides a realistic framework to steer those proposals that require

[10] Including drivers of road vehicles, trains or trams, pedestrians, aircraft / ship captains / pilots

advertisement consent, not least to control street clutter and restrict advertisement overload in certain areas.

Illumination

8.150 Table 8 provides guidance on the range of luminance suitable by area of the city.

8.151 The brightness of advertisements (dependent on the level of luminance, the size and the contrast) can be harmful to amenity, and public safety, by reason of light spill, light pollution or glare. For instance, brightly lit and moving images on bus stop shelters can be dangerously distracting to drivers. A further visual amenity impact could be where light fittings and associated cables are on show rather than suitably hidden.

8.152 The cumulative impact of illumination on amenity and public safety will also be taken into account, and the Council will seek to remove existing intrusive advertisements in areas of particular attractiveness and in areas to be enhanced (for example, Mayflower Quarter).

Table 8: Appropriate luminance levels

Size of advert	Area	Professional Lighting guide 05 Max luminance level[11]	Recommended luminance level
Over 10 m^2	Rest of city	300 cd/m^2	250 cd/m^2
Up to 10 m^2	Rest of city	600 cd/m^2	500 cd/m^2
Over 10m^2	City centre	300 cd/m^2	250 cd/m^2
Up to 10 m^2	City centre	600 cd/m^2	500 cd/m^2

Key Policy Options

Key Option 1 – Approach to Design of Shopfronts

Option 1a – utilise the criteria as set out in Policy DE10 to guide and control the design of shopfronts. This will ensure there is a defined approach to how shopfronts should look. However, this may require further guidance to ensure it is suitably implemented by applicants.

Option 1b – utilise a less prescriptive approach than the criteria set out in Policy DE10. This could allow for more flexibility and innovation in the design of shopfronts to respond to retail trends but could have a detrimental effect on local character and amenity.

Option 1c – utilise a more prescriptive approach and include additional criteria to that set out in Policy DE10. This could ensure there are tight controls to the design of shopfronts that can reinforce high quality design and a traditional appearance. However, this could stifle innovation, be unnecessary in some commercial shopping areas and require additional resource to guide and determine planning applications.

[11] Professional Lighting Guide 05: The brightness of illuminated advertisement (2014) – Institute of Lighting Professionals

Evidence

Existing Evidence:

8.153 A Town, District and Local Centres Study was undertaken by GL Hearn in 2015 in connection with the Local Plan Review. Within its categorisation of each of the centres it suggested that further design guidance be offered to shop owners and developers to ensure some conformity and enhancement of street frontages. The evidence draws attention to the harm that can be caused by poor quality shop signage and large panel advertisements that damage visual amenity and local distinctiveness. In general, it is expected that traditional materials (such as painted timber, wrought iron and brass / bronze) are used on traditional or historic buildings or in conservation areas. The Council's aspiration is that corporate bodies and retail chains would adjust their standard signs in response to the host building and local distinctiveness.

New Evidence:

8.154 The NPPF 2021 reiterates the approach that advertisements are considered by their impact upon public safety and amenity only. Paragraph 136 states:

The quality and character of places can suffer when advertisements are poorly sited and designed. A separate consent process within the planning system controls the display of advertisements, which should be operated in a way which is simple, efficient and effective. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.

PARKING

8.155 Finding the balance between the provision of adequate vehicle parking while at the same time prioritising more sustainable modes of transport including active travel such as walking and cycling is a key issue and challenge for the city's residents, workers and visitors. Controlling the level and location of vehicle parking is a vital element towards ensuring more sustainable travel patterns whilst also increasing public health and promoting the efficient use of land, particularly in the city centre and in other accessible locations such as within the town, district and local centres.

