

**Test Valley Revised Local Plan
DPD
2011 – 2029
Regulation 22 – Submission to
Secretary of State**

**Policy T3: Park & Ride at Bargain
Farm
Topic Paper**

July 2014

REVISED LOCAL PLAN

TOPIC PAPER – POLICY T3: Park & Ride at Bargain Farm

1 Introduction

- 1.1 The purpose of this topic paper is to provide context and rationale for the allocation of Park & Ride provision at Bargain Farm and to consider the approach of including a Park & Ride policy in the Revised Local Plan.

2 Background

- 2.1 The drive to encourage a shift towards more sustainable modes of travel at a regional level resulted in the objective of identifying suitable sites for a park and ride facility as far back as 2001.
- 2.2 The Council has liaised with Southampton City Council since the need for a park and ride first arose to combat congestion during peak periods and reduce the levels of poor air quality.
- 2.3 A Study of Strategic Park and Ride Opportunities for the Southampton area was undertaken in 2002 by Peter Brett Associates and identified a number of issues linked to traffic congestions, the opportunities and constraints for each site assessed and made a series of recommendations to refine the focus of delivery and implementation of a park and ride site. The site was identified as one of a number of potential sites on the edge of Southampton serving the western corridor of the city.
- 2.4 The Hampshire County Structure Plan (1996 – 2001) identified a need for a park and ride site in the Nursling area which is on the border of Test Valley with Southampton City Council. The Peter Brett study recommended that the site at Bargain Farm in Nursling was safeguarded from other uses in both the Test Valley Borough Local Plan 2006 and the Southampton City Council Local Plan 2006. The Southampton Core Strategy Development Plan (2010) identifies three Park and Ride sites including one in the Nursling area.

3 Policy Context

- 3.1 Within the Borough Local Plan (BLP) 2006 a Park and Ride facility is identified in Policy STV 04 in the Nursling area to the South of Brownhill Way. This was the site that was identified in the Peter Brett Associates study of 2002.
- 3.2 The Revised Local Plan (RLP) Policy T3 proposes to allocate land within the southernmost portion of Bargain Farm that is within Test Valley, north of

Brownhill Way for a Park and Ride facility. Part of the site lies within the Southampton City Council. The site is included in the Transport for South Hampshire's Transport Delivery Plan 2012 – 2026.

- 3.3 Policy Objective 2 in the Hampshire Local Transport Plan 2011 – 2031 supports the provision of Park and Ride facilities. Policy F of the Plan also advocates a strategic sub-regional approach to managing parking through provision of Park and Ride sites. Finally, Policy I in the Plan promotes the delivery infrastructure such as a network of Park and Ride sites to encourage private investment in bus, taxi and community transport solutions.
- 3.4 The NPPF promotes measures that facilitate sustainable transport and support giving people choices in how they travel. Paragraph 29 of the NPPF recognises that different solutions will be required depending on the needs of the communities affected and where opportunities for sustainable transport solutions vary.
- 3.5 Paragraph 30 of the NPPF encourages the support of solutions to reduce congestion. A Park and Ride facility located on the edge of Southampton City will reduce car borne pollution in built up areas and reduce congestion.
- 3.6 The NPPF (paragraph 31) also supports working together with neighbouring authorities and transport providers to develop strategies and deliver infrastructure that ensures sustainable transport opportunities are maximised.
- 3.7 The broad details of delivering a Park and Ride facility is referred to in the Infrastructure Delivery Plan document which provides an indicative inventory of infrastructure required to deliver the amount of development in the RLP.

4 Issues

- 4.1 Bargain Farm is split into two with the southern portion forming provision for a Park and Ride facility and the northern section being allocated for employment. The employment allocation is detailed in Policy LE3 in the Revised Local Plan and is allocated for 2 Ha of employment use within classes B1 and B2.
- 4.2 The previously allocated Park and Ride site on the land south of Brownhill Way has come under development pressure in recent years with a planning application for a Lidl regional distribution centre being granted planning permission on 28 November 2013 (ref: 11/02859/FULLS) and a legal agreement dated 22 November 2013.
- 4.3 The Lidl application was not in conformity with the BLP policy STV 04. As part of the legal agreement attached to the Lidl planning permission in the BLP safeguarded site south of Brownhill Way, the landowner, HCC, and TVBC agreed to relocate the Park and Ride proposal to Bargain Farm for a period of 5 years.

- 4.4 The relocation of the Park and Ride helped to make more efficient use of the land allocated for employment uses around the M27/M271 junction. The alternative site allocation remains justified on the basis that it is an accessible site just off the junction for the M27/M271 as part of the wider strategic road network and has the capacity to capture traffic before it enters the city. However, this resulted in the allocation of the Park and Ride facility and remaining employment allocation is within a Local Gap.
- 4.5 In terms of demand for Park and Ride, planning permission has been granted for temporary use of the existing Nursling B&Q car park near junction 1 of the M271 on weekdays for 158 spaces to serve Southampton Hospital (ref: 11/02874/FULLS and 14/00217/FULLS). The purpose of this facility is to intercept car trips from staff who travel from outside Southampton.
- 4.6 The temporary permission expires on 4th January 2017 and the site could be vacated earlier if an alternative site became available. This is not considered a long term solution to the issue of car parking for staff and visitors to the General Hospital. This site is located approximately 1km from the proposed allocation and demonstrates a demand for Park and Ride. It is considered that there is a realistic prospect of demand coming forward in the short to medium term for a Park and Ride site on the western side of Southampton.
- 4.7 In response to the Regulation 19 public consultation on the RLP, Southampton City Council made a representation stating their support for Policy T3 and the allocation of this part of Bargain Farm for a Park and Ride facility. Southampton City Council are of the opinion that a Park and Ride facility on the edge of the city will facilitate city centre growth in the long term or relieve pressure on other high parking demand sites and popular destinations such as Southampton General Hospital.
- 4.8 Test Valley Borough Council has worked with Southampton City Council and the Highways Agency in accordance with paragraph 31 of the NPPF to ensure that the strategic infrastructure needs are met through the provision of a Park and Ride facility to maximise the direct and indirect benefits for Southampton and Test Valley communities.

5 Revised Local Plan Policy T3

Park & 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-region¹. Part of Bargain Farm lies within Southampton and could be included within the park and ride proposal. Regard should be given to the requirements of policy LE5.

¹ Transport for South Hampshire Delivery Plan consultation draft. (January 2013).

Policy T3: Park & Ride at Bargain Farm, Nursling

Development for a park and ride site (see Map F) 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.