

**Main modifications proposed to the Proposed Submission City Centre Action Plan and Core Strategy Partial Review supported by Southampton City Council (affecting the soundness of the plan, changing the approach and major changes)**

Please note, the Inspector decided that some Main Modifications were only Minor Modifications and these are now included in a separate Minor Modifications schedule

**1. Main modification to Core Strategy Partial Review – in plan order**

Ref	Section/Para/Policy	Page (CSPR)	Proposed change (New text underlined, deleted text struck through)
MM 1	Para 3.2.1 (2 <sup>nd</sup> bullet point)	5	Delete “ <del>100,000</del> ” sq m and replace with “ <u>90,000</u> ” sq m of comparison retail floorspace
MM 2	Para 4.3.1 (City Centre, 3 <sup>rd</sup> sub bullet point)	5	Delete “ <del>100,000</del> ” sq m and replace with “ <u>90,000</u> ” sq m of comparison retail floorspace
MM 3	Policy CS 1 Point 2	6	Delete “ <del>100,000</del> ” sq m and replace with “ <u>90,000</u> ” sq m of comparison retail floorspace
MM 4	Para 4.4.3 (adopted Core Strategy)	(Not previously included in CSPR)	Add final sentence: The city centre boundary has been expanded since the Local Plan Review to include the St Mary’s area, <u>the whole of the Station Quarter</u> , and south of West Quay Road and small parts of Southampton Port (which are safeguarded to ensure port uses are not displaced – see Policy CS 9).

MM 5	CS 22	(Not previously included in CSPR)	<p>Amend policy as follows:</p> <p>'Effective protection of biodiversity cannot be achieved by focusing solely on land within the city. The Council will work with other PUSH authorities to achieve a sub-regional approach, in particular through the Green Infrastructure Strategy for South Hampshire.</p> <p>Within Southampton the Council will promote biodiversity through:</p> <p><del>1. Safeguarding international, national and local designated sites from inappropriate development;</del>  <del>2. Giving appropriate consideration to internationally and nationally protected and important habitats and species;</del></p> <ol style="list-style-type: none"> <li>1. <u>Ensuring development does not adversely affect the integrity of international designations, and the necessary mitigation measures are provided; or the development otherwise meets the Habitats Directive;</u></li> <li>2. <u>Ensuring development is unlikely to have an unacceptable impact on a national or local designation; and that any such impact (on these or other features of biodiversity value) is avoided, mitigated or as a last resort compensated for.</u></li> <li>3. Safeguarding and extending the existing Green Grid to provide a network of wildlife corridors and stepping stones between areas of green space within the city and linking to the surrounding countryside;</li> <li>4. Ensuring that development retains, protects and enhances features of biological interest and provides for the appropriate management of these features;</li> <li>5. Ensuring development seeks to produce a net gain in biodiversity by designing in provisions for wildlife and <del>ensuring any unavoidable impacts are appropriately mitigated.</del></li> </ol> <p>Developer contributions may be sought from relevant developments, <u>or other funding secured,</u> to support the provision and improvement of green infrastructure in accordance with Policy CS 25'.</p>
MM 6	5.4.21	(Not previously included in CSPR)	<p>Add a penultimate sentence to para 5.4.21: "<u>An unacceptable impact on a national or local designation will be determined in accordance with the NPPF para 118. Other features of biodiversity value include priority habitats and species as set out by Natural England</u>"</p>

## City Centre Action Plan

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

Ref	Section/Para/Policy	Page	Proposed change
<b>General and Part A – context, vision and development framework</b>			
MM 8	Throughout	Throughout	Delete “400,000” sq m and replace with “ <u>90,000</u> ” sq m of comparison retail floorspace
MM 9		(First printed page)	<p>Replace all the text in box entitled ‘How do you get involved with:</p> <p><b><u>‘Delivering the Plan</u></b></p> <p><b><u>This document is the plan for development in the city centre. It shows how Southampton will change in the next 15 years and beyond. It sets out policies to ensure that new growth is high quality and links into the existing city centre. It includes guidance for different parts of the city centre, key development sites and on different topics. It sets out an exciting vision for how the city centre will evolve.</u></b></p> <p><b><u>This Plan needs your help to be delivered.</u></b></p> <p><b><u>The Plan has been prepared by the Council in partnership with a wide variety of people: local communities; the business community; the Solent LEP; developers, investors and landowners; Government agencies and infrastructure providers.</u></b></p> <p><b><u>The Council will play a major role in delivering this Plan and cannot deliver it on its own. The Council looks forward to continuing to work with all groups to deliver the Plan and the vision for the city centre.’</u></b></p>
MM 10	Para 1.5	3	<p>Add additional sentence after ‘a pedestrian friendly route through the spine of the city centre and the transformation of Guildhall Square’;</p> <p><b><u>‘The Port of Southampton has also seen substantial growth during this period.’</u></b></p>

Ref	Section/Para/Policy	Page	Proposed change
MM 11	Para 1.6	3	Add additional paragraph after 1.6:  <u>'A further challenge is to manage the growth of the city centre alongside the growth of and appropriate access to the nationally significant Port of Southampton.'</u>
MM 12	Para 2.3	6	Amend ' <b>A great place for business</b> ' to add in reference to marine sectors (extra text underlined):  'The city centre has strong potential to support growth in retail, leisure, financial / business service, <u>marine</u> and green economy sectors'  Add sentence to end of 'A great place for business': <u>'The Port will also support economic prosperity.'</u>
MM 13	Para 2.3	6	Amend ' <b>A great place to visit</b> ' to add in reference to maintaining and enhancing the centre's regional role (changes underlined and struck through):  'More shops (including the next phase of the successful WestQuay centre), a greater choice of leisure and cultural attractions, restaurants and bars, and regular events will <u>maintain and enhance the centre's regional role and</u> mean that <del>the centre</del> <u>it</u> is used during the day and evening by residents, visitors and workers of all ages and cultures...'
MM 14	Para 2.3	8	Amend ' <b>Easy to get about</b> ' to add in reference to appropriate access to final sentence:  'Improvements to the highway network will create a network of streets which are easy to cross, and are attractive to pedestrians, cyclists, bus operators and taxis whilst still providing efficient <u>and appropriate</u> access to new and existing businesses such as the international Port, and the retail and leisure/ entertainment sectors.'
MM 15	Para 3.3	9	Add text in first sentence (extra text underlined):  'There will be a significant increase in office floorspace with major new office development focussed at the Station Quarter and Royal Pier Waterfront, <u>and in the longer term at the Western Gateway...</u> '

Ref	Section/Para/ Policy	Page	Proposed change
MM 16	Para 3.14	11	Change <b>Royal Pier Waterfront</b> bullet point and reference from 'marinas' to 'water basin with large ships':  'It will be a regional destination, building on the success of the Southampton Boat Show, where cafes, restaurants, bars, offices, residential, leisure uses and specialist shops overlook <del>marinas</del> a water basin with moorings for large ships and provide opportunities to view the cruise liners and activity on the water.'
<b>Part B – topic policies</b>			
<i>A great place for business – office, industry and the Port</i>			
MM 17	Policy AP 1, paras 4.6 – 4.12	18	See Appendix 1 with new section on new office development
MM 19	Para AP 2	21	Add extra paragraph at end of the policy:  <u>'Outside the prime and intermediate areas a loss of offices will be supported provided that where appropriate a mix of uses are secured to meet employment or community needs'</u>
MM 20	Para 4.17	22	Amend text in second and third sentences:  'However if appropriate, the opportunity should be taken to provide a mixed use <u>rather than solely</u> residential scheme. This could include shops, small scale business units, <del>residential</del> or community uses, depending on the need and location.'
MM 21	Para 4.22	24	Redraft paragraph as follows (new text underlined):  'The Port of Southampton is an internationally <u>significant deep water port and transport hub which operates 24 hours a day.</u> <u>It handles a range of important freight, is the U.K.'s premier cruise passenger facility, and is</u> of major economic importance to the U.K, South Hampshire and the city. The Port expects major growth <u>and development to 2026 and beyond,</u> as set out in its master plan. <u>In the short term this is</u> expected to take place within the existing <u>operational</u> Port. It is therefore important that good <u>land and marine</u> access to the Port is maintained, and that its operations are not inappropriately constrained. The first priority should be for access by sea or rail where <u>practical and viable,</u> although there is also a need for major vehicular movements to and from the Port.'