8.156 The basic aim is to ensure that at all new developments, a suitable level of vehicle parking is provided in order to avoid the various problems that inadequate parking for vehicles can cause. The Council recognises that there is no reason to significantly constrain residential parking provision, although it is equally important to avoid significant over-provision and to provide adequate parking for cycles and other forms of two wheeled transport. This will help to meet the objectives of the Council's Green City Charter and the prioritisation of sustainable transport modes and active travel.

Policy DE11 - Parking

Parking Standards for New Development

1. **New residential and non-residential development across the city whether through new build, conversions or changes of use will provide for well-designed parking in accordance with the Council's latest residential and non-residential parking standards with regards to [see key option 1]:**

    a. **the provision of car parking spaces which will also consider the parking needs for disabled, Electric Vehicles (EVs) and car club users;**

    b. **the provision of parking spaces for two-wheel forms of transport such as cycles, electric bikes and electric scooters for the purpose of enhancing active travel and more sustainable trave modes.**

    c. **the provision of commercial vehicle spaces for existing and new businesses.**

2. **Supporting information must also be provided by the applicant which relates to:**

    a. **the format of the parking proposed whilst optimising the use of land (in accordance with Policy DE1: Placemaking and Quality of Development); and**

    b. **how a high quality and sustainable parking design will be achieved including how this will contribute to the creation of a high-quality public realm and street scene and enhance the local environment through the implementation of measures such as permeable surfacing, soft landscaping and tree planting with all new surfaced based parking provision in accordance with Policy EN10: Sustainable Drainage and Policy DE1: Placemaking and Quality of Development; and**

    c. **how the development will meet the minimum requirements for the number and type of Electric Vehicle (EV) charging points in accordance with Policy DE12 EV; and**

    d. **how cycle, electric bike and electric scooter hubs will be incorporated into the development; and**

    e. **the potential for incorporating shared mobility spaces in car club spaces to serve prospective occupants of new development; or**

    f. **justifying proposals for car free developments which will supported both in and within nearby proximity to high accessibility locations with frequent public transport provided it would not conflict with the criteria set out in criterion 1.a. above and it can be demonstrated that this would not result in overspill parking which would impact upon the functioning of the highway and safety of road users and pedestrians.**

3. **Where applicable in the case of developers proposing vehicle parking above the Council's set standards, the following criteria relating to the required amount and type of vehicle and two-wheeled parking provision will also be factored into the assessment if strong justification is put forward by the applicant:**

    a. **the travel needs generated by the development;**

b. other available parking capacity at trip origins including arrangements for on-street parking and current controls/restrictions;

c. the potential for shared parking provision at trip destinations with other uses at different times of the day; and

d. any other specific needs generated by the development and how this differs to standard types of development.

Public Parking

4. The consolidation of existing surface level car parking within the city centre into multi-storey formats in the outer city centre, connected to the Ring Road will be supported in accordance with Policy TR1: Transport and Movement provided tree planting, landscaping and strong pedestrian linkages to key destinations are factored into the design.

5. Additional vehicle and two wheeled parking provision at railway stations and ferry terminals will only be permitted in accordance with the standards, providing that it serves new development and proposes new or improved interchange facilities. This must incorporate shared mobility spaces and provision for cycles, electric bikes and electric scooters.

Parking Enforcement

6. Parking enforcement areas will be maintained and extended where appropriate around the city centre, town, district centres, University of Southampton and Southampton General Hospital and within proximity to public transport corridors.

Evidence

Census data

8.157 There is evidence to suggest that car ownership has continued to increase within the city compared to the 2011 Census figures[12]. This is in line with national trends. There is further evidence to suggest that whilst car ownership has increased, car use has fallen in recent years. This can be partly attributed to the Covid-19 pandemic and the catalyst this has been for an increase in home working which has continued now that the lockdown restrictions have eased. The 2021 Census figures once released are expected to confirm a continued increase in car ownership across the city.

