

Dunsbury Park – Plots 500-502

Parking Statement

1.0 Introduction

- 1.1 This note has been prepared to supplement the Design & Access Statement and Planning Statement, adding further information on the proposed level of parking within Plots 500-502 at Dunsbury Park and assessing against adopted standards.
- 1.2 This current application seeks reserved matters permission for 3no. B2/B8 units totalling 6,876 sqm. The units are being built speculatively, so the scheme has been designed in such a way that the Plots can be laid-out to deliver a sufficient level of parking dependent on the eventual occupier.

2.0 Policy context

- 2.1 The current adopted parking standards for non-residential development within Havant Borough Council are set out in the Havant Borough Parking Supplementary Planning Document (SPD) which was adopted in July 2016. All the Borough's parking standards are now detailed within the new SPD, which is a valuable supplement to Policy DM14 (Car and Cycle Parking on Development (excluding residential) of the Local Plan (Core Strategy).
- 2.2 The SPD requires the following minimum standards:
- B2: 1 space per 45 square metres
 - B8: 1 space per 90 square metres

The relevant standards are reproduced below:

TABLE 2			
Land Use	Car parking standard	Cycle standard (minimum)	
	Minimum parking standard	Long stay	Short stay
B1(a) office	1 space per 30 sqm Refer to note 1	1 stand per 150 sqm GEA note	1 stand per 500 sqm GEA
B1 (b)(c) high tech/light industry	1 space per 45 sqm	1 stand per 250 sqm GEA note	1 stand per 500 sqm GEA
B2 general industrial	1 space per 45 sqm	1 stand per 350 sqm GEA note	1 stand per 500 sqm GEA
B8 warehouse	1 space per 90 sqm	1 stand per 500 sqm GEA note	1 stand per 1000 sqm GEA

Notes

1. Subject to a condition or legal agreement restricting consent to the specified use.
2. Long-stay cycle parking to be at least the greater of the spaces per GEA identified or 1 space per 8 staff.
3. For all major commercial developments, a transport assessment and company or site travel plan will be required (see Chapter 5 for thresholds).
4. Proposed standards will take account of commercial development in predominantly residential areas. Where demonstrable harm to local residents occurs, the provision of on-street parking controls will be considered.
5. This document does not provide guidance on commercial vehicle parking standards, which will be considered by the local planning authority on the basis of individual application.
6. One motorcycle space is to be provided for every 25 car parking spaces.
7. Disabled people's car parking spaces should be provided in a ratio of 5% of the total allocation.

Table 2 from HBC Parking Supplementary Planning Document

- 2.3 The proposed level of parking provision on each Plot is detailed below:

Plot	B2	B8 (as approved under APP/21/01267)
500 (2,905 sqm)	62 staff & visitor car spaces , of which: • 3no. are accessible (equating to 5% of the total) • 4no. are 'active' electric charging spaces with the balance to be ducted for future provision; • 20 covered, secure external cycle parking spaces;	39 staff & visitor car spaces , of which: • 2no. are accessible (equating to 5% of the total) • 4no. are 'active' electric charging spaces with the balance to be ducted for future provision; • 10 covered, secure external cycle parking spaces;
501 (2,322 sqm)	49 staff & visitor car spaces , of which: • 3no. are accessible (equating to 6% of the total) • 4no. are 'active' electric charging spaces with the balance to be ducted for future provision; • 20 covered, secure external cycle parking spaces;	26 staff & visitor car spaces , of which: • 2no. are accessible (equating to 8% of the total) • 4no. are 'active' electric charging spaces with the balance to be ducted for future provision; • 10 covered, secure external cycle parking spaces;
502 (1,649 sqm)	32 staff & visitor car spaces , of which: • 2 is accessible (equating to 6% of the total) • 2no. are 'active' electric charging spaces with the balance to be ducted for future provision; • 10 covered, secure external cycle parking spaces;	14 staff & visitor car spaces , of which: • 1 is accessible (equating to 7% of the total) • 2no. are 'active' electric charging spaces with the balance to be ducted for future provision; • 10 covered, secure external cycle parking spaces;
	Total: 143 spaces (Ratio of 1:48)	Total: 79 spaces (Ratio of 1:87)

3.0 Summary

3.1 To conclude, the proposed levels of parking within Plots 500-502 will broadly meet the minimum requirements of the Parking SPD.

- **B2 – 143 spaces (1:48)**
- **B8 – 79 spaces (1:87)**

3.2 As it can be seen above, under the B2 scenario Plots 500-502 will deliver a parking ratio of 1:48, being only 3 sqm short of the Council's requirement. Under the B8 scenario (as approved under APP/21/01267) the Plots will exceed the Council's requirements.

3.3 Accordingly, the Plots will provide a level of parking wholly appropriate to the type and scale of development proposed. Taking into account the accessibility and characteristics of the site, the parking provision proposed is considered to be in full accordance with the objectives of the NPPF and the emerging Local Plan (Policy IN3). A suitably worded condition can be agreed securing the appropriate provision prior to first occupation.