Ref	Section/Para/ Policy	Page	Proposed change
MM 22	Para 4.23	24	Redraft paragraph as follows (new text underlined):  'Policy CS 9 of the Core Strategy facilitates the growth of the Port by safeguarding it, as defined on the Policies Map, for port related development (with some flexibility for visitor destinations associated with cruise liner terminals in the city centre), <u>and by supporting appropriate transport improvements having regard to the needs of the city centre.</u> '
MM 23	Policy AP 4	24	Policy redrafted as follow:  The Council <del>will support</del> <u>supports</u> the growth and overall competitiveness of the Port of Southampton; and the growth and enhancement of the city centre. <del>Where there is a need to balance these aims; the Council will do so recognising have regard to</del> <u>the national significance of the Port, and the local and regional significance of the city centre, and the relative strength of positive and negative effects on the Port and the city centre when considering from specific measures:</u>  <del>For example, this approach will be applied to the following measures</del> ÷ <ul style="list-style-type: none"> <li><del>• The application of "City Streets" principles on the routes serving the Port, in order to improve the quality of the pedestrian and cycle environment. These routes will need to be carefully designed;</del></li> <li><del>• Residential uses at Royal Pier Waterfront and Western Gateway will be introduced into an overall layout and design of development which creates an appropriate level of residential amenity with respect to port operations</del> <ul style="list-style-type: none"> <li>• <u>The remodelling of the strategic and secondary road access to the Port;</u></li> <li>• <u>Development access arrangements directly affecting the strategic and secondary road access to the Port;</u></li> <li>• <u>The layout and design of residential development at Royal Pier, Western Gateway, Ocean Village, and the design of residential development on other nearby sites as relevant, on operations within the Port boundary; and</u></li> <li>• <u>The design of development immediately adjacent to the Port boundary on the safety and security of the Port;</u></li> </ul> </li> </ul> <p><u>When considering these points, the Council will permit such proposals if:</u></p> <ul style="list-style-type: none"> <li>• <u>There are unlikely to be negative impacts on the current or future Port, or its strategic / secondary access; or</u></li> <li>• <u>They have beneficial effects to the city centre which outweigh the negative impact on the Port or its access.</u></li> </ul>
MM 24	Para 4.24	25	Amend paragraph:  'Parts of the Eastern and Western Docks lie within or are adjacent to the city centre (e.g. the Oceanography Centre and current City Cruise terminal). <u>Where relevant, developers should consult the Port operator (ABP) at the earliest opportunity.</u> '

Ref	Section/Para/ Policy	Page	Proposed change
MM 25	Para 4.25	25	<p>Amend paragraph (and proposed changes) as follows:</p> <p>The growth of the Port and the city centre need to be managed. For example changes to the <u>strategic or secondary roads serving the Port to enhance the city centre's pedestrian / cycle environment, the transport / access arrangements for new developments linked to these roads, or new residential development close to the Port, might adversely affect the Port's operations. The remodelling of roads to create a development hub at the Station Quarter, and to enhance pedestrian access from Central Station and across the city centre to development sites and communities; as well as the securing of viable development sites, for example at Royal Pier, will bring substantial benefits to the city centre.</u> Where there is a balance to be struck between the needs of the Port and the city centre, this will involve a qualitative judgement between different types of effect. The strength of positive benefit to an objective for the locally / regionally important city centre will need to <del>be greater, and sufficiently so to outweigh</del> the strength of negative effect to the nationally important Port. Careful assessment of the likely effects on the Port <u>and city centre, and of potential solutions,</u> will be important, to ensure the growth and enhancement of <del>the city centre is both</del> <u>are</u> not unnecessarily restricted. <del>Solutions in relation to the Port or city centre, in terms of alternative designs or operating / access arrangements will need to be practical, viable and appropriate.</del></p>
MM 26	Para 4.26	25	<p>Amend paragraph as follows (changes underlined and struck through):</p> <p>'The transport access to the Port and the city centre share the same approach routes (road and rail). The strategic road route to the Port, as recognised by the Department for Transport, is via the M271 and A35 (Western Approach). A secondary road route is via the A33 (The Avenue). <u>These routes are identified on Map 13.</u> By focussing major development in the city centre more people <del>will be able</del> <u>are likely</u> to travel by public transport, reducing pressure on the wider strategic road access to the Port. The transport section of this Plan promotes this shift away from using the car and anticipates little increase in car trips (See the section entitled "Easy to get about").'</p>
MM 27	Para 4.27	25	<p>Amend paragraph as follows (changes underlined and struck through):</p> <p>'The road access to the Eastern Docks (<u>Dock Gate 4</u>) and part of the Western Docks (Dock Gate 8) passes through the city centre. The strategic road route (from the M271/A35) runs along West Quay Road and Town Quay / Platform Road. It also forms an important link between the <del>two</del> <u>Eastern and Western Docks</u>. Funding has now been secured to comprehensively upgrade the section along Town Quay and Platform Road. The secondary road route (from the A33) runs along Six Dials / Kingsway / Threefield Lane / Terminus Terrace and helps to serve the Eastern Docks.'</p>

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MM 28	Para 4.28	25	<p>Amend paragraph as follows (changes underlined and struck through):</p> <p>'Within the city centre, all these routes to and from the Port form part of the inner ring road. Policies AP 18 and AP 19 and the City Centre Master Plan have identified <del>the need to transform</del> <u>the aim of transforming</u> these into a series of civilised City Streets, with a much higher quality environment for pedestrians and cyclists. These changes are important to encourage a modal shift away from car use on the strategic road network into the city and to improve connectivity within the city centre. However any <del>redesign of</del> <u>changes to</u> these streets also need to <del>recognise</del> <u>take account of</u> their traffic movement function, <u>as important routes</u> serving both the Port and the city centre. In addition, policy AP 18 aims to maintain or improve access along the strategic road route to the Port (West Quay Road – Town Quay Road - Platform Road).'</p>
MM 29	Para 4.29	25 / 26	<p>Amend paragraph as follows (changes underlined and struck through) – text related to the Port now in additional paragraph (further changes post examination):</p> <p>'Development within the Western Gateway, <del>and</del> <u>Royal Pier Waterfront, Ocean Village and other nearby sites as appropriate</u> will be planned so that an appropriate level of amenity is created for residential occupiers within the context of a city centre environment, which will naturally experience higher noise levels than a suburban environment. This will ensure the Port's overall competitiveness is not <del>significantly inappropriately</del> constrained (e.g. due to noise or light pollution legislation). This will take account of the Port's permitted development rights, current and realistic possible future port activities in the areas concerned, and the 24 hour nature of the Port. <u>The benefits of promoting residential development in the city centre, of city centre living for the residential occupiers, and of securing viable development on these important sites will be taken into account.'</u></p> <p><u>For sites adjacent to the Port, it will be important to consider from the outset the overall layout of the development, including the distance and positioning of residential properties from various parts of the Port and whether it is possible and appropriate to screen residential buildings from the Port (by other buildings or measures). For sites which are adjacent or otherwise nearby, it will also be important to incorporate detailed design solutions as part of buildings (e.g. secondary glazing). Consideration will also be given to whether the Port could operate in a different way. Permission may be granted with conditions to prevent any future conversion to residential use through permitted development rights.'</u></p> <p>Delete proposed change: Delete: <del>Consideration will also be given to whether the Port could operate in a different way.</del></p> <p>Delete final two sentences: <del>Detailed design solutions will also play an important role. The benefits of promoting residential development in the city centre, of city centre living for the residential occupiers, and of securing viable development on these important sites will be taken into account.</del></p>



Ref	Section/Para/Policy	Page	Proposed change
MM 30	Para 4.31	26	Amend text (changes underlined and struck through) to first sentence:  'The majority of the eastern <del>and docks and those parts of the western docks (including most of those parts within the city centre)</del> are in the outer part of an explosives safeguarding area (as indicated on the Policies Map).
<i>A great place to visit – retail, leisure and night time economy</i>			
MM 32	Para 4.39	30	Add in extra text (underlined) to first sentence:  'The aim is for Southampton to maintain <u>and enhance</u> its role as a regional shopping destination and to develop complementary leisure, cultural and arts attractions and hotel accommodation.'
MM 33	Para 4.48	32	Amend paragraph as follows:  <u>The need for 90,000 sq m gross of additional comparison retail floorspace (A1) will be met first in the existing PSA, followed by a phased extension of the PSA in accordance with AP 6. The extension of the Primary Shopping Area is addressed in policy AP 6. Elsewhere in this Plan, policies AP 25-24, AP 26-25, AP 29 28 and AP 34 30 cover developments in the East Street Shopping Centre, Major Development Zone, Bargate area, and High Street which are key sites within the primary and secondary retail frontages-existing primary shopping area. Guidance on Bedford Place and London Road is in chapter 5 and the retail policy for St Mary Street is addressed in policy AP 37.</u>
MM 34	Para 4.49	32	Combine with last sentence of 4.48 in new paragraph after 4.56. See 'New paragraph after 4.56' for revised text.