NPPF July 2021

8.158 Paragraph 108 of the NPPF states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

[12] Evidenced from car registrations by year as published by the Department for Transport: Vehicle licensing statistics data tables - GOV.UK (www.gov.uk)

Overall Approach

City wide Parking Provision

8.159 Vehicle parking is a key determinant in the choice of mode of travel. The provision of inadequate parking at new developments (trip origins) particularly within residential development can create a variety of negative effects upon existing residents such as overspill parking onto grass verges and pavements which in turn impacts upon the efficient and safe operation of the highway network. In terms of trip destinations, providing high levels of vehicle parking at destinations particularly encourages the use of cars. A managed and balanced approach to the level of vehicle parking to compliment public transport choices is therefore required including shared parking provision at destinations at different times of the day.

8.160 Where development is highly accessible by modes of public transport and active travel options, a lower level of parking space provision is likely to be justified. Public transport accessibility varies throughout the city on a spatial scale and according to the time and day of the week. There is therefore a need to improve the accessibility of all areas of the city, including within the transport corridors which in turn can lead to a lower level of required vehicle parking provision with new development.

8.161 In order to meet the Council's Green City Charter, parking with new development will continue to be provided in accordance with the Parking Standards SPD which sets out tighter maximum parking standards for Southampton City Centre and the more accessible locations of the city such as along main transport routes and within proximity to the town and district centres. Vehicle parking provision throughout the rest of the city will continue to be tightly controlled but at a higher level of maximum parking provision compared to the more accessible locations in the city. The current approach to the set parking standards will be reviewed as part of a future update to the Parking Standards SPD.

8.162 The policy approach also requires information in support of any planning application submitted further to the Council's set parking standards. The noted measures will allow all new development proposed to factor in as many design and sustainability benefits as reasonably possible when it comes to the provision of new parking spaces. There could also be case for supporting car free developments in certain circumstances such as in high accessibility locations. These high accessibility areas include the city centre, town and district centres and areas along main transport routes such as public transport the strategic cycle corridors. Applicants would need to demonstrate how car free developments would not compromise the functionality of the highway network and the safety of road users and pedestrians.

8.163 The travel needs and any other specific needs generated by a development proposal will also be considered on a case-by-case basis when it comes justifying a higher level of proposed vehicle parking provision. The Council will accept that provision could vary from the standards set out in the Parking Standards SPD in exceptional circumstances but only if strong justification is provided by applicants.

8.164 The space needed to accommodate cycles can be significant. It is therefore imperative that planning for adequate cycle parking provision forms an integral part of any planning

application, rather than treating it as a secondary issue to be resolved by condition. The key design principles for cycle parking are for it to be convenient, accessible, secure and attractive and for it to be designed early in the development design process. Full details of the location, type of storage facility, spacing between stands, numbers, method of installation and access to cycle parking should be provided. The full cycle parking design principles, layout and standards are detailed in the Parking Standards SPD. These same design related principles will also need to be applied to other two-wheel forms of transport.

City Centre Parking Provision

8.165 The primary aim of the Council's parking policy is to reduce car use rather than car ownership. Therefore, the managed provision of car parking is important to attract new development to the city centre. It encourages a switch to active travel such as walking and cycling and to public transport in a highly accessible city centre location particularly within proximity to Southampton Railway Station and the main bus route stops (currently located on Castle Way and Vincent Walk). It also minimises land take thus creating high quality urban places.

8.166 It is important that the provision of all residential and non-residential car parking in the city centre incorporates a high-quality design and fits into the wider street scene and public realm due to the higher development densities and finite availability of land. In order to contribute towards local amenity and a well-designed public realm and street scene, the Council would be supportive of parking formats such as basement parking, semi-basement and podium parking. However, proposals for open parking podiums or undercroft parking fronting the street and parking spaces to the front of houses which are at odds with the established setback of an area are more likely to have negative impacts upon wider amenity. This includes the street scene and public realm and are therefore less likely to be considered favourably.

