

- a. the Central Station and main bus hubs;
  - b. available nearby existing car park capacity
3. Development viability
  4. The specific needs of the development, where it is clear these are different to standard types of development.
  5. 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.

4.200 The standards in Table 8 relate to the high accessibility areas, which cover a large part of the city centre. These are generally consistent with the Parking Standards SPD (2011) for the area outside the city centre. The main exception is for office car parking, where a higher maximum standard is proposed. 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 be applied to the equivalent areas within the city centre. Car club spaces can be in addition to the standards.

**Table 8 Proposed City Centre Car Parking Provision**

Land Use	Maximum provision (high accessibility area <sup>2 3</sup> )	Notes
<b>Offices</b>	1 space per 100 sq m	This provides for more car parking than set out in the Local Plan Review and Parking Standards SPD, reflecting experience regarding the balance between viability and transport objectives.
<b>Retail type</b>		
Non food	1 space per 67sq m	Retail development will need to assess availability of nearby existing car parking to demonstrate a clear need for additional provision. Any parking should generally be available to serve the city centre as a whole.
Food superstore	1 space per 25 sq m	
Café / Restaurant / Bar	1 space per 200 sq m	
<b>Hotels</b>	1 space per 3 bedrooms	
<b>Cinemas / Conference facilities</b>	1 space per 15 seats	
<b>Residential type <sup>1</sup></b>		
Bedsit/ 1 bed	1 space	
2 beds	1 space	
3 beds	2 spaces	
4+ beds	2 spaces	
Sheltered accommodation	1 space	

<b>Mixed Use Development</b>		Where mixed use developments have uses with different peaks of parking demand, it is expected that parking provision should be shared between these different uses to avoid unnecessary over-provision of spaces.
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<sup>1</sup> The residential standards in Table 8 do not apply to Houses in Multiple Occupation (HMOs), which will be set out in the HMO SPD.

<sup>2</sup> High accessibility areas are within 300 metres of bus routes with 20 buses or more per hour by direction; or 500 metres of the Central Station; and cover a large part of the city centre.

<sup>3</sup> All floorspaces based on Gross Floor Area (GFA)

4.201 The Core Strategy and transport strategies identify three indicative locations for park and ride facilities on the edge of the city. The expectations for the scale of office development have now reduced as a result of the recession. Initial work suggests that, as a result, strategic park and ride facilities for city centre growth would not be required at this stage. However there is a caveat, that changes in traffic flows are not evenly spread. There are higher increases in demand particularly on approaches from the east, which may require more extensive interventions here. This will be assessed in more detail using the TfSH strategic transport model.

4.202 The Council will support other appropriate park and ride proposals which benefit the city's overall transport and development strategy by serving other key destinations in the city (e.g. the University of Southampton, General Hospital, or cruise line terminals).

### **Policies to be replaced / retained**

<p><b><i>What transport policies will be replaced in the CCAP (for city centre sites)?</i></b></p> <p>Local Plan Review:</p> <ul style="list-style-type: none"> <li>- TI 1 Safeguarding for Transport Improvements</li> </ul> <p><b><i>What transport policies will still apply to the city centre?</i></b></p> <p>Core Strategy</p> <ul style="list-style-type: none"> <li>- CS 18 Transport: reduce – manage - invest</li> <li>- CS 19 Car and cycle parking</li> </ul>
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