Ref	Section/Para/ Policy	Page	Proposed change
MM 35	Policy AP 6	32	<p>Add in extra text in first paragraph (underlined):  '<u>In order to maintain and enhance</u> Southampton's role as a regional shopping destination, there is a need for more comparison retail floorspace in the city centre.</p> <p>Add reference to retail use class:  'The first focus for major retail (A1) development will be the existing Primary Shopping Area (PSA).</p> <p>Add definition of major retail development:  'Proposals for major comparison retail development (<u>750 sq m gross or greater</u>) outside the PSA will be considered as part of the planned extension of the PSA. Proposals will be supported where.'</p> <p>Amend second bullet point:  <del>in line with policy CS 2, there is a need for the development which is unlikely to be met</del> <u>there are no suitable sites</u> within the existing PSA.</p> <p>Delete last paragraph:</p> <p><del>Major retail developments outside the PSA which do not meet these two criteria will be classed as 'edge of centre' or 'out of centre' proposals. They will be assessed using the sequential test and impact test in the National Planning Policy Framework and against the hierarchy of centres set out in Core Strategy policy CS 3, to protect the city centre PSA and other centres. In addition any proposal will need to enhance links to the PSA. Proposals for major convenience retail floorspace outside the existing Primary Shopping Area will also be subject to an impact test (see policy AP 7).</del></p>

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MM 36	New para and table after 4.50 (amend all table numbers after)	34	<p>Add in new paragraph:</p> <p><u>'The sites within the existing PSA which are likely to be delivered in the plan period are shown in table X below. Some vacant floorspace will also be redeveloped for comparison retail. However there is insufficient capacity in the existing PSA to meet the need for 90,000 sq m.'</u></p> <p><u>Table X – Retail floorspace likely to be delivered in existing PSA'</u></p> <table border="1"> <thead> <tr> <th></th> <th>Floorspace (sq m)</th> </tr> </thead> <tbody> <tr> <td>Total Need 2006 – 2026</td> <td>90,000</td> </tr> <tr> <td>Completions 2006 - 2011</td> <td>35,350</td> </tr> <tr> <td>Sites Likely to be Delivered Within Existing Primary Shopping Area (PSA):</td> <td></td> </tr> <tr> <td>• Watermark West Quay</td> <td>2,765</td> </tr> <tr> <td>• Above Bar Street / Bargate Street</td> <td>2,420</td> </tr> <tr> <td>• Bargate Centre / Hanover Buildings / Queens Way</td> <td>4,875</td> </tr> <tr> <td>• West Quay 3 Eastern Site</td> <td>420</td> </tr> <tr> <td>• Above Bar Street / Civic Centre Rd</td> <td>5,445</td> </tr> <tr> <td>• Above Bar St / Pound Tree Lane</td> <td>6,254</td> </tr> <tr> <td style="text-align: right;">Total from sites</td> <td>22,179</td> </tr> <tr> <td>Likely comparison retail floorspace from vacancies in existing PSA (not including the sites identified above)</td> <td>3,150</td> </tr> <tr> <td>Total comparison retail developed / likely to be delivered in existing PSA</td> <td>60,679</td> </tr> <tr> <td>Need for comparison floorspace expansion outside existing PSA</td> <td>29,321</td> </tr> </tbody> </table>		Floorspace (sq m)	Total Need 2006 – 2026	90,000	Completions 2006 - 2011	35,350	Sites Likely to be Delivered Within Existing Primary Shopping Area (PSA):		• Watermark West Quay	2,765	• Above Bar Street / Bargate Street	2,420	• Bargate Centre / Hanover Buildings / Queens Way	4,875	• West Quay 3 Eastern Site	420	• Above Bar Street / Civic Centre Rd	5,445	• Above Bar St / Pound Tree Lane	6,254	Total from sites	22,179	Likely comparison retail floorspace from vacancies in existing PSA (not including the sites identified above)	3,150	Total comparison retail developed / likely to be delivered in existing PSA	60,679	Need for comparison floorspace expansion outside existing PSA	29,321
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MM 37	Para 4.54	34	<p>Amend paragraph;</p> <p><u>'The appropriate amount of additional retail floorspace outside the PSA and its phasing will be considered against the council's assessments of retail need i.e. 90,000 sq m as set out in this plan or as revised based on ongoing monitoring (based on the strength of economic growth and expenditure) and the delivery of schemes and level of vacancies within the existing PSA. The overall health of the retail centre will also be subject to ongoing monitoring.'</u></p>																												

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MM 38	Para 4.56	34	<p>Amend paragraph as follows:</p> <p><u>Proposals which are outside of the existing or expanded PSA, or which do not meet policy AP 6, will be classed as ‘edge of centre’ or ‘out of centre’. In accordance with national policy in the NPPF, ‘edge of centre’ and ‘out of centre’ retail development will be controlled to protect the existing and expanded PSA. Proposals will be subject to a sequential test to consider alternative, more central sites. Proposals will be subject to and an impact test to assess the impact on the centre now and in the future. Any regeneration benefits may be taken into account as a positive impact in line with paragraph 4.5.13 of the Core Strategy.</u></p>
MM 39	New Para after 4.56	34	<p>Last sentence of 4.48 and paragraph 4.56 combined, amended and moved to read:</p> <p><u>‘In addition to key sites in the Primary Shopping Area, ancillary Small-scale retail uses up to 750 sq m or retail development that meet policies CS 3, AP 6 or AP 7 can help to deliver key sites outside the existing PSA such as at Central Station, and Royal Pier Waterfront, Chapel Riverside and Ocean Village (see individual site allocations). Small scale retail uses up to 750 sq m are also appropriate to support development at Western Gateway and Town Depot other sites (see individual site policies). There is also Guidance on Bedford Place and London Road is in chapter 5 and the retail policy for St Mary Street is addressed in policy AP 37-36.</u></p> <p><del>Retail uses should be appropriate to the location and not compete with the Primary Shopping Area. A retail impact and sequential assessment is required for any proposals outside the primary shopping area (and not forming part of its extension) in accordance with government guidance’.</del></p>
MM 40	Policy AP 7	35	<p>Delete 1<sup>st</sup> sentence:</p> <p><del>The existing and recently approved superstores in the Primary Shopping Area will meet the city centre’s convenience retail needs over the plan period.</del></p> <p>Amend policy text in second and third paragraphs (underlined and crossed out):</p> <p><del>‘Proposals for major convenience retail development (750 sq m gross or greater) outside the PSA should will be located in accordance with the ‘sequential approach’ (with the next preference being within the area of search for PSA expansion with good links to the PSA), and not have a significant adverse impact on the PSA.’</del></p> <p><del>‘Small scale and specialist local food shopping including food markets (less than 750 sq m gross) will be supported across the city centre, in particular in the MDZ and in areas of significant residential development.</del></p>
<p><i>A greener centre – green infrastructure, open space, energy, flooding, water and air quality</i></p>			