8.167 There is already a sufficient capacity of public car park spaces available in the city centre. The maintenance of existing levels of shorter stay public car park provision for some visitors and for shoppers adjacent to the existing or expanded main shopping area is supported, to maintain the viability of the shopping area. Some provision could be redeveloped to create better quality car parks, potentially as part of wider redevelopment proposals. These could, for example, include consolidating existing surface level car parking in the Mayflower Quarter into new multi storey facilities, to create development land. There is spare capacity in existing shopping car parks and further retail development does not necessarily generate additional trips. If new retail and leisure proposals include additional car parking, the need for this should be carefully demonstrated, taking account of existing nearby parking provision. It is recognised that any food superstore developments will require convenient parking provision.

8.168 There will be a requirement for good pedestrian links to be created from all these car parks, to connect to the strategic links and key destinations within the city centre. This will help to maximise footfall in those locations with active and partial active frontages and help to facilitate an increasing shift towards active travel modes.

8.169 The level of car parking is a key determinant in attracting development to the highly accessible city centre in the first place. Therefore, a balance needs to be struck to ensure that a sufficient level is available in order to ensure the continued vitality and viability of the city centre. A travel plan should therefore be a continued requirement for all new commercial and non-residential development upon permission being granted. The implementation of a travel plan is one way which can be influential upon travel mode choices. City centre living is also likely to encourage some people not to own a car particularly with the ability to increase the number of linked trips with services and facilities being immediately accessible. Nevertheless, appropriate car parking provision should be made for residential developments in accordance with the Council's latest or successor Parking Standards SPD in the first instance.

8.170 The principle that car parking is shared between different users at different times wherever possible, and provided in a high quality 'multi storey' format, to minimise the land required is also seen to be an approach which can optimise the most effective use of land throughout the city, particularly within the city centre.

8.171 It is acknowledged that there will be some targeted additional non-residential car parking in the city centre, such as that associated with office development where there is a demonstrable need. This reflects the balance between promoting city centre investment and encouraging sustainable travel choices. The Parking Standards SPD's approach for areas which are not 'high accessibility' will also be applied to the equivalent areas within the city centre. It is also proposed that car club spaces will be in addition to the standards set out in the current Parking Standards SPD.

8.172 Within this overall approach to car parking, a shift of commuter and some visitor car parking from the inner to the outer city centre including the Mayflower Quarter will be encouraged in accordance with Policy TR1 (Transport and Movement). As part of this shift, it may be appropriate to close and redevelop some of the existing inner city centre car parks. Each case will be considered on its merits in terms of the degree to which it will help deliver the wider development strategy; and affect the viability and operation of the existing city centre.

Key Policy Options

Key Option 1: Where the Parking Standards will be Published

Option 1a – To continue setting out the parking standards in the Parking Standards SPD – this is the Councils preferred approach as it would allow flexibility for the standards to be updated in a future successor Parking Standards SPD.

Option 1b – The policy to set out the standards of provision which are expected including where these apply within the city – this option would be less flexible in tying the Council to a set of parking standards over the lifetime of the Local Plan. These would then not be able to be reviewed and updated in a future successor Parking Standards SPD.

Key Option 2 – Approach to Setting Parking Standards

Option 2a – to continue with the approach currently set out in the Parking Standards SPD with maximum standards which currently identify high accessibility and standard accessibility areas – this is the Councils current preferred policy approach which helps to maintain a balanced and controlled provision of vehicle parking across the city.

Option 2b – to consider an alternative approach to parking standards across the city. E.g. minimum parking requirements rather than maximum parking standards – this is an alternative approach the Council could consider with the future provision of vehicle parking.

ELECTRIC VEHICLE INFRASTRUCTURE

8.173 Accelerating the uptake of electric vehicles (EVs) is a priority nationally and locally. Electric vehicles can play an important role in reducing emissions of carbon and air pollutants.

8.174 The UK government has committed to banning the sale of new petrol and diesel-powered vehicles from 2030. This commitment is supported by its national EV infrastructure strategy which aims to fast track the rollout of EV charging points, while making charging affordable and effortless.

