

- 9.13** The provision and allocation of car parking is an integral part of the design and layout of new development. The scale of parking to be provided in association with new development needs to take account of local circumstances, the demand that is likely to be generated by the proposed use, the location of the development, site specific constraints and the need to prevent an increase in parking pressure elsewhere including the highway network.

Policy T2: Parking Standards

Development (including change of use and conversions) will be required to provide parking in accordance with the standards set out in Annex G.

Parking provisions should be well designed and appropriately located so as to be convenient to users.

Residential parking provisions below the standards will be considered:

- a) where there is likely to be low demand for parking;
- b) where there are significant heritage or urban design issues;
- c) where any parking off site is appropriately controlled.

It will be necessary for applications to be accompanied by evidence justifying variations from the standards.

- 9.14** Parking spaces must be located and designed to ensure that they are safe, secure and practical. Spaces which poorly relate to the buildings they are intended to serve are likely to result in parking in locations not intended for that purpose. Garages would only count as parking spaces if they meet the minimum internal dimensions of 3 metres by 6 metres for each space. This is to ensure that garages are of a sufficient size to be usable for the parking of modern cars and do not increase pressure to park elsewhere. Car parking spaces should be 2.4 metres by 4.8 metres as a minimum. If the car parking space would be constrained on one side (e.g. adjacent to a wall) the space should be an extra 0.3 metres wide relative to the standard. If the space would be constrained on both sides the space should be an extra 0.6 metres in width relative to the standard.

- 9.15** Variations in parking standards will be considered by the Council where it is satisfied that there is likely to be low demand for a private car e.g. there are genuine alternative modes of transport such as accessible public transport, or the standard cannot be achieved because of design and character constraints.

Park and Ride, Nursling

9.16 The park and ride site forms part of a Transport Strategy for Southampton and is included with the Transport for South Hampshire's proposals for the sub-region¹³⁵. Part of Bargain Farm lies within Southampton and could be included within the park and ride proposal. The facility may provide a general park and ride for the public and/or for specific named employers. Regard should also be given to the requirements of policy LE5.

Policy T3: Park & Ride at Bargain Farm, Nursling

Development for a park and ride site (see Map H) of approximately 3Ha will be permitted provided that:

- a) it can be demonstrated that the facility will promote sustainable travel patterns;
- b) a detailed transport assessment has been completed having taken account of the Strategic and Local Highway Network
- c) a minimum of 20m landscaping along Brownhill Way and a minimum of 5m landscaping along Adanac Drive is provided;
- d) the site is designed to create a safe and secure facility.

9.17 A transport assessment will be required which considers the capacity and safety issues for the strategic and local highway network. Measures would need to be implemented to overcome any significant issues identified arising from the development within an appropriate agreed timescale.

9.18 To screen the park and ride site from Brownhill Way a landscape belt of a minimum of 20 metres width should be provided to complement existing features with a minimum of 5m landscaping adjoining Adanac Drive. The Council will work with Southampton City Council to establish a Landscape Strategy for the length of Brownhill Way as well as the part of Frogmore Lane within Southampton City. The park and ride should be designed to be visually attractive and be internally landscaped to soften its appearance.

9.19 The site would need to be designed and managed to ensure a safe environment for users. Any lighting proposed for the site must take account of the amenity of nearby residents and highway safety.

¹³⁵ Transport for South Hampshire, Transport Delivery Plan, February 2013.