Ref	Section/Para/Policy	Page	Proposed change
MM 43	Policy AP 12	52	Amend bullet numbered 5:  <del>Seeking</del> <u>Ensuring</u> the provision of new open spaces as set out in policy AP 13'
MM 46	Para 4.138	64	Amend second sentence:  'The defence should <del>also be capable of maintaining</del> <u>maintain</u> access to activities on its seaward side, including the Port.'
MM 50	Para 4.151	67	Add in extra text (underlined):  'Recreational disturbance on designated sites <u>in the Solent and New Forest</u> from an increase in population – an adverse effect is unlikely provided existing open space in the city is enhanced, and on site management measures for the designated sites are put in place.'
MM 51	New paragraph after 4.155	67	New paragraph to follow 4.155:  ' <u>To ensure no likely significant impact on European sites in the Solent and New Forest, the Council will ensure there is a clear process in place that will deliver the mitigation measures required to manage the level of visitor trips arising from new residential development in the city centre as it comes forward. The range of potential measures is set out in Appendix 2. For the Solent they can be as set out in the Solent Disturbance and Mitigation Project. For the New Forest they will also take account of the role of the New Forest National Park Authority, and the funding available for the New Forest Recreational Management Strategy (2010 – 2030). The level and type of mitigation will be set out by PUSH or the Council in a forthcoming document, taking account of Natural England's advice. As an alternative, development can demonstrate through its own habitat regulations assessment that a different level of mitigation measures is appropriate, and can provide its own package of mitigation measures. The measures taken as a whole will ensure the City Centre Action Plan has no likely significant effect on these European sites, and the efficacy of these measures will be monitored.</u>
<i>Attractive and distinctive – design and tall buildings</i>			
MM 52	Para 4.157	68	Amend text (changes underlined and struck through) to second sentence:  'A high standard of <u>locally distinctive design</u> will help shape a <u>the city as a unique and memorable place</u> which attracts people in to do business, live and visit.'
MM 53	AP 16	68 & 69	Amend first sentence:  Development in the city centre <del>should</del> <u>will</u> deliver the highest standards of <u>sustainable development and design</u> in accordance with Core Strategy policy CS 13 <u>and CS 20</u> . It <del>should</del> <u>will</u> also:

Ref	Section/Para/Policy	Page	Proposed change
			<p>Amend second bullet point</p> <p>'relate well to the predominant scale and mass of existing buildings in the street, <del>and be of an adaptable form to respond to future uses.</del> Individual buildings on gateway and corner sites <del>should</del> <u>will</u> be designed to reflect their position and importance in the hierarchy of <u>the city centre's streets and spaces.</u>'</p> <p>Amend fourth bullet point:</p> <p>'adopt a perimeter block form and incorporate active frontages on primary streets and adjacent to <u>parks and public spaces</u>, designed to a human scale of development and with increased permeability <u>and contribute to extending the city centre's 'green grid'</u> (see Policy AP12 and AP19)'</p> <p>Amend fifth bullet point:</p> <p>'<del>seek to</del>strengthen the unique distinctiveness of the city's heritage, through use of proportions, plot widths, contemporary interpretations of architectural <u>and landscape</u> styles and features, materials and colours that reflect the individual local characteristics of the urban quarters that make up the city centre'</p> <p>Amend text on strategic views (7<sup>th</sup> bullet point):</p> <p>– 'River Test from the Town Walls and from the bottom of Bugle Street <del>and/or, if possible,</del> French Street (see paragraph 4.162) Mayflower Park from the Town Walls (<del>south of</del> <u>from</u> The Arcades <u>and Cuckoo Lane area</u>)'</p>
MM 54	Para 4.160	69	<p>Amend text in first sentence:</p> <p>'All proposals should demonstrate how they comply with the <u>sustainable development and design</u> principles in the Core Strategy policy CS 13 <u>and CS 20</u> and with supplementary guidance and any architectural <u>and landscape design</u> guidelines'</p>
MM 56	Para 4.162	70	<p>Delete last part of final sentence (not all Proposed Submission and Proposed Changes text taken forward):</p> <p>'High quality development may however be considered if the strategic view is <u>one of a number of similar views or part of an open vista</u> which is largely retained <del>or where allocated sites cannot practically be developed without compromising a strategic view</del>'.</p>
MM 58	Policy AP 17	72	<p>Amend first paragraph:</p> <p>'Tall buildings of 5 storeys or more (or of equivalent height) and landmark buildings or structures should be of high quality design and materials; respond well to their site and context and provide a mix of uses. They <del>should</del> <u>will</u> enhance the skyline when viewed from the city centre, surrounding areas outside the centre and the water and should not detract from, or close, strategic views. Tall buildings <del>should</del> <u>will</u> be legible with an obvious pedestrian entrance and have a human scale to their base. Applications for tall buildings <del>should</del> <u>will</u> be supported by a visual impact assessment that includes day and night time</p>

Ref	Section/Para/Policy	Page	Proposed change
			<p>views.'</p> <p>Amend second paragraph:</p> <p>Tall buildings and structures will be permitted <u>in accordance with Map 12:</u></p> <p>Amend second bullet point (under 'Tall buildings and structures will be permitted'):  '<u>As individually designed buildings to provide variety adjoining the Central Parks with active frontages that contribute positively to their setting to increase the sense of enclosure and respond to the scale of the parks</u>'</p> <p>Amend third bullet point:  '<u>As landmarks buildings along the waterfront and in the Western Gateway and on other appropriate sites subject to meeting the design principles for specific quarters to define a destination and mark new public spaces</u>'</p> <p>Delete all policy text after third bullet point (from proposed Submission policy text):</p> <ul style="list-style-type: none"> <li>● <del>'on other appropriate sites subject to meeting the design principles for specific quarters</del></li> </ul> <p><del>Individual landmark buildings and structures will be permitted:</del></p> <ul style="list-style-type: none"> <li>● <del>In specific locations to define a destination and mark new public spaces along the waterfront and to view corridors towards the waterfront in the Western Gateway (i.e. at Itchen Riverside, Ocean Village, Town Quay, Royal Pier and Western Gateway)</del></li> </ul>
MM 60	Para 4.171	73	<p>Split paragraph in two and amend as follows:</p> <p>'All tall buildings should set exemplary standards in design; <u>to achieve this a local design review, should be undertaken at pre-application stage to provide independent impartial advice to improve design quality.</u> They must be designed with an appreciation and understanding of their context, both the skyline, <u>including other tall buildings,</u> and the streetscape. This is particularly important in the design of tall buildings around the Central Parks. <u>Tall buildings up to 5 storeys only are permitted on St Mary's Place. Tall buildings will not be permitted on St Marys Street and Northam Road (see policy AP 37)</u>'.</p> <p>New paragraph starting:  '<u>They Tall buildings</u> will be refused where they would have an unacceptable impact in terms of overshadowing or would be overbearing on their surroundings.</p>
MM 61	Map 12 (and Contents)	74	<p>Amend title to <u>(Indicative) Tall building locations</u></p> <p>Amend purple line to include Mayflower Halls and exclude New Rd – South Front. Rename 'Edge to Central Parks' in legend as 'Individually designed buildings adjoining the Central Parks'. See excerpt of map in 'Changes to maps' document</p>

Ref	Section/Para/Policy	Page	Proposed change
<i>Easy to get about – transport, streets and spaces and car parking</i>			
MM 62	Para 4.174	76	Add text to end of paragraph:  'The city centre also benefits from a dual carriageway route into the city centre from the M271 / M27, <u>which also provides strategic access to the Port (see Map 13).</u> '
MM 63	Policy AP 18	76	Amend bullet point 8: ' <del>Manage</del> <u>Maintain a level of road access and off street car parking provision appropriate to encourage</u> <del>encourage</del> <u>maintain an efficient transport network which achieves a significant switch to non car transport modes, creates high quality pedestrian / cycle routes and spaces, supports viable and attract new</u> <del>development</del> , and promotes a relocation of commuter / visitor parking to the edge of the city centre.'
MM 65	New paragraph after 4.188	80	Add in new paragraph after 4.188 and before Map 13:  ' <u>Port freight – It is important to maintain appropriate access from the nationally important Port to the rest of the U.K by all modes, including by road in line with policy AP4. The rail and strategic and secondary road routes to the Port pass through the city centre (see Map 13). The first priority will be for access by rail and coastal shipping, where practical and viable.</u> '