8.175 Developers will need to play an important role in delivering EV infrastructure, ensuring the demand of occupants and visitors who use EVs can be met well into the future.

Policy DE12 - Electric Vehicle Infrastructure

1. **Development with parking provision will be required to meet the minimum requirements for the number and type of electric vehicle charging points and cable routes to enable easy retrofitting for the development type proposed. Provision will be in line with best practice, ensuring the current and future needs of the site for EV charging are met in a cost-effective manner, according to SCC's Electric Vehicle Charging Point Guidance and detailed guidance and avoiding street clutter [see Key Option 1];**

2. **All new commercial development and re-development are required to complete a needs assessment to quantify and implement additional charging points beyond minimum requirements on a site-by-site basis, in line with SCC's Electric Vehicle Charging Point Guidance and detailed guidance;**

3. **All development which involves the installations of charge points, must implement and maintain a Charge Point Management Plan. This should set out how use of charge points will be maintained to help ensure optimal use, including how passive provision will be utilised, in line with SCC's Electric Vehicle Charging Point Guidance and detailed guidance.**

Overall Approach

8.176 The UK government has made ambitious commitments to end the sale of new petrol and diesel vehicles by 2030, to ensure all new cars and vans are zero emission by 2035, and that the sale of new petrol and diesel cars and vans is banned by 2040.

8.177 Additionally, they have announced targets to decarbonise the entire transport system in the UK according to the Build Back Greener Strategy which outlines the nation's pathway to becoming net zero. To support these ambitions, the government aims to have a grid capacity of 300k+ charge points by 2028 and issue various EV grants such as the Electric Vehicle Homecharge Scheme (EVHS) which provides funding for up to 75% of the cost of EV charge point installation at domestic properties.

Detailed guidance

Charging points

8.178 The Council has published detailed guidance on EV charging for consultation alongside this plan. This includes the requirements for charging points and cable routes depending on the type of development, aspects of the proposed development and the number of car parking spaces. The guidance sets out a preferred option with a minimum standard for each development type. It also provides additional options if it is not possible to achieve this. The options include active EV charging points and cable routes to enable retrofitting at a later date. They reflect and build on some aspects of the new building regulations. As an example, the preferred option for new residential buildings meeting general parking standards is the provision of active EV charging points for all spaces at an average cost for installation of £3,600. The alternative if this is not possible is the installation of cable routes to all spaces.

8.179 The guidance also covers the type of charge points. The appropriate power classification and mix (slow, fast or rapid) will depend on the specific development type and use. For example, developments of individual houses would be expected to only include slow charging points (suitable for charging overnight) while gyms and cinemas would only provide fast charging points (suitable for charging in a few hours). Other development types should provide a mix. Developments which cannot be categorised in according to the guidance will be assessed on a case-by-case basis.

8.180 Where current electrical capacity of a site is not sufficient to meet the minimum requirements for the number and type of chargers indicated, the developer is expected to identify ways to increase capacity. This will be through investing in renewable energy sources and infrastructure so that it is sufficient to supply this minimum number and type of charging points, in line with the energy policy.

Needs assessment

8.181 New commercial developments which install charge points will need to carry out a needs assessment to ensure that demand for electric vehicle charging on site and in the surrounding area can be met. As an outcome of the needs assessment, a commercial development may need to go beyond minimum requirements for the number and type of

chargers to be installed. A needs assessment will involve a review of several factors including:

1. Number of vehicle movements per parking space;
2. Number of publicly accessible chargers in the vicinity of the development;
3. Nearby road infrastructure links;
4. Existing electrical capacity;
5. Distance from city centre and/or other key commercial hubs.

Charge-point management plan

8.180 All developments which require the installation of electric vehicle charging points will need to develop, implement and maintain a charge point management plan. The management plan will set out how the developer will ensure use of the charge points is optimised throughout the life-cycle of the chargers. The plan should meet or exceed minimum requirements as set out in the guidance covering monitoring and enforcing appropriate use, promoting the infrastructure, maintenance, costs and the future expansion of the infrastructure.

Key Policy Options

Key Option 1 – EV Standards

Option 1a - all developments to meet the standards for the provision of charging infrastructure for electric vehicle appropriate for the specific type of development, subject to viability.

Option 1b – require a minimum standard of provision from larger developments with the remaining provision viability tested to ensure that larger developments achieve at least a minimum standard of provision

Evidence

8.181 Southampton City Council's Our Green City Plan sets out ambitious targets net zero and air quality, making transport cleaner is a key part of both agendas. While we will continue to prioritise active travel and public transport use as far as possible, for the private car journeys that are necessary, we want to encourage electric vehicles.

8.182 The Council has the Connected Southampton Transport Strategy 2040 (Local Transport Plan 4) which is a 20-year plan for Southampton's transport including developing the EV Charging Network, promotion of clean fuels, incentivising businesses to move towards zero-emission vehicles and exploring the potential to implement a Zero Emission Zone for the City Centre.

SOUTHAMPTON INTERNATIONAL AIRPORT

8.183 Southampton International Airport is located on the close to the boundary with the city. In order to ensure that development proposals do not adversely affect the safe use of the airport, a Public Safety Zone has been identified which extends into the city. Policy DE13

provides guidance on development within the zone and elsewhere in the city that may affect the airport.

Policy DE13 - Southampton International Airport

1. In order to maintain public safety, planning permission will not be granted for:

a. Development or changes of use within the Airport Public Safety Zone[13], which would result in an increase in the number of people within the zone;

b. Development that would adversely impact on the safe operation of Southampton International Airport; or

c. Wind turbine development that would adversely affect the aeronautical systems of the Southampton VOR guidance system.

Overall Approach

8.184 The public safety zone (PSZ) is shown on the Policies Map and is an area of land extending from the end of Southampton International Airport runway within which development is restricted in order to minimise risk to people on the ground in the event of an aircraft crash. The PSZ area may be updated to reflect changes in the air transport movements and the length of the runway.

8.185 Government Circulars[14] set out more detailed guidance on PSZ. In summary there is a general presumption against new or replacement development or changes of use in the PSZ, including transport infrastructure with a concentration of people (for example new railway stations, bus stations, park and ride schemes). Careful consideration should be given to the location of major roads, road junctions and related features. It also sets out some limited exceptions. These include extensions to a dwelling house for a single household; an extension to or change of use of a property which would not increase the number of people using it; or development which would have a low density of people using it (for example long stay car parks or traditional warehousing and storage uses). The council will consult the Civil Aviation Division of the Department for Transport where the implications of a planning application for the PSZ is uncertain.

8.186 It is important to ensure that development across the city does not adversely affect the safe operation of the airport, for example by creating an obstruction, an effect on navigation or communication equipment, a distraction from lights, or bird hazard. In light of a Government Circular[15] the Airport operator and the National Air Traffic Service have published safeguarding maps which require the Council to consult them on developments over a specified height across the city, or on wind turbine developments, respectively. The

[13] As defined on the Policies Map

[14] 01/2010 Control of Development in Airport Public Safety Zones, updated 10/2021

[15] Town and Country Planning (Safeguarding Aerodromes, technical sites and military explosives storage areas) Direction 2002

council will also consult the Airport on development proposals likely to attract birds, or lighting which could distract pilots. Any of these issues may lead to development being refused or restricted in terms of height or design.

8.187 The safeguarding of the Airport is the responsibility of the Airport operator, not the council.

Key Policy Options

No other reasonable options identified to ensure the safety of development with a potential impact on, or affected by, the airport.

Evidence

8.188 The Civil Aviation Authority designates the public safety zone based on the risk from an aircraft accident