Ref	Section/Para/ Policy	Page	Proposed change
MM 66	Policy AP 19	82 & 83	<p>Amend first paragraph:</p> <p><b>Streets</b></p> <p>'The Council will promote <u>an enhanced network of streets and spaces, including new or enhanced high quality strategic links (as shown on Map 14) that will link key destinations, new, existing and reconfigured spaces,</u> including those set out in the 'City Streets' programme. These will be pedestrian and cycle friendly, cater for people with reduced mobility, and create direct and clearly defined routes.</p> <p><b><u>Streets</u></b></p> <p><u>The strategic links are:</u></p> <p>[as before]</p> <p>Amend final paragraph under 'Streets' (all previous proposed changes not taken forward):</p> <p>These strategic links will include high quality public realm; and where appropriate and practical will form part of the Green Grid. The Green Mile has particular potential to form an important part of the Green Grid. <u>Where relevant, the detailed design of these strategic links should accord with policy AP 4 (The Port).</u></p> <p>Delete word in second to last paragraph:</p> <p>'New developments along these strategic links will integrate with and facilitate their creation and provide active <del>building</del> frontages.'</p>
MM 67	Para 4.190	83	<p>Add extra sentence as final sentence:</p> <p>'Where relevant, changes to the road network will be in accordance with policy AP 4 (<u>with regard to the nationally important Port</u>), recognising that the strategic links and improved connections will provide major benefits to the <u>locally / regionally important</u> city centre.'</p>

Ref	Section/Para/Policy	Page	Proposed change
<b>Part C – quarter and key sites policies</b>			
<i>Major Development Zone</i>			
MM 71	Para 5.4	91	Amend text:  'The MDZ can also include new residential communities provided flood risk is <u>and the Port are appropriately managed addressed (policies AP 4 and AP 15).</u> '
MM 72	Para 5.14	95	Add extra sentence to end of paragraph:  <u>'Development should be designed in accordance with AP 4 (Port) where relevant: in the Western Gateway and close to West Quay Road.'</u>
<i>Station Quarter</i>			
MM 73	Para 5.18	96	Add final sentence to end of paragraph: <u>'To the south lies the Port and West Quay Road, part of the strategic access to the Port.'</u>
MM 75	Policy AP 22	98	Amend second sentence as follows:  'Office, residential, hotel, leisure, appropriate food / drink, <u>and small-scale retail (under 750 sq m gross) uses which are ancillary to the Central Station itself or and retail development (A1) which meets policies CS 3, 5 or AP 6 or 7,</u> will be promoted...'  Amend fifth paragraph:  'The public open space at Blechynden Terrace can <u>only</u> be redeveloped as part of a comprehensive scheme on the northern side of the Central Station which provides a greater overall amount of <u>enhanced</u> public open space, and including <u>so far as where practicable the same amount of</u> a green space or link.'
<i>Western Gateway</i>			
MM 77	Para 5.30	101	Amend text in first three sentences:  'The Western Gateway sits entirely on land reclaimed during the 1920s <del>to form the Eastern Docks</del> . It forms the south western part of the MDZ. It lies to the south of West Quay Road, a busy dual carriageway which provides <del>direct</del> <u>strategic</u> access into the city centre and <del>eastern docks</del> <u>Port</u> from the motorway network.'

Ref	Section/Para/ Policy	Page	Proposed change
MM 78	Para 5.35	102	<p>Amend first and third sentence:</p> <p><del>'The area will be redeveloped to</del> A redevelopment of the area will create a high quality mixed use district with excellent connections to the Central Station, Heart of the City, and waterfront at Royal Pier Waterfront.'</p> <p>'The City Cruise terminal may become a new waterfront destination, should the Port wish and be able to facilitate this <u>(although there are no plans to do so at present).</u>'</p>
MM 80	Policy AP 23	103 / 104	<p>Delete first sentence: <del>The continued use of the Quarter for industrial or leisure uses will be supported. A major mixed use redevelopment of all or part of the Quarter will also be supported, and in commercial terms this is more likely to occur over the medium to longer term. A major-redevelopment of all or part of the Quarter will meet the following criteria.</del></p> <p>Amend fourth paragraph post examination : '<del>Accessory</del> <u>Small scale retail development (A1) (under 750 sq m gross)</u> and food and drink uses will also be supported.'</p> <p>Amend 5<sup>th</sup> para. and bullet points to read (not all proposed changes taken forward): Residential and hotel development will be <u>supported promoted adjacent to West Quay Road if they are designed to:</u> 1. <del>The development is</del> safe in terms of flood risk (in line with policy AP 15); 2. <u>'accord with policy AP 4 (The Port); creating an An appropriate level of amenity is created for the residential / hotel occupants, including in relation to Port operations in line with policy AP 4. The layout will ensure the main aspect of residential uses are screened from or do not face the Port. This is more likely to be achieved as a comprehensive redevelopment of all or a significant part of the Quarter.'</u></p> <p>Amend final sentence in policy: Development will meet the principles set out in <del>policies</del> <u>policy AP 20 and 24</u> for the MDZ overall.</p>
MM 81	Para 5.36	104	<p>Amend first sentence: <del>'The Council will support the continued use of the Quarter as an industrial and leisure area until redevelopment becomes commercially viable. The area is currently occupied by industrial and leisure uses.'</del></p>
MM 82	Para 5.40	105	<p>Add in text to final sentence:</p> <p>'The local viewing public spaces should be within the Western Gateway and set back from the Port boundary, to enable wider views of the ships, minimise <u>safety</u> / security concerns and ensure the space remains relevant to the development should the cruise line terminal relocate.'</p>

Ref	Section/Para/Policy	Page	Proposed change
<i>Royal Pier Waterfront</i>			
MM 85	Para 5.45	107	Add in extra text to second sentence:  'West Quay Road / Town Quay runs along <u>most of</u> the northern edge of the quarter. It is a busy road <u>and part of the strategic access to the Port</u> carrying traffic to and from the eastern and western docks and cruise liner terminals as well as being used as a cross-city route.'
MM 86	Design Guidance after para 5.48	109	Add in extra bullet point after third bullet point:  ' <u>The quarter is within Local Area of Archaeological Potential 8 'City Centre and Itchen Ferry'. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).</u> '
MM 87	Key Connections after para 5.48	109	Amend third bullet point:  ' <u>Maintaining the road connection between the Eastern and Western docks</u> appropriate road access for the Port'
MM 88	Policy AP 24	109 & 110	Amend 2 <sup>nd</sup> sentence in 1 <sup>st</sup> paragraph; 'The following uses are acceptable: cultural and leisure attractions which could include a large casino; food and drink, <del>speciality retail,</del> and small-scale <del>convenience</del> retail (under 750 sq m gross) or retail development (A1 uses including speciality retail) which meets policies CS 3 or AP 7 or <u>clearly delivers overriding regeneration benefits</u> ; employment use classes B1 (a) and (b); residential and hotel uses'.  Amend text in first paragraph, final sentence:  'The redevelopment will include public open space at Mayflower Park and consider opportunities for a <del>further marina-water basin</del> <u>basin</u> and moorings.'  Amend (x) – as set out in proposed changes: (x) <del>Avoids negative impacts on the Port unless outweighed by positive benefits to the city centre, as set out in policy AP 4</del> <u>Where relevant, development should accord with policy AP 4 (the Port).</u>

Ref	Section/Para/Policy	Page	Proposed change
MM 89	Para 5.50	110	<p>Split paragraph and add new paragraph after 5.50 (new text supported by ABP and Morgan Sindall):</p> <p><u>'Reclamation should be considered to extend Mayflower Park and may be used elsewhere to deliver development land, subject to meeting nature and marine environment conservation requirements, and navigational considerations. The construction and design of development will need to take account of habitat issues (see 4.155 and Appendix 2). Any construction activity would require consultation with the Harbour Master and Statutory Port Authority and in accordance with AP 4 and AP 23 Port operations must not be adversely affected. This plan includes a revised city centre boundary which follows the boundary of the Royal Pier Waterfront site.'</u></p> <p><u>The boundary of the site shown on Map 20 is coincident with that of the master plan agreed by the landowners (SCC, the Crown Estate and ABP). Any application boundary may extend beyond this into the River Test in order to enable construction of the rock revetment required for land reclamation, the provision of sockets to anchor pontoons for the Boat Show and to enable demolition of the remaining parts of the old Royal Pier structure. All of these works need to be designed in detail and their potential impacts fully assessed to the satisfaction of ABP and the Marine Management Organisation (MMO).</u></p>
MM 90	Para 5.52	110	<p>Amend 1<sup>st</sup> sentence as follows:</p> <p><u>'Redevelopment should make best use of its waterfront setting and, in addition to open space, appropriate uses include leisure and cultural attractions (D2), supporting cafes, bars, restaurants (A3-A5) and speciality retail (A1) (including speciality retail appropriate to a waterfront location) and local needs convenience retail (A1), business developments (B1), hotel (C1), housing consistent with policy AP 4 (the Port), <del>marina</del> water basin and large ship visitor moorings.'</u></p> <p>Add in extra sentence before the last sentence:  <u>'As the site is separate from the retail core, any retail uses should support other uses on the site and complement instead of compete with the primary shopping area. To meet policy CS 3 and national guidance, retail development will have no significant adverse impact and meet the sequential approach; or clearly deliver overriding regeneration benefit, for example by securing the delivery of a viable scheme or creating an attractive waterfront and mixed use attractive frontages. Small scale convenience retail is defined in paragraph 4.61 and convenience retail development should be developed in accordance with policy AP 7.'</u></p> <p><b>Proposed change 2015:</b> Mistake noted in Major Modification MM 90. This proposed adding in text including the phrase 'or creating an attractive waterfront and mixed use <u>attractive</u> frontages.' This is a drafting error and is inconsistent with the track change version produced. It should state 'or creating an attractive waterfront and mixed use <u>active</u> frontages.'</p>
<i>Heart of the City</i>			
MM 91	5.57	113	<p>Add sentence to end of the paragraph:</p> <p><u>'To the south lies West Quay Road, part of the strategic access to the Port.'</u></p>

Ref	Section/Para/Policy	Page	Proposed change
MM 93	Key connections after para 5.59	114	Amend final bullet point:  <del>The road connection between the Eastern and Western docks will be maintained</del> <u>Maintaining appropriate road access for the Port</u>
MM 94	Policy AP 26	116	Add sentence to end of bullet point c.:  <u>'The setting of the grade II* listed park will be respected and enhanced.'</u>
<i>Itchen Riverside</i>			
MM 95	Design guidance after para 5.75	121	Add in extra text to second bullet point, first sentence:  'A vibrant waterfront should be created with continuous and attractive public access, active commercial frontages and terraces, <u>open spaces</u> , roof gardens and balconies facing on to the waterfront'
MM 97	Design guidance after para 5.75	121	Add in new bullet point after fifth bullet (New development will need to ...)  <u>'Development will protect biodiversity in line with policy CS 22'</u>
MM 98	Key connections after para 5.75	122	Amend final bullet point:  'From Ocean Village, via an attractive new <u>continuous</u> waterside walkway and cycle way <u>to the football stadium</u> ; and from the Oxford Street area towards <u>Chapel Riverside Town Depot</u> '

Ref	Section/Para/Policy	Page	Proposed change
MM 99	Policy AP 27	122	<p>Amend second paragraph, final sentence:</p> <p>'Development <del>should</del> <u>will</u> respect the site's archaeology and <u>respect and enhance built heritage</u> in line with policy CS 14.'</p> <p>Amend third paragraph:</p> <p>'The development will include a mix of uses, which can include all or some of the following: leisure; food and drink uses; residential; office; hotel; marine employment; education / skills; <del>ancillary or appropriate</del> <u>small-scale retail (under 750 sq m gross) or retail development (A1) or which meet policies CS 3, AP 6 or AP 7</u>.'</p> <p><b>Proposed change 2015: Mistake noted in Major Modification MM 99. This proposed adding in text including the phrase 'or retail development (A1) or which meet policies CS 3, AP 6 or AP 7'. This is a drafting error (an extra 'or' was added by mistake). It should state 'or retail development (A1) which meet policies CS 3, AP 6 or AP 7'.</b></p>
MM 100	Para 5.77	122	<p>Add text to final sentence of paragraph:</p> <p>'The design should respect <u>and enhance</u> the setting of the American Wharf and Cross House listed buildings, and where feasible reflect the wider maritime history of the area.'</p>
<i>Old Town quarter</i>			
MM 101	Para 5.91	126	<p>Add in extra bullet point to end of list:</p> <ul style="list-style-type: none"> <li>• <u>To the south lies Town Quay Road, part of the strategic access to the Port</u></li> </ul>
MM 103	Policy AP 28	129	<p>In 2<sup>nd</sup> paragraph, amend as follows:</p> <p>"...Small scale retail <u>(A1) (under 750 sq m gross)</u>, food and drink (A3 and A4)..."</p> <p>In 3<sup>rd</sup> paragraph, add an additional criterion:</p> <p><u>"Be designed to mitigate any conflicts with the existing B2 industrial use and nightclub at Orchard Place;"</u></p>
MM 104	Para 5.97	129	<p>Amend 2<sup>nd</sup> sentence as follows:</p> <p>"Part of this site includes the Martins Rubber firm (B2 use) and 1865 nightclub and was previously safeguarded for employment <del>by CS 7 of the Core Strategy</del> (Brunswick Square)."</p>

Ref	Section/Para/Policy	Page	Proposed change
MM 105	Policy AP 29	131	Add in extra numbered bullet to end of policy:  9. <u>'Development respects and enhances the setting of the grade II* listed park.'</u>
<i>Cultural quarter</i>			
MM 109	Policy AP32	137	Amend the 3 <sup>rd</sup> criterion to read: <u>"small scale retail uses (A1) (under 750 sq m gross)"</u>
<i>Solent University quarter</i>			
MM 110	Para 5.125	139	Add in text to final sentence:  'To the east of the Quarter are the Six Dials road junction and St Andrew's Road, to the north is the Charlotte Place roundabout <u>(all part of the secondary access to the Port)</u> and to the south running through the Quarter is New Road, all of which have a major impact on pedestrian connectivity.'
MM 112	Policy AP 33	141	Amend policy text in fourth paragraph, first sentence: 'Development will be designed to <u>respect and enhance</u> the setting of the <u>grade II* listed parks</u> and improve the connectivity with the surrounding area making it more accessible to pedestrians and cyclists and providing a more attractive public realm.'
MM 113	Policy AP34	143	Amend 8 <sup>th</sup> criterion to read: <u>"Small scale retail (A1) (under 750 sq m gross) and food and drink uses (as part of a mixed use scheme only)"</u>
<i>Holyrood / Queens Park quarter</i>			
MM 114	Para 5.141	146	Amend list of uses (new text underlined): <ul style="list-style-type: none"> <li>• Residential – including Holyrood Estate, town houses and flats above shops (Oxford Street area)</li> <li>• Restaurants, cafes, <del>and bars and clubs</del> <u>and clubs</u></li> <li>• Low rise light <u>and general</u> industrial and warehouses.</li> <li>• High rise blocks containing offices and student accommodation around Dukes Keep</li> <li>• College Street car park</li> <li>• Small scale shops on Queensway.</li> <li>• <u>The strategic and secondary access roads to the Port, which lies to the south.</u></li> </ul>
MM 116	Policy AP 35	147	Amend text in first paragraph:  'Land around Duke Street, Richmond Street and College Street is allocated for mixed use development. Acceptable uses include residential, student accommodation, offices, media/creative industries/workshops, food and drink, <del>ancillary small scale retail (A1) (under 750 sq m gross)</del> , hotel uses. Development <del>should</del> <u>will</u> .'



Ref	Section/Para/Policy	Page	Proposed change
<i>Ocean Village quarter</i>			
MM 119	Policy AP 36	151	Amend the end of the first paragraph as follows: “... <del>ancillary shopping</del> small scale retail (under 750 sq m gross) or retail development (A1) which meets policies CS 3 or AP 7”
<i>St Marys quarter</i>			
MM 121	Para 5.160	154	Add in text to final sentence:  ‘The quarter is separated from the city centre core by Kingsway, a busy dual carriageway ( <u>part of the secondary access to the Port</u> ), from Newtown & Nicholstown by the Six Dials road junction and from the riverfront by the railway line to the docks.’
MM 122	Design Guidance after para 5.164	155	Add in extra bullet point after second bullet point:  ‘ <u>The quarter is within the Local Area of Archaeological Potential 8 ‘City Centre and Itchen Ferry’. Development should respect and reflect the underlying archaeology of the area in accordance with policy CS 14 in the Core Strategy and Local Plan Review policy HE 6 (see Archaeological Background Paper for information on this quarter).</u> ’
MM 124	Policy AP 37	157	Amend text in bullet point (iv): “Within the St Mary Street secondary shopping area as identified on the Policies Map, small scale retail ( <u>A1</u> ) ( <u>under 750 sq m gross</u> ), <u>other local retail</u> and food and drink uses; leisure / community uses; and employment opportunities will be permitted at ground floor”.  Amend text in bullet point (vii): ‘Development should respect and enhance the setting of the <u>grade II* listed parks</u> ’
<i>Bedford Place quarter</i>			
<b>Part D – Delivery plan</b>			
MM 126	Para 6.6	165	Add extra text to end of the paragraph:  ‘In terms of determining planning applications the Master Plan has the status of background evidence which may be a material consideration <u>where it is consistent with the Action Plan. The floorspace figures in the master plan are based solely on a broad brush consideration of physical capacity / design and are indicative only.</u> ’
<i>Monitoring and managing the CCAP</i>			
MM 127	Table 10	192	Expanded monitoring table – see appendix 2

## Appendix 1 – Text changes to office section (CCAP, pages 17-21)

- 4.6 One aim of the Plan is to deliver major office growth. PUSH set a target (based on 2005 forecasts) that Southampton delivers at least a 322,000 sq m net gain of offices (2006 – 2026); and this was incorporated into the Core Strategy (2010). In the light of the major economic recession which started in 2008, and changing working practices, PUSH reduced its target in the South Hampshire Strategy (2012), so that Southampton delivers at least ~~228,000~~ 181,000 sq m of new offices (2006 – 2026), identifying sites for a minimum of 125,000 sq m of new offices (2011 – 2026). This target is based on 2009 forecasts. The Council undertook a Core Strategy Partial Review (2014) which reduces its target from a 322,000 sq m to a 110,000 sq m net gain of offices (2006 – 2026), to reflect the fundamental change in circumstances. On a ‘like for like’ basis with the South Hampshire Strategy targets, this is the equivalent of 111,500 sq m of new offices (2011 – 2026). (See Appendix 2). Policy AP1 identifies sites to meet this target. This target is lower than those in the South Hampshire Strategy, and reflects the Council’s assessment ~~The Council has reviewed this in the light of the continued economic uncertainty since then~~ difficulties between 2009 and 2013, and the likely delivery on specific development sites. ~~On this basis it has undertaken a Core Strategy Partial Review which reduces the target to at least 110,000~~ 60,000 sq m of offices (2006 – 2026), subject to ongoing monitoring. This is a net additional increase and equates to developing 169,000 ~~112,000~~ sq m of new offices, with the loss of 59,000 ~~52,000~~ sq m of older existing offices. This will still achieve the overall aim to promote major office growth, representing a 22 40% increase on existing office space over the next 12 years. The target is expressed as a minimum. The city centre has the physical capacity to deliver ~~228,000~~ 181,000 sq m of new offices (and more), and this additional capacity represents a reserve provision of sites which is allocated in this Plan. If higher office growth is achievable across PUSH, this should still be directed to these additional city centre sites first. In any case the aim is still to achieve ~~228,000~~ 181,000 sq m of new office development on these sites over the longer term. Office development can include ‘research and development’ space suitable for a city centre environment. The target (2011 – 2026) for 111,500 sq m of new offices incorporates an assumption that there will be a loss of 49,600 sq m of existing offices, resulting in a 61,900 sq m net gain of offices overall. Policy AP2 manages the loss of older existing offices accordingly.
- 4.7 As set out by the Master Plan, attracting major office investment to the city centre requires a comprehensive strategy to address a range of issues:
- Creating a new business district which achieves a commercial ‘critical mass’, benefits from a high quality waterfront setting, is in a highly accessible location close to the Central Station, and establishes the city centre as a prime office location
  - Identifying new development sites and enhancing or managing change in existing office areas to provide a choice of office premises;
  - Promoting good transport in a way which minimises congestion and carbon emissions. This means promoting high quality public transport, walking and cycling options; and a balanced approach to the car and parking, seeking to reduce congestion whilst meeting commercial requirements. The business district will be adjacent to an enhanced interchange at the Central Station.
  - Creating a high quality ‘place’ where people want to work, with an excellent public realm linking the business district with retail / leisure facilities and the waterfront.
  - Raising skills, promoting links with the Universities, marketing the city and offering support for investors;
  - Delivering the PUSH “cities first” approach and restricting out of centre office growth.

## Policy AP 1 New Office Development

In order to promote the city centre as an office location:

1. ~~New office development will be supported at the following locations:~~

- ~~— Station Quarter~~
- ~~— Western Gateway~~
- ~~— West Quay Site B and Watermark West Quay~~
- ~~— East Park Terrace~~
- ~~— Royal Pier Waterfront~~
- ~~— Chapel Riverside~~
- ~~— The existing office areas identified in policy AP 2~~
- ~~— Other sites where appropriate~~

2. ~~A significant proportion of office development will be delivered on the following sites, unless there is a clear justification for a lower level of office floorspace:~~

- ~~— Western Gateway — City Industrial Estate~~
- ~~— Western Gateway — West Quay Industrial Estate~~
- ~~— West Quay Site B~~
- ~~— East Park Terrace~~

1. The Council aims to deliver a minimum of 111,500 sq m of new offices in the city centre. In order to achieve this the following sites will be developed so that a significant proportion is for office use, unless there is a clear justification for a lower level of office floorspace:

a. In a high quality new business district including:

- ~~— Station Quarter Southside~~
- ~~— Royal Pier Waterfront~~
- ~~— West Quay Site B~~
- ~~— Western Gateway – City Industrial Estate~~
- ~~— Western Gateway – West Quay Industrial Estate~~

b. And at the following locations:

- ~~— The existing office areas identified in policy AP2~~
- ~~— East Park Terrace~~

2. The Council will also support (but not require) office development on other sites where appropriate, including at Watermark West Quay; Western Gateway – Leisure Word; and Chapel Riverside.

4.8 In many cases offices are likely to be delivered as part of a wider mixed use scheme. It is important that these schemes include a significant proportion of office development, to help deliver the PUSH and Core Strategy growth targets. However, it is also important to allow for reasonable flexibility, to promote successful regeneration and enable viable schemes to be delivered, particularly if over the medium to longer term economic growth takes a different profile to that predicted.

Table Xa illustrates how the Council currently anticipates the minimum target for 111,500 sq m of new offices will be delivered. The floorspace targets are based on the latest scheme designs.

Table Xa

	Sq M (Gross)
Completions	4,402
Small sites	1,433

Station Quarter Southside	north of Western Esplanade	1,625
	west of Southern Road	15,821
Royal Pier Waterfront		73,036
West Quay Site B		5,627
The existing office areas identified in AP2	The Bond, Cumberland Place	9,570*
Total		111,500

\*Additional space after accounting for demolitions

Table Xb identifies additional sites to enable further office growth by 2026. This will fully meet the South Hampshire Strategy target to deliver a minimum of 181,000 sq m of new offices (if economic growth is stronger than expected); or provide alternatives should the sites in Table Xa deliver a slightly lower level of offices than anticipated. Alternatively the sites in Table Xb. enable continued growth over the longer term beyond 2026. Therefore it is important to ensure these sites are not developed solely for non-office uses unless justified. The floorspace targets are based on an estimate of 50% of the overall floorspace.

		Sq M Gross
Station Quarter Southside	South of Western Esplanade	55,000
Western Gateway	City Industrial Estate	35,000
	West Quay Industrial Estate	25,000
East Park Terrace		10,000
Total		125,000
Cumulative Total (Table Xa and Xb)		236,500

~~4.9 Office development will be supported but not required at the Station Quarter – north of Western Esplanade, Royal Pier Waterfront and Chapel Riverside. The regeneration of these sites is critical to some of the overall aims of the Plan (enhancing connections to the station or waterfront). The same approach will be taken for the Western Gateway – Leisure World site, where a leisure-led redevelopment would be supported. On all these sites it is important to promote flexibility on the range of uses to help secure deliverability.~~

4.10 A site will be judged to have delivered a “significant proportion” of floorspace as offices if it delivers the floorspace figures identified in Tables Xa and Xb. “significant proportion of office development” is 50% of the floorspace of the planning application being considered. Schemes which have a lower proportion of office floorspace might be acceptable and will need to be justified. The greater the reduction in floorspace the more compelling the justification will need to be. The following factors would justify a reduction in will be taken into account in considering whether a reduction in the office floorspace would be justified from 50% of the floorspace being offices:

- if an ‘open book’ commercial viability assessment indicates the development is unlikely to be viable within the next 5 years with that level 50% of floorspace being offices, taking into account the cost of infrastructure to deliver the wider scheme concept; and
- the scheme will deliver key sites / wider benefits of particular importance to the Plan’s overall objectives if the office element is reduced; and
- it is appropriate in the light of monitoring of the overall office target and of office delivery.

4.11 In addition, the following site specific issues will be considered: ~~taken in considering whether to vary the floorspace:~~

- ~~• Station Quarter north of Western Esplanade—The Council's main priority is to create a 'gateway' to the Central Station. In addition, the development needs to help fund infrastructure costs. Therefore the Council will support a reduction in office uses if this is needed to deliver this overall concept and secure a viable scheme.~~
- ~~• Station Quarter South of Western Esplanade—given the existing use values, flexibility is likely to be needed in order to promote major development close to the station (provided this is demonstrated by the viability assessment).~~
- ~~• Station Quarter west of Southern Road—this site is outside but immediately adjacent to the city centre, and part of the wider Station Quarter. Some flexibility is appropriate, provided it is clearly justified. However, the site is vacant and in a good location for office development.~~
- ~~• Royal Pier Waterfront—The Council's main priority is to create a high quality international waterfront destination. In addition, the development needs to fund significant infrastructure costs. Therefore the Council will support a reduction in office uses if this is needed to deliver the overall concept and secure a viable scheme.~~
- ~~• West Quay Site B—some flexibility is appropriate provided it is justified. However the site is vacant, adjacent to recently completed offices and the non-office uses have already been developed.~~
- ~~• The Bond—some flexibility is appropriate provided it is justified. However the site is vacant and part of an established office area.~~
- Western Gateway City Industrial Park / West Quay Industrial Estate —given the existing use values, flexibility is likely to be needed in order to promote major redevelopment (provided this is demonstrated by a viability assessment). However, comprehensive redevelopment is only likely to occur in the longer term. The scale of office development will be influenced by progress in the short to medium term in enhancing the city centre as an office location, and on other key sites (eg Station Quarter / Royal Pier). In the meantime the Western Gateway sites serve an important role as industrial areas, and maintained as such provide important reserve sites for longer term office growth. This lessens the regeneration benefits of securing comprehensive redevelopment in the short to medium term. ~~All these factors~~ This will be taken into account in determining whether or not there is a case for being more flexible in the future.
- East Park Terrace - some flexibility is appropriate provided it is justified. Furthermore if the site is developed predominately for University use no office development need be provided.

### **Map 3 New and existing office locations – to be amended; updated to reflect AP 1 and with a revised city centre boundary**

4.12 The city centre is the location of first preference for office development. Therefore the principle of major office development of an appropriate scale is suitable in much of the city centre, subject to other policies. Particular weight will be attached to proposals which offer strong economic benefits (e.g. to 'start up' businesses). However, major office development is unlikely to be appropriate within existing residential communities, such as St Marys.

## Appendix 2 – Expanded Monitoring Table (to replace table 10)

Policy no.	Key indicators	Source of data	Outcomes	Targets	Monitoring
AP 1 New office development	Amount of new office floorspace  <u>New office floorspace on identified office sites</u>	<u>Hampshire County Council (HCC) monitoring</u>	<u>Delivery of new office floorspace</u>	Net increase of 60,000 sq m 2011-2026 (110,000 sq m 2006- 2026)  <u>NB. updated from Core Strategy monitoring section</u>	Ongoing Monitoring – existing AMR <u>with commentary</u>
AP 2 Existing offices	Loss of office floorspace	<u>HCC monitoring</u>	<u>Retention of existing office floorspace</u>	<u>Minimise the loss of office floorspace</u>	Ongoing Monitoring – existing AMR <u>with commentary</u>
AP 5 Supporting existing retail areas	Vacancy rates in city centre	<u>SCC monitoring – Planning</u>	<u>Improve the health of the city centre</u>	<u>Maintain vacancy rate at or below 13% (from Core Strategy)</u>	Ongoing Monitoring – existing AMR <u>with commentary</u>
AP 6 Extension of Primary Shopping Area & AP 7 Convenience Retail	Retail completions Retail expenditure  <u>New retail floorspace on identified retail sites</u>	<u>HCC &amp; SCC monitoring</u>	<u>Improve the health of the city centre</u>  <u>Deliver new comparison retail floorspace</u>  <u>Meet need for convenience retail floorspace</u>	90,000 sq m comparison retailing 2006-2026 (residual requirement 54,650 sq m 2011-2026)  <u>NB. updated from Core Strategy monitoring section</u>	Ongoing Monitoring – expanding existing AMR data including retail expenditure. Deliverability of individual sites
AP 9 Housing Supply	Housing completions by units; type; density; affordable units.	<u>HCC &amp; SCC monitoring</u>	<u>Delivery of dwellings</u>	5,450 dwellings 2008-2026 (residual requirement 4,830 dwellings 2011-2026)	Ongoing Monitoring – existing AMR <u>includes a trajectory to the end of plan period.</u>
AP 12 Green infrastructure and open space	Quantity of protected open space by type	<u>SCC monitoring – Open spaces</u>	<u>Increase in the quality and improve quality and accessibility of protected open space</u>	<u>Net gain in amount of open space</u>	New data to be included in future AMR updates. <u>Brief commentary in AMR on net gain / losses and progress on green grid</u>
AP 13 Public open space in new developments	Quantity and type of open space provided in new development	<u>SCC monitoring - Planning</u>	<u>Delivery of open space in new developments</u>	Per development: <u>Amenity space 0.22 ha per 1,000 population for residential development</u>  <u>Amenity space 0.05 ha per 1,000 workers for office</u>	New data to be included in future AMR updates. <u>Accompanied by commentary</u>

<b>Policy no.</b>	<b>Key indicators</b>	<b><u>Source of data</u></b>	<b><u>Outcomes</u></b>	<b><u>Targets</u></b>	<b><u>Monitoring</u></b>
				development over 25,000 sq m (gross)	
AP 14 Renewable or low carbon energy plants; and the District Energy Network	New connections to the Combined Heat and Power network and extensions to the existing network.	<u>SCC monitoring - Sustainability</u>	<u>Delivery of appropriate renewable or low carbon energy plants and expansion of the district energy network leading to carbon reductions</u>	<u>Contributes to the carbon reduction target of a reduction of 34% by 2020 from 1990 levels</u>	New commentary to be included in future AMR updates. <u>Carbon reduction will be monitored as part of the SCC Low Carbon City Strategy</u>
AP 15 Flood resilience	<u>Delivery of flood defences and measures</u>	<u>SCC monitoring - Sustainability</u>	<u>Reduce flood risk</u>	<u>Delivery of strategic flood defence and site specific measures</u>	New data to be included in future AMR updates when appropriate. <u>Accompanied by commentary (Flood Board will monitor deliver of Local Flood Risk Management Strategy Delivery Plan)</u>
AP 18 Transport and movement	Vehicle movements in and out of the city centre; modal splits; cycling trips; parking stays	<u>HCC &amp; SCC monitoring</u>	<u>Improve accessibility of city centre by a variety of modes of transport</u> <u>Delivery of programmes</u>	<u>Increases by 2026 (using 2012 as base year):</u> <u>Walking 45% (2.67% per annum)</u> <u>Cycling 52% (3.0% p.a)</u> <u>Bus 27% (1.75% p.a)</u> <u>Rail 32% (2.0% p.a)</u>  <u>Traffic flows on radial routes stay within predictions from Sub Regional Transport Model in Table 7 of the Transport Background Paper (CD 34)</u>	Ongoing Monitoring – existing AMR. <u>Transport model updates included when appropriate.</u> <u>(The Local Transport Plan includes more detailed targets and monitoring)</u>
AP 20-37 Site Policies	Progress update for each CCAP site	<u>SCC – Planning and City Development</u>	<u>Delivery of development schemes</u>	<u>Delivery of schemes</u>	New commentary to be included in future AMR updates <u>to include anticipated phasing of delivery